

**File Unit - 002/002.01-08020.00.01**



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**Title:** DL&W RR--General Superintendents Correspondence--08020: New York State Fair Operation  
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<b>Proc By</b>	
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8070

SYRACUSE HERALD JOURNAL

State Pledges Aid to Speed D.L.W. 'L' Job

Marvin, Kennedy and Pitts Get Assurance of Co-operation

Will Send Appraiser Auditor's Aid to Work With City Group in Fixing Valuations

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Assurances that State departments involved will co-operate to the limit in speeding up preliminaries to the \$6,000,000 grade crossing project in Syracuse, calling for elevation of the D., L. & W. tracks, were brought back from Albany today by Mayor Rolland B. Marvin, Finance Commissioner Thomas E. Kennedy and City Engineer Nelson F. Pitts.

It was announced that officials of the State auditor's office, which under the new Constitution must pre-audit all State expenditures, has agreed to send an appraiser to Syracuse next week to work with appraisers of the Syracuse Grade Crossing Commission in fixing the value of land to be purchased.

This will eliminate many delays later as otherwise it would be necessary for the Syracuse commission to negotiate with private owners, using the basis of their own appraisers' figures, and then wait for State approval before title could be taken.

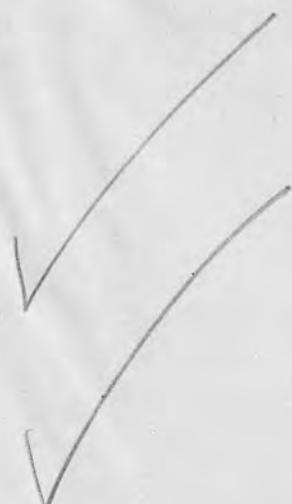
If the State approves the appraisals in advance, it will be possible to close many deals on which the grade commission now holds options and avoid delays through condemnation.

Mayor Marvin expressed anxiety last week as weeks slipped by without action on land acquisition and conferred with John H. Walrath, counsel for the grade commission, and James P. O'Connell, executive secretary, regarding reasons for delay.

They informed the mayor the failure to acquire land was due entirely to Albany regulations with result the mayor decided to go to the capital Tuesday.

Mr. Pitts, who is chief engineer of the grade commission, is hopeful of being in position to let the main construction contract late in October.

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*EBM  
to note  
J.H.*

will be completed on Sept. 1. time it will be reopened

to \$2.50  
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ARDS

Attendance

	1939	1938	1937
Monday	15,487	.....	.....
Tuesday	13,382	.....	15,191
Wednesday	13,358	15,754	70,131
Thursday	17,063	21,245	25,122
Friday	.....	31,678	36,895
Saturday	.....	34,507	44,432
Sunday	.....	26,687	28,841
Monday	.....	32,731	38,961
Tuesday	.....	20,278	12,021
Wednesday	.....	78,299	.....
Thursday	.....	16,309	.....
Friday	.....	11,443	.....
Saturday	.....	19,683	.....
Sunday	.....	17,389	.....
Totals	59,290	363,770	271,594

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THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY  
Passenger Traffic Department  
140 Cedar Street, New York City

✓ July 29, 1939.

CIRCULAR No. 9886

NEW YORK STATE FAIR, SYRACUSE, N.Y.,  
AUGUST 26 - SEPTEMBER 9, 1939

To Ticket Agents at Stations Binghamton to Mount Morris, inclusive, Syracuse and Utica Divisions, Ithaca Branch and Conklin, N.Y.

The New York State Fair at the Syracuse State Fair Grounds will be held this year beginning August 26 to and including September 9.

Due to track changes no shuttle service is contemplated by our Company between Syracuse and the State Fair Grounds, therefore, sell tickets to Syracuse only. We understand adequate bus service will be provided between Syracuse and the Fair Grounds.

W. H. DOMINICK,  
Passenger Traffic Manager

J. L. Homer,  
General Passenger Agent

LEN:O-125

EBM, FC, WGA, Passenger Representatives, AJR



8020 003

THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY

PASSENGER TRAFFIC DEPARTMENT

140 CEDAR STREET  
NEW YORK CITY

W. H. DOMINICK  
PASSENGER TRAFFIC MANAGER  
J. L. HOMER  
GENERAL PASSENGER AGENT  
R. F. IRWIN  
ADVERTISING AGENT

*J.C.*  
*Note & return*  
*E B M*  
*7/15*

*Mr E B M*  
*Noted. think*  
*ok. on*  
*July 13, 1939.*  
*this - J.C. 7/16*

Mr. Moffatt:

Your memo of the 10th quoting communication from Superintendent Cizek relative to discontinuance of State Fair shuttle service for the next two years on account of track changes.

Assuming that this excuse will stand up under pressure, I am agreeable to going along with the position outlined by Mr. Cizek to Commissioner Smith.

*W H Dominick*

On Line at Hoboken

8020:

July 10, 1939

Mr. W. H. Dominick:

Referring to yours June 23.

I quote below Superintendent Cizek's letter of July 8 concerning the New York State Fair:

"Your letter of June 28th, file 8020, with regard to running shuttle trains for New York State Fair this year.

Yesterday I called on Commissioner Smith of the State Fair and told him that for the next two years on account of our track changes we would be unable to supply this service and while this year our crossing elimination would not be very far advanced, at the same time we would be arranging for our temporary tracks, and I used this as an excuse that we should be relieved of operating the shuttle trains.

