

## File Unit - 002/002.01-17372.00.05



**Series Nbr:** 002.01  
**File Unit Nbr:** 17372.00.05  
**Catalog #:** STEA 7158  
**Accession #:** STEA-00033  
**Category:** CORRESPONDENCE  
**Dates:** 1917-June

<b>Extent</b>	
<b>Count</b>	[Count]1
<b>Extent</b>	[Extent]
<b>Type of Unit</b>	[Type of Unit]FOLDER

**Title:** DL&W RR--Correspondence--General Superintendent--17372: Preparation for War -General  
**Add By:** RED  
**Add Date:** 9/8/2009 5:03:22 PM  
**Change By:** RED  
**Change Date:** 9/8/2009 5:08:25 PM  
**Location:** 002/002.01-B16-043

<b>Proc By</b>	
<b>Processed By</b>	Pat McKnight
<b>Processing Date</b>	September 2009

**Record Id:** 50564

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY

OFFICE OF GENERAL SUPERINTENDENT

G. J. PHILLIPS,  
~~E. M. RINE~~  
General Superintendent.

SCRANTON, PA.

June 30, 1917.

201/11/11  
6694  
1937



Mr. A. E. Staub,

Superintendent Car Service.

Dear Sir:-

I am assured by General Schoeffel that it will be satisfactory to the National Guard to restore to our service caboose cars now located at the following points:

COPY

- Car 347 - Waverly
- 213 - Chenango Bridge
- 514 - Chenango Bridge
- 57 - Wilawanna
- 33 - Johnson City
- 420 - Campbell
- 439 - West Savona
- 401 - Mt. Morris

Please arrange to get these cars into service promptly as possible.

Yours truly,

1-B

Copy Mr. E.M.R.  
H.C.M.  
F.H.S.  
P.N.P.  
F.M.B.  
F.C.

002  
THE DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY

OFFICE OF GENERAL SUPERINTENDENT

C. J. PHILLIPS,  
General Superintendent.

SCRANTON, PA.

June 30, 1917

Messrs.

H. H. Shepard,  
P. N. Place,  
F. M. Benning,  
F. Cizek,  
R. M. White,

Superintendents.

Gentlemen:

Am sending you under separate cover supply of circular issued by the President, dated June 20, giving rulings governing with respect to employes entering military or other service in the United States Government, and re-employment of retired employes.

Please have copy posted on bulletin boards and other conspicuous places for the information of employes in the Operating Department. Mr. Manchester has also been supplied with copies of the circular and will post on bulletin boards in enginehouses and shops. Acknowledge.

Yours truly,

1-B

*C. J. Phillips*  
*Done*  
*PHL*  
*7/2*

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY

OFFICE OF GENERAL SUPERINTENDENT

17372 ✓

C. J. PHILLIPS,  
~~General Superintendent~~,  
General Superintendent.

SCRANTON, PA.

June 30, 1917

Hessrs.

- H. H. Shepard, ✓
- P. H. Place, ✓
- F. M. Denning, ✓
- F. Sizak, ✓
- R. M. White, ✓



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Yours truly,

1-3

Copy G.J.S. —

11372

June 30, 1917

Messrs.

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F. H. Place,  
F. M. Bonning,  
P. Cizek,  
R. M. White,

Superintendents.

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Please have copy posted on bulletin boards and other conspicuous places for the information of employes in the Operating Department. Mr. Manchester has also been supplied with copies of the circular and will post on bulletin boards in enginehouses and shops.

Yours truly,

1-3

Copy G.J.S.

Binghamton, New York,

June 30, 1917

Mr C. J. Phillips:

This will acknowledge receipt of your joint letter 27th inst., Files 17372; 13983, quoting Bulletin No. 16 issued by Special Committee on National Defense of the A. R. A. on June 20th about telegraphic communications between War Department and their organizations enroute.

*Handwritten signature*  
Superintendent.

1737 200

June 30, 1917.

12017.819:  
17372:

Mr. E. M. Rine,

Vice President & General Manager.

Dear Sir:

I want to bring to your attention the mobilization of troops on the State Fair Grounds at Syracuse, N. Y., and the additional camp site which the Government is putting in at a point about two miles beyond the State Fair Grounds, at which point our Management has authorized a siding.