To my surprise, Mr. Smith took it very calmly and seemed to be very agreeable. He also agreed to make necessary announcement in the daily press of our discontinuing the service so that our regular riders could make other arrangements to get to the Fair. He did inquire, however, as to whether the Public Service Commission had anything to do with this and I told him this service has had been maintaining of our own free will and it has been our contribution to the community and the Fair. Commissioner Smith is rather new on the job. This is his second year and it may be that after he has talked to some of his associates who have been connected with the Fair longer he may have a change of heart and there may be some pressure brought to bear. One thing is certain and that is we cannot operate shuttle trains next year and we should use the excuse I gave him to get out of it this year, and I hope we will be successful."

I assume it will be satisfactory to you for us not to run these shuttle trains if we can get away from so doing.

ebm/k

(sgd) E.B.Moffatt.

cc Mr. G.J.Ray

*Paper*

Binghamton, New York,  
July 8th, 1939

Mr. E. B. Moffatt:

W  
Your letter of June 28th, file 8020, with regard to running shuttle trains for New York State Fair this year.

Yesterday I called on Commissioner Smith of the State Fair and told him that for the next two years on account of our track changes we would be unable to supply this service and while this year our crossing elimination would not be very far advanced, at the same time we would be arranging for our temporary tracks, and I used this as an excuse that we should be relieved of operating the shuttle trains.

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W  
*Franklyn*  
Superintendent

006  
On Line at Hoboken

June 28, 1939

8020:

Mr. Frank Cizek:

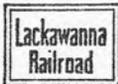
Referring to your letter June 19 concerning the New York State Fair this year.

Personally, I think we should try to get out of operating shuttle train service, but, if pressure is brought upon you it will be satisfactory for you to arrange to provide service during daylight hours and along the same lines as was done previously.

(sgd) E.B.Moffatt.

ebm/k

cc Mr. G.J.Ray  
Mr. W.H.Dominick



THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY

PASSENGER TRAFFIC DEPARTMENT

140 CEDAR STREET

NEW YORK CITY

W. H. DOMINICK  
PASSENGER TRAFFIC MANAGER

J. L. HOMER  
GENERAL PASSENGER AGENT

R. F. IRWIN  
ADVERTISING AGENT

June 23, 1939.

Mr. E. B. Moffatt:

Replying to yours of the 22nd with reference to the operation of shuttle trains during the period of the New York State Fair:

In addition to the fact that we made some money out of last year's operation, I imagine that we will have pressure brought to bear upon us to continue the service, and it seems to me that the only basis upon which we can justify the discontinuance of the service is that of the risk involved.

I do not know what the past record is with respect to personal injuries, but you may want to present the question to Mr. Ray along these lines.

On Line at Hoboken

June 22, 1939

Mr. W. H. Dominick:

I had expected to talk to you yesterday concerning the New York State Fair at Syracuse this year which is scheduled to be held between August 26 and September 9 - Labor Day September 4.

Concerning this Superintendent Cizek reports:

"Last year they had a two week session and we operated our shuttle trains during the entire time except Sundays. We carried on our shuttle trains 23,718 passengers to the Fair and 20,558 from the Fair to Syracuse, a total of 44,276. The earnings on our shuttle trains amounted to \$4000.95 and our out-of-pocket expense was \$1554.87, giving us net earnings of \$2446.08.

I have not as yet approached the Fair people this year and before I do so would like to inquire if it is the wish of the Management that we enter into shuttle train service again this year the same as last. Will you please advise."

My personal opinion is that we should make every effort not to provide any shuttle train service. However, I will be glad to have your views.

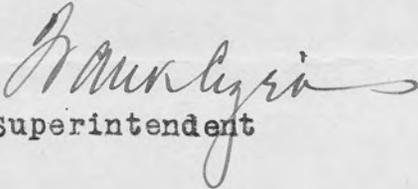
Binghamton, New York,  
June 19, 1939

Mr. E. B. Moffatt:

The New York State Fair will be held this year from August 26th to September 9th. Labor Day is on September 4th.

|| Last year they had a two week session and we operated our shuttle trains during the entire time excepting Sundays. We carried on our shuttle trains 23,718 passengers to the Fair and 20,558 from the Fair to Syracuse, a total of 44,276. The earnings on our shuttle trains amounted to \$4000.95 and our out-of-pocket expense was \$1554.87, giving us net earnings of \$2446.08.

I have not as yet approached the Fair people this year and before I do so I would like to inquire if it is the wish of the Management that we enter into shuttle train service again this year the same as last. Will you please advise?  
||

  
Superintendent

Binghamton, New York,  
September 23rd, 1938.

*attached to  
file*

Mr. E. B. Moffatt:

The attached report gives the details of our State Fair operation, which we have prepared in the usual form.

The gist of it is that we carried on our shuttle trains in both directions 44,276 people, which is an increase of 8,243 over a year ago. The Fair ran two weeks this year, compared with one week last year.

Our earnings on shuttle train service were \$4,000.95, an increase of \$723.75. On account of the two weeks operation, however, our expenses were \$1,554.87, so that our net earnings amounted to \$2,446.08, which is \$121.80 less than a year ago.

The service was performed with minimum amount of out-of-pocket expense and was taken care of satisfactorily.

The State Fair people predicted a total attendance for the two weeks of at least 475,000 but they only got 358,892. They seem to be determined to carry on for two weeks again next year, but they will have to materially improve their program and fill in desirable exhibits for the second week, which they failed to do this year, if they want to make this a success.

*Frank Lyell*  
Superintendent

cc-GJR

*Re-mailed copy to Mr. Ray 9/23*

STATEMENT OF STATE FAIR BUSINESS, AUG. 29 - SEPT. 10, 1938

PASSENGERS HANDLED ON SHUTTLE TRAINS

<u>DATE</u>	<u>ENTRANCE</u>	<u>EXIT</u>	<u>TOTAL</u>
8-29	854	657	1511
30	1223	1018	2241
31	2166	2039	4205
9--1	2533	2150	4683
2	1901	1563	3464
3	2222	1840	4062
5	5913	5401	11314
6	1023	733	1756
7	437	404	841
8	1503	1393	2896
9	941	729	1670
10	3002	2631	5633
<b>TOTAL</b>	<b>23718</b>	<b>20558</b>	<b>44276</b>
1937 *	<b>18825</b>	<b>17208</b>	<b>36033</b>
Increase -	4893	3350	8243

(\*) in 1937 Fair held only one week.

	<u>WEATHER</u>	<u>NUMBER OF SHUTTLE TRIPS</u>	
		<u>1938</u>	<u>1937</u>
Mon. Aug 29	Fair	23	--
Tues. " 30	Rain to 10.30AM, Fair in PM.	24	--
Wed. " 31	Fair	25	--
Thur. Sept. 1	" and cool	25	--
Fri. " 2	"	25	--
Sat. " 3	"	25	--
Mon. " 5	"	24	22
Tues. " 6	"	23	23
Wed. " 7	Rain all day	22	24
Thur. " 8	Fair and cool	24	23
Fri. " 9	Fair	24	24
Sat. " 10	"	25	23
<b>Total -</b>		<b>289</b>	<b>139</b>

COMPARATIVE STATEMENT OF EARNINGS AND EXPENSES

EARNINGS

	<u>1938</u>	<u>1937</u>	<u>Increase</u>
Earnings on shuttle trains	\$ 4000.95	\$ 3277.20	\$ 723.75

EXPENSES

	<u>1938</u>	<u>1937</u>	<u>Increase</u>
Station Employes	\$ 106.62	\$ 78.43	\$ 28.19
Shuttle Service (Wages)	702.31	321.55	380.76
Engine Expense:			
Lubr. for loco	\$27.32		
Water	23.40		
Other supplies	5.20		
Fuel	<u>429.04</u>		
Cleaning cars	81.22	30.38	50.84
Extra crossing protection	<u>179.76</u>	<u>68.97</u>	<u>110.79</u>
<b>TOTAL EXPENSES -</b>	<b>\$ 1554.87</b>	<b>\$709.32</b>	<b>\$ 845.55</b>

<b>TOTAL EARNINGS -</b>	<b>\$ 4000.95</b>	<b>\$ 3277.20</b>	
<b>TOTAL EXPENSES -</b>	<b><u>1554.87</u></b>	<b><u>709.32</u></b>	
<b>NET EARNINGS -</b>	<b>\$ 2446.08</b>	<b>\$ 2567.88</b>	<b>Decrease \$121.80</b>

FAIR ATTENDANCE

	<u>1938</u>		<u>1937</u>	
Mon. Aug. 29	15,737			
Tues. " 30	20,671			
Wed. " 31	31,678			
Thur. Sept. 1	34,505			
Fri. " 2	26,687			
Sat. " 3	32,721			
Sun. " 4	20,278	Sun. Sept. 5	15,191	
Mon. " 5	78,999	Mon. " 6	70,131	
Tues. " 6	16,309	Tues. " 7	25,122	
Wed. " 7	11,443	Wed. " 8	36,895	
Thur. " 8	19,683	Thur. " 9	44,432	
Fri. " 9	17,381	Fri. " 10	28,841	
Sat. " 10	32,800	Sat. " 11	38,961	
		Sun. " 12	12,021	
TOTAL -	358,892		271,594	Incr. 87,298

PERCENTAGE OF TOTAL ATTENDANCE CARRIED ON SHUTTLE TRAINS

<u>1930</u>	<u>1931</u>	<u>1932</u>	<u>1933</u>	<u>1934</u>	<u>1935</u>	<u>1936</u>	<u>1937</u>	<u>1938</u>
<u>Passengers carried on shuttle trains round trip</u>								
18118	16205	6564	11460	11945	12258	13095	18016	22138
<u>Total Attendance at Fair</u>								
225587	198347	125035	210935	225176	262864	229748	259573	358892
<u>Percentage of total attendance carried on shuttle trains</u>								
8.03	8.17	5.24	5.43	5.30	4.66	5.70	6.94	6.16

Hoboken, N. J., September 12, 1938.

2378:

Mr. E. B. Moffatt,  
General Superintendent.

Dear Sir:

The attendance at the New York State Fair in Syracuse, August 29th to September 10th, was as follows:

	<u>Entrance</u>	<u>Exit</u>	<u>Total</u>
Aug. 29th	854	657	1511
" 30th	1223	1018	2241
" 31st	2166	2039	4205
Sept 1st	2533	2150	4683
" 2nd	1901	1563	3464
" 3rd	2222	1840	4062
" 5th	5913	5401	11314
" 6th	1023	733	1756
" 7th	437	404	841
" 8th	1503	1393	2896
" 9th	941	729	1670
" 10th	3002	2631	5633
	<u>23718</u>	<u>20558</u>	<u>44276</u>

*checked with  
PC*

In 1937 for the six days of the Fair, September 6th to 11th, the attendance was 36,033.