I am just in receipt of a communication from Superintendent Cizek, recommending that we locate a man, with the title of checker, at the State Fair Grounds, to look after the handling of freight shipments which are to be delivered at that point, with particular reference to the supplies for the Army. This recommendation is strongly endorsed by Division Freight Agent Pyke, and it is recommended that we pay this checker a salary of \$75.00 per month.

As information, I wish to advise that the N.Y.C. R.R. have located two men there to represent their Company and look after their interests, but it is thought for the present at least one man is all that we will require. This man will be under the jurisdiction of the Freight Agent at Syracuse.

We are advised that the New York Central have fitted up an office in one of the buildings on the Fair Grounds and established regular headquarters for their representatives, and we may find it necessary to do likewise, or we might be able to locate our man in the office of the N.Y.C. and make it a joint proposition, as the two Companies are all that will be interested. However, we will not make recommendation on this part of the program until we look into the matter further and develop what would seem to be the wiser policy to pursue, and at this time we would ask for authority to put on the man.

Awaiting your reply, I am,

Respectfully yours,

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.,  
OFFICE OF CHAIRMAN, PENSION BOARD,  
West Street Building--90 West Street, New York City.

PENSION BOARD.  
E. M. RINE, CHAIRMAN. G. E. HUSTIS, SECRETARY.  
P. J. FLYNN. G. J. RAY.  
W. W. INGLIS H. C. MANCHESTER.  
C. J. PHILLIPS.

IN REPLY PLEASE REFER TO  
FILE NO.....

June 29th, 1917.

Messrs. P. J. Flynn,  
W. S. Jenney,  
W. W. Inglis  
G. E. Hustis  
G. J. Ray  
H. C. Manchester

C. J. Phillips ✓  
A. D. Chambers  
C. C. Hubbell ✓  
Capt. J. M. Emery  
E. J. Johnson  
J. H. Thornton  
H. M. Warren  
J. N. Shaw

Gentlemen:

We are sending you to-night under separate cover a supply of circulars as per copy attached.

Will you please arrange to have same posted immediately on bulletin boards or other conspicuous places for information of our employes.

Very truly yours,

*E. M. Rine*

Chairman.

*Copy B  
See that this is  
circular as requested  
posted 6/30*

1937-2 006

THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY.

ACCOUNTING DEPARTMENT.

SCRANTON, PA.

In your reply  
please refer to  
0045.

June 29, 1917

FILE

Mr G E Hustis  
General Auditor  
New York City

Dear Sir:

Yours of June 26, file 620.161.2.

I attach hereto a copy of instructions I am about to issue to agents regarding shipments destined to the National Army Cantonment Camps. This is a literal copy, with necessary changes, of a part of working file No 7 and is, in my judgment, all that is necessary to issue to our agents, as it is comprehensive and complete.

I will forward a copy of it to General Superintendent Phillips, asking to issue any instructions he may deem necessary.

With regard to the envelopes: (mentioned in paragraph 9 (f).) I will ask the Quartermaster to furnish the Stationer with a sufficient supply for our agents' use. We shall change our circular in accordance with this plan.

Yours truly,

S

cc Mr C J Phillips  
Gen'l. Sup't.  
Building

*Carlton Young*

007  
THE DELAWARE, LACKAWANNA and WESTERN RAILROAD COMPANY

ACCOUNTING DEPARTMENT

SCRANTON PA

The Sub-committee on Military Transportation Accounting of the  
Special Committee on National Defense

have issued the following rules governing the handling of shipments to be used in the construction of the National Army Cantonment Camps, and you will, therefore, be governed accordingly.