Yours truly,

*J. Mackinn*  
Chief Special Agent.

8020

Scranton, Pa., Aug.15,1938

8020:

F.Cizek:

Answering yours August 10.

Telephone Engineer Graf has arranged for telegraph and telephone service for the New York State Fair beginning August 29, 1938.

E.B.Moffatt.

2-h.



THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY

OFFICE OF GENERAL SUPERINTENDENT

SCRANTON, PA.

August 12, 1938

E. B. MOFFATT  
GENERAL SUPERINTENDENT

8020:

Mr. J. J. Graf: ✓

You received copy of Superintendent Cizek's mimeograph letter of August 10 with respect to arrangements for the New York State Fair at Syracuse, beginning August 29.

Please advise if you will see that the telegraph and telephone facilities are provided as outlined in paragraph 13.

E. B. Moffatt.

2-h.

cc to J.E. .S.

*Mr. Moffatt  
everything arranged  
J. J. Graf  
8/13*

August 12, 1938

8020:

Mr. J. J. Graf:

You received copy of Superintendent Cizek's mimeograph letter of August 10 with respect to arrangements for the New York State Fair at Syracuse, beginning August 29.

Please advise if you will see that the telegraph and telephone facilities are provided as outlined in paragraph 13.

E. B. Moffatt.

2-h.

cc to J.E .S.

016

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY  
Office of Superintendent  
S&U Division

Binghamton, New York,  
August 10th, 1938.

ALL CONCERNED:

NEW YORK STATE FAIR at Syracuse will be held this year from August 29th to September 10th inclusive, two weeks, and following arrangements will be made:

1. Shuttle service will be operated daily except Sunday, September 4th, first train leaving Syracuse at 8:30 A.M. and last train leaving Fair Grounds at 6:30 P.M. Two engine crews with one 500 class engine will cover the service, first crew being relieved at Syracuse passenger station at or near 1:30 P.M.

2. Seven coaches will be required for shuttle service and should be at Syracuse not later than Sunday, August 28th. Two extra coaches will be required for use on regular trains.

3. One 500 class engine should be held in reserve at Syracuse to protect additional service if needed.

4. Operator J. F. Dalton will act as stationmaster, operator and ticket seller at Fair Grounds.

Collection of tickets at gates will be taken care of by C. F. Bayer and E. H. Rivers, the latter on busy days as required, also E. J. Burke who in the afternoon will have charge of selling tickets in outgoing booth.

5. Lieut. of Police Ryan and two uniformed officers will be stationed at Fair Grounds.

6. J. R. Thexton will supervise the operation at Syracuse Passenger Station.

7. Agent Eggert will arrange for clerk Kelly to act as ticket seller in outside booth at Syracuse station in forenoon until relieved for the day after lunch, when he will be returned to his duties in freight office.

8. Auditing Department will arrange for representative to take care of ticket collections at Fair Grounds as heretofore.

9. Electrical Department will arrange to provide necessary lights at Syracuse and Fair Grounds as heretofore.

10. Division Engineer Young will arrange as follows:

1. Erect one temporary ticket booth outside Syracuse passenger station.
2. Have sliding gates at Fair Grounds gone over so same will be in proper condition to operate.

11. Roadmaster Lederman will arrange to cleanup Fair Grounds and provide one flagman at Fair Grounds crossing to work from 10:00 A.M. to 6:30 P.M., also flagman at Hiawatha Street crossing to work same hours. He will also disconnect derails at Fair Grounds siding.

12. One car inspector will be provided to ride shuttle trains and do the necessary coupling at Fair Grounds and passenger station, same as last year.

13. Telegraph and telephone service:

At Fair Grounds, provide local service with all Syracuse points over present Syracuse yard line, this line now being available at Fair Grounds. Provide direct connection with dispatcher's circuit.

At Syracuse station, present service and facilities at Baggage Room are adequate.

14. Signal Department will arrange for maintainer to cover the territory the same as in previous years.

FRANK CIZEK,  
Superintendent.

8020<sup>017</sup>

August 8, 1938.

Mr. W. C. Davis,  
Ticket Stockman,  
Hoboken, N.J.

NEW YORK STATE FAIR - 1938

The New York State Fair will be held this year for two weeks from August 29th to September 10th, inclusive, 1938.

No reduced fare will be authorized, agents will issue regular one-way or round-trip tickets at regular tariff fares to Syracuse at which point tickets may be purchased reading between Syracuse and State Fair Grounds at fare of 10 cents in each direction; therefore, arrange to print ticket reading as per attached copy, eliminating the green tint and print on white paper.

Please arrange to print -

62,000 - Adult  
15,200 - Child

When supply is received, furnish to agents as follows, sending to this office three samples -

	<u>Adult</u>	<u>Child</u>
Syracuse	60,000	15,000
Cortland	1,000	100
Binghamton	1,000	100

J. L. HOMER

WHG:O

cc: EBM FC JLS LPH ER

cc: TA - Syracuse, N.Y.  
Binghamton, N.Y.  
Cortland, N.Y.

THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY

AUDITOR OF FREIGHT AND PASSENGER REVENUES  
SCRANTON, PA.

J

August 8, 1938

File: 0043.

Mr. Frank Cizek,  
Superintendent

Dear Sir:

Referring further to yours of July 26th requesting the services of an employee of this department for two weeks, commencing August 29th, to assist in the collection of shuttle train tickets at the Syracuse State Fair: Mr. John R. Griffiths, clerk in this department, will cover the assignment.

Will you please advise at your convenience when you will require Mr. Griffiths at Syracuse, and to whom he shall report: also if you will make the necessary arrangements for hotel accommodations for him.

Yours truly,

Auditor of Freight and Passenger Revenues.

CC: Mr. E. B. Moffatt: This refers to your letter of August 3rd to Mr. Cizek, copy to me.

August 3, 1938.

Mr. F. Cizek:

I enclose herewith correspondence accompanying yours of July 30.

I have discussed with AF&PR Ross the matter of having Accounting Department representative at the State Fair for period of two weeks this year, instead of for one week, as formerly, and after explaining the situation to him he advised he would be very glad to co-operate with you. He will advise later the name of the representative who will be designated to take care of the work.

(s) E.B.Moffatt

EBM-4.

Copy Mr.E.Ross: Thanks for your co-operation.  
See your letter of July 29 to Mr. Cizek,  
file 0043.

EBM

*J. C.  
Edw. Ross.*

Binghamton, New York,  
July 30th, 1938.

Mr. E. B. Moffatt:

The attached correspondence I have had with Auditor Ross is self-explanatory.

I think it will take a word of approval from you to Mr. Ross for him to arrange to send his representative there for the entire two weeks. I consider this very important. Before we had the Auditing Department's co-operation in this, tickets were handled promiscuously by various employes at the Fair Grounds, left laying around, and could have been picked up or resold if any of our employes were dishonest. With the Auditing Department representative there, all tickets are turned over to him and he is responsible therefor, and in that way we know they are properly taken care of.

In view of the fact that I am trying to operate the fair this year without any out-of-pocket expense so far as payroll is concerned, I would like very much to have this auditing work taken care of by Mr. Ross' Department as in the last few years. The man usually sent there is very competent to take care of this for us.

*Franklyn*  
Superintendent.

8070 021  
July 26, 1938.

Mr. E. B. Moffatt:

Acknowledging your memorandum on my attendance  
at the State Fair, New York.

C.F. Bayer

C.F.B.

8020

July 23, 1938

Mr. F. Cizek:

Yours July 22, in regard to operation of shuttle trains for the State Fair.

It will be entirely satisfactory for you to use Messrs Thexton and Bayer, also Mr. Burke, and, if you desire, we might be able to spare Mr. Weil during that period.

E.B.Moffatt

Copy Mr.JRT  
Mr.CFB

EBM-4

F.C.

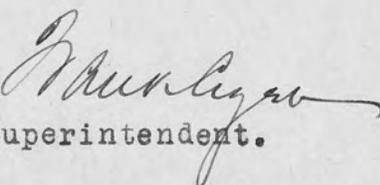
Binghamton, New York,

July 22nd, 1938.

Mr. E. B. Moffatt:

Your letter of the 20th approving the operation of shuttle trains at the State Fair for the two week period this year.

I would like to operate this service with the minimum out-of-pocket expense and with that in view, would it be consistent for you to assign Mr. Thexton to us for that period, whom I would like to have stationed at the Syracuse Passenger Station to look after the closing of the gates and dispatching of trains--in other words, act as stationmaster? Would also like to have Mr. Bayer to act as ticket collector at Fair Ground. He did good work for us there last year. Also, <sup>will</sup> arrange to use E. J. Burke at the fair Ground so that with their help, and others that I can pick up at Syracuse, I hope to get by with only hiring one operator.

  
Superintendent.

8020

July 20, 1938.

Mr. F. Cizek:

Yours July 14, concerning State Fair operation this year.

It will be satisfactory for you to make necessary arrangements to operate our service in accordance with your recommendation, covering the period of two weeks, as proposed. I trust that the patronage of the trains during the entire period will justify the service.

FBM-4



**THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY**  
**OFFICE OF GENERAL SUPERINTENDENT**

SCRANTON, PA.

July 15, 1938.

**E. B. MOFFATT**  
GENERAL SUPERINTENDENT

Mr. G. J. Ray,

Vice President.

Dear Sir:

I send you herewith letter from Superintendent Cizek, dated July 14, concerning the New York State Fair at Syracuse, 1938.

You will note arrangements have been made to operate the Fair for two weeks, instead of one, as heretofore, and that we are requested to provide our service for the two weeks.

I think we should handle the matter in accordance with Mr. Cizek's recommendation, concurred in by Division Passenger Agent Smith. Will you please advise if you approve?

Yours truly,

*E B Moffatt*

EBM-4

*Handwritten notes and signatures:*  
"along with..."  
"EBM" (initials)  
"7/16" (date)  
"7/18" (date)  
A large checkmark is present.

Binghamton, New York,  
July 14th, 1938.

Mr. E. B. Moffatt:

I had a conference with the State Fair people a few days ago at Syracuse. They wanted to see me with regard to what our attitude would be in furnishing shuttle train service this year. The Fair management has changed and is now in the hands of Director Smith who formerly had charge of Farms and Markets at Albany. He seems to be aggressive and has new ideas, and some of them are rather radical.

To begin with, they have extended the duration of the Fair to two weeks. It will start on August 29th, which is Monday, and during the week of August 29th they will have the Grand Circuit races, a very elaborate flower show on the order of the New York show, in which they have the various Garden Clubs in the State interested; will have a Horse Show, dairy cattle show, sheep show, poultry show, dairy products, farm and home exhibits and the boys and girls exhibits. Wednesday of the first week will be Grange Day as usual, Thursday Governor's Day as usual, and Friday will be Women's Day when they expect the President's wife to grace the occasion. For Saturday they have nothing special arranged but they are trying to get the Secretary of War to be there and have sort of a military day. On Sunday Homer Rodeheaver has been engaged and they will have an interdenominational service.

Monday, Labor Day, will be devoted to labor interests. Tuesday of the second week will be Farm and Home Bureau Day; Wednesday - Manufacturers' Day; Thursday - Mayor's Day; Friday - motorcycle races and some automobile elimination races, and on Saturday the big automobile race. In the second week they will have draft horse contests in the Coliseum, beef cattle exhibitions and swine exhibitions. During the week they expect to have running horse races instead of trotters, have a rodeo show, fruit and farm products in the horticultural building instead of the flower show which will be held the first week, etc. etc.

They have engaged several of the big orchestras such as Paul Whiteman and Benny Goodman and elaborate reviews to perform each week. They have also engaged a New York promotion and advertising firm to handle their advertising and promotion. This I think is a good idea because the Fair has never been properly promoted or advertised.

The Commissioner is confident that they will get over 400,000 people to come to the Fair during the two weeks. Last

year they had 270,000 for the one week. They claim they will also charge a 25¢ admission for every automobile entering the grounds. Heretofore they have admitted them free, and they feel that it is quite necessary for us to operate our shuttle trains. I showed them that last year we handled only 7 per cent of the total attendance on our shuttle trains, which amounted to almost 19,000 people into the grounds and 17,000 people out. Last year we cleared about \$3,000.00 on the week's operation. Our expenses ran a little over \$700.00. If we go into the shuttle train business at all, I can see where it will be necessary to operate both weeks although I feel that three or four days of the second week will be rather thin. We would simply operate on a reduced basis the same as we have the last several years, operating only one train, giving half hour service. Our expenses would be double what they were last year and I doubt very much if our earnings will be anywhere near double. However, after talking the matter over with Division Passenger Agent Smith, we feel that we should cooperate and run our shuttle trains as outlined above for the entire period. If we find this year it is not worth while on account of the additional week of operation, then we can serve notice on the Commission after the Fair is over that we will withdraw from the business in the future, and I think they will readily agree. If this meets with your approval, I will so arrange.

*Franklin*  
Superintendent

July 15, 1938.

Mr. G. J. Ray,  
Vice President.

Dear Sir:

I send you herewith letter from Superintendent Cizek, dated July 14, concerning the New York State Fair at Syracuse, 1938.

You will note arrangements have been made to operate the Fair for two weeks, instead of one, as heretofore, and that we are requested to provide our service for the two weeks.

I think we should handle the matter in accordance with Mr. Cizek's recommendation, concurred in by Division Passenger Agent Smith. Will you please advise if you approve?

Yours truly,

EBM-4

8020

029

New York State Fair

1935

STATEMENT OF STATE FAIR BUSINESS, AUG. 26-SEPT 2, 1935

*NY State Fair file*

PASSENGERS HANDLED ON SHUTTLE TRAINS

Date	<u>ENTRANCE</u>			<u>EXIT</u>			<u>GRAND TOTAL</u>
	<u>NYC</u>	<u>LOCAL</u>	<u>TOTAL</u>	<u>NYC</u>	<u>LOCAL</u>	<u>TOTAL</u>	
8-26	41	1136	1177	28	1147	1175	2352
27	114	1066	1180	103	1104	1207	2387
28	232	2418	2650	203	2439	2642	5292
29	220	2393	2613	179	2497	2676	5289
30	66	827	893	57	805	862	1755
31	133	1117	1250	137	1165	1302	2552
9- 2	116	2198	2314	134	2442	2576	4890
Total	922	11155	12077	841	11599	12440	24517
1934	845	11264	12109	799	10982	11781	23890
Incr.	77	-	-	42	617	659	627
Decr.	-	109	32	-	-	-	-

PASSENGERS FROM LOCAL POINTS CARRIED TO AND FROM SYRACUSE

<u>WEATHER</u>	<u>NUMBER OF SHUTTLE TRIPS</u>		<u>To Syracuse</u>		<u>From Syracuse</u>		<u>Total</u>
	<u>1935</u>	<u>1934</u>					
Mon Fair, warm	22	19		39		31	70
Tue Cldy. Showers	23	22		45		45	90
Wed Fair, cool	25	21		46		49	95
Thu Fair, warm	26	22		44		55	99
Fri Cold, showers	24	24		59		56	115
Sat Fair	24	23		95		79	174
Mon Fair, warm	25	19		123		126	249
	<u>169</u>	<u>150</u>	Total	<u>451</u>		<u>441</u>	<u>892</u>
	Special	Wed. 8/28		231		198	429
	"	Thu. 8/29		259		254	513
		Total		<u>490</u>		<u>452</u>	<u>942</u>
	Grand Total			941		893	1834

COMPARATIVE STATEMENT OF PASSENGERS CARRIED

	<u>1935</u>	<u>1934</u>	<u>INCREASE</u>
Passengers carried on regular trains	892	774	118
Passengers carried on special trains	942	889	53
Passengers carried on shuttle trains	<u>24517</u>	<u>23890</u>	<u>627</u>
TOTAL PASSENGERS -	26351	25553	798

COMPARATIVE STATEMENT OF EARNINGS & EXPENSES

- EARNINGS -

	<u>1935</u>	<u>1934</u>	<u>INCR.</u>	<u>DECR.</u>
Earnings on line passengers	\$1249.41	\$1083.57	\$165.84	
Earnings on shuttle trains	2618.90	2574.65	44.25	
Earnings on NYC shuttle tickets	<u>158.67</u>	<u>165.96</u>		\$ 7.29
TOTAL EARNINGS -	\$4026.98	\$3824.18	\$ 202.80	

EXPENSES

	<u>1935</u>	<u>1934</u>	<u>Increase</u>	<u>Decrease</u>
Station Employes	\$ 102.72	\$ 104.14		\$ 1.42
Shuttle Service (Wages)	400.92	334.65	\$ 66.27	
Engine Expense:				
Lub. for loco. \$9.76				
Water 9.92				
Fuel <u>276.32</u>	296.00	247.60	48.40	
Special Trains (Wages)	132.81	125.19	7.62	
Cleaning Cars	37.32	29.77	7.55	
Extra Crossing Protection	<u>65.66</u>	<u>64.95</u>	<u>.71</u>	
TOTAL EXPENSES -	\$1035.43	\$906.30	\$129.13	

TOTAL EARNINGS -	\$ 4026.98	\$ 3824.18	\$ 202.80
TOTAL EXPENSES -	<u>1035.43</u>	<u>906.30</u>	<u>129.13</u>
NET EARNINGS -	\$ 2991.55	\$ 2817.88	\$ 173.67

FAIR ATTENDANCE

	<u>1935</u>	<u>1934</u>	<u>Increase</u>	<u>Decrease</u>
SUNDAY	12426		12426	
MONDAY	18002	17935	67	
TUESDAY	24000	19122	4878	
WEDNESDAY	42598	33532	9066	
THURSDAY	41856	35273	6583	
FRIDAY	20747	25584		4837
SATURDAY	26665	15911	10754	
SUNDAY	14162	16862		2700
MONDAY	62408	60957	1451	
	<u>262864</u>	<u>225176</u>	<u>37688</u>	

PERCENTAGE OF TOTAL ATTENDANCE CARRIED ON SHUTTLE TRAINS

	<u>1928</u>	<u>1929</u>	<u>1930</u>	<u>1931</u>	<u>1932</u>	<u>1933</u>	<u>1934</u>	<u>1935</u>
<u>Passengers carried on shuttle trains round trip:</u>	22204	19808	18118	16205	6564	11460	11945	12258
<u>Total Attendance at Fair</u>	225119	235973	225587	198347	125035	210935	225176	262864
<u>Percentage of total attendance carried on shuttle trains:</u>	9.86%	8.39%	8.03%	8.17%	5.24%	5.43%	5.30%	4.66%

033  
8020

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY  
Office of Superintendent  
S&U Division

Binghamton, New York,  
August 5th, 1935.

ALL CONCERNED:

New York State Fair will be held at Syracuse from August 25th to September 2nd, inclusive, this including two Sundays, and the following arrangements will be made to provide shuttle and extra passenger train service.

1. Shuttle service will be provided daily except Sundays, August 25th and September 1st, from 8:30 A.M. until 6:30 P.M., using one crew for the service with a 500 class engine.

2. Ten coaches will be required to take care of shuttle service and also extra trains that will be operated on Wednesday and Thursday. These coaches should be at Syracuse not later than Sunday, August 25th.

Extra coach will be added to #915 and #910 as required.

3. Extra trains, consisting of necessary coaches, will leave Binghamton 7:00 A.M. on Wednesday and Thursday, August 28th and 29th, arriving at Fair Grounds at 9:45 A.M. Returning, will leave Syracuse on same days at 6:45 P.M., arriving Binghamton at 9:10 P.M.

4. One 500 class engine will be required for shuttle service and one should be held in reserve at Syracuse to protect second crew if and when needed.

5. R. W. Walker will act as Stationmaster at Fair Grounds.  
J. F. Dalton will act as operator and ticket seller at entrance gate at Fair Grounds.

6. Lieut. of Police Ryan with one other officer will be stationed at Fair Grounds.

7. Agent Eggert at Syracuse will assign clerk Rivers and another man to assist in collecting tickets at Fair Grounds, and also assign clerk Kelly to act as ticket seller in outside booth at Syracuse station until 1:00 P.M. when he will go to Fair Grounds to sell tickets at exit gate until closing time.

8. Auditing Department will furnish representative to take care of tickets collected and assist in selling tickets at exit gate at Fair Grounds in forenoon.

9. Chief Dispatcher will provide operator at Syracuse to work from 8:00 A.M. to 4:00 P.M., doing wire work and, if necessary, assist in selling tickets.

10. Electrical Department will arrange to provide necessary lights at Syracuse and Fair Grounds.

11. Division Engineer Young will arrange as follows:

1. Erect dispatcher's booth south of station under station canopy to be used to house three extra telephone instruments.
2. Erect one temporary ticket booth outside Syracuse passenger station.
3. Erect wooden gates on track side of waiting room, Syracuse.
4. Have sliding gates at Fair Grounds gone over so that same will work properly.

State Fair people are constructing a permanent roof on our shelter at Fair Grounds.

12. Roadmaster Doyle will arrange to clean up Fair Grounds, and provide one flagman at Fair Grounds crossing to work from 10:00 A.M. to 6:30 P.M., also flagman at Hiawatha Street crossing to work same hours.

13. Roadmaster Doyle will arrange to disconnect derails at Fair Grounds siding.

14. One car inspector will be provided to ride shuttle trains and do the necessary coupling at Fair Grounds and passenger station, same as last year.

15. Telegraph and telephone service will be installed same as last year, consisting of Syracuse-Oswego telephone circuit at Fair Grounds office with provision to segregate the line in event of its failure north of that point; dispatcher's line will be cut in at the same point as auxiliary. At Syracuse station in dispatcher's booth direct connection with the Oswego circuit, dispatcher's line, exchange and local yard office phone will be provided.

16. Supervisor Signals Weatherbee will arrange for Maintainer to cover the territory the same as in previous years.

FRANK CIZEK,  
Superintendent.

## BULLETIN ORDER

No. 79

OFFICE OF Superintendent

ALL CONCERNED:

At Binghamton, NY, August 19, 1935.

On account of New York State Fair, special trains will be run from Binghamton to Syracuse on Wednesday and Thursday, August 28th and 29th, on the following schedule.

Lv. Binghamton.....	7:00 AM
Whitney Point.....	7:30
Marathon.....	7:45
Cortland.....	8:10
Homer.....	8:16
Little York.....	8:22
Preble.....	8:26
Tully.....	8:33
Apulia.....	8:38
Onativia.....	8:46
Jamesville.....	8:57
Syracuse.....	9:15
Ar. Fair Grounds.....	9:40 AM

Returning, special trains will leave Syracuse on Wednesday and Thursday at 6:45 P.M. for Binghamton on schedule shown below:

Lv. Syracuse.....	6:45 PM
Jamesville.....	7:00
Onativia.....	7:12
Apulia.....	7:22
Tully.....	7:38
Preble.....	7:34
Little York.....	7:39
Homer.....	7:46
Cortland.....	7:56
Blodgett Mills.....	8:03
Messengerville.....	8:12
Marathon.....	8:19
Killawog.....	8:24
Lisle.....	8:30
Whitney Point.....	8:35
Itaska.....	8:41
Chenango Forks.....	8:49
Chenango Bridge.....	8:58
Ar. Binghamton.....	9:10 PM

All concerned will be governed accordingly and agents will advertise these trains as much as possible so that the public will be informed thereof.

FRANK CIZEK,  
Superintendent.

*This form to be used for all bulletin notices that affect the free movement of trains.*

**DANGER**

## BULLETIN ORDER

034

No. 78

OFFICE OF Superintendent

At Binghamton, NY, August 19, 1935.

## ALL CONCERNED:

Account shuttle train service between Syracuse and Fair Grounds incident to New York State Fair, from Monday, August 26th to Saturday, August 31st, inclusive, and on Monday, September 2nd, between the hours of 8:00 A.M. and 7:00 P.M., yard limit as applied to main passenger track between Syracuse Station and north end of Syracuse Yard will be suspended.

The main track between these points must not be occupied or obstructed unless fully protected in both directions, except by trains having rights conferred by time table or train orders.

During this period, extra passenger trains between Syracuse and Fair Grounds may run ahead of first-class trains without orders. First-class trains will be governed accordingly.

Trains will reduce speed to twenty (20) miles per hour passing State Fair Grounds crossing.

Genesee Street switch between Marsh Road and Genesee St., Syracuse, will be used as passing track. When trains are designated to meet at Genesee Street, NORTHWARD train will take siding regardless of class.

All concerned will be governed accordingly.

FRANK CIZEK,  
Superintendent.

*This form to be used for all bulletin notices that affect the free movement of trains.*

**DANGER**

August 12, 1935.

13983.2:

Mr. M. C. Allen,  
Div. Plant Supt., W.U.Tel.Co.,  
60 Hudson Street,  
New York City.

Dear Sir:

For emergency use, in connection with State Fair Week, will you please arrange for installation of our telegraph wire No. 5 in the temporary dispatcher's booth, located on the station lawn at Syracuse, to be available not later than August 24.

Yours truly,

2-h.

COPIES J.J.G.  
F.C.

P.O.

Please have W O Company  
install one telegraph wire  
#5 in Dispatchers booth  
Syracuse Station lawn  
not later than Aug 24  
for emergency use  
Draf

Scranton, Pa., August 6, 1935.

Mr. J. J. Graf,  
Telephone Engineer.

Dear Sir:

You have undoubtedly received a copy of Superintendent Cizek's Circular, dated August 5, 1935, concerning arrangements for the Syracuse State Fair to be held August 25 to September 2, Paragraph 15, of which reads as follows:

"Telegraph and telephone service will be installed same as last year, consisting of Syracuse-Oswego telephone circuit at Fair Grounds office with provision to segregate the line in event of its failure north of that point; dispatcher's line will be cut in at the same point as auxiliary. At Syracuse station in dispatcher's booth direct connection with the Oswego circuit, dispatcher's booth direct connection with the Oswego circuit, dispatcher's line, exchange and local yard office phone will be provided."

Please advise if you will arrange for the extra telephone service and what, if anything, will be required of the Western Union to install the temporary telegraph service.

Yours truly,

8020

Binghamton, New York,  
August 5th, 1935.

Mr. E. B. Moffatt:

Herewith lineup of New York State Fair service,  
August 25th to September 2nd inclusive.

Will you please arrange to have telegraph and tele-  
phone facilities provided as outlined in paragraph 15?

*Paul Lyman*  
Superintendent

## BULLETIN ORDER

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All concerned will be governed accordingly and agents will advertise these trains as much as possible so that the public will be informed thereof.

FRANK CIZEK,  
Superintendent.

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**DANGER**

## BULLETIN ORDER

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COPIES J.J.G.  
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