TO ALL FREIGHT AGENTS:

- 1 Plans have been and are being completed by the War Department for the immediate construction of National Army Cantonment Camps capable of accommodating from 30,000 to 60,000 officers and men each at the following points:

Ayer, Massachusetts  
Wrightstown, New Jersey  
Yaphank, Long Island  
Annapolis Jct., Maryland  
Petersburg, Virginia  
Columbia, South Carolina  
Atlanta, Georgia  
Fort Sam Houston, Texas

Little Rock, Arkansas  
Louisville, Kentucky  
Chillicothe, Ohio  
Des Moines, Iowa  
Fort Riley, Kansas  
Rockford, Illinois  
Battle Creek, Michigan  
American Lake, Washington

- 2 The camps will be constructed by Contractors, who will order and have shipped to themselves, care of Cantonment Constructing Quartermasters, all materials necessary for their construction.
- 3 In like manner, all machinery, tools, implements and appliances necessary in such construction will be consigned to Contractors.
- 4 The Government will pay, at Governmental classifications and rates, Transportation Charges on all materials, which enter into or form a part of the Camps- except such materials as may be, after inspection at the Cantonment points, rejected by it.
- 5 Contractors will pay, at Cantonment points, Transportation charges, at Commercial classifications and rates, on all machinery, tools, implements and appliances, and other things used by them incident to such construction; they will also pay transportation charges on all materials intended for Camp construction which may be rejected by the Governmental officers.

The materials and supplies will therefore be of two general classes, i.e.,

- A Materials or supplies entering into or forming a part of Camp Construction or which may be consumed in such construction will be classed as property of the Government, and
- B Machinery tools, implements, etc., incidental to construction owned by Contractors or rented by them for this work; and materials rejected at destinations will be classed as property of Contractors.

5 cont'd

It will be impracticable to accurately and finally classify such property at shipping points.

- 6 The major part of the materials- largely lumber- will be purchased by Contractors from Sub-contractors, firms, companies and individuals at many and various interior local points, at which, it will be impossible for the Government to establish and maintain shipping agencies; it will, therefore, be impossible to issue Government Bills of Lading for the Materials.
- 7 A strenuous effort is being made to complete all the Camps by September 1st, next. Quick transit, therefore, is an essential feature in the movement of the Materials. Through Interline Way-billing- points of origin to Cantonment destinations- will materially aid in the accomplishment of that important result.
- 8 Some railway accounting officers have, in compliance with requirements of the Government and the rules of the Association of American Railway Accounting Officers- (Paragraph 121, Freight Synopsis 1916)- issued instructions to their Agents to demand and require prepayment of Transportation charges on Materials and Supplies intended for use by the Government when shipped on Commercial Bills of Lading by Contractors or others. Such instructions should be waived on Materials for Cantonment Camp construction. (Supplement No 1 to Circular 101 is therefore waived on all such shipments.)
- 9
  - (a) Materials for cantonment construction must be accepted and forwarded "collect."
  - (b) Commercial bills of lading should be issued therefor.
  - (c) Commercial classifications and tariffs should be applied to all such shipments.
  - (d) All shipments of cantonment construction material SHALL BE waybilled through interline, points of origin to cantonment destinations regardless of whether or not through rates and divisions are available.
  - (e) All waybills for cantonment construction materials must, in addition to name of consignee, be plainly and conspicuously endorsed "Care of Cantonment Constructing Quartermaster."
  - (f) Waybills for cantonment construction materials must be placed by waybilling Agents in specially prepared War Department envelopes, form QMC-153a, ~~when such envelopes are available.~~ They may be obtained upon application to the Quartermaster Corps, Washington. They must accompany shipments to cantonment destinations.
- 10 If a shipment be partly the property of the contractor and partly the property of the Government, transportation charges on that part of the shipment which may be the property of the contractor must be collected from the contractor and the bill of lading covering the shipment must be accomplished in such a manner as to clearly distinguish and set out that part of the shipment which is the property of the Government.
- 11 The War Department will give directions to its Contractors to advise sub-contractors and others from whom materials are bought to consign them to the purchaser (the Contractor) "care of Cantonment Constructing Quartermaster." It is and will be of great importance that the above quoted endorsement be plainly placed on each and every waybill for cantonment material.

- 12 The foregoing outline refers only to Materials to be used in CONSTRUCTING Cantonment Camps. After the Camps shall have been constructed and officers and men are moved in, supplies, sustenance, forage, etc., in sufficient quantities to maintain and operate the Camps will be shipped in from time to time at the rate of approximately fourteen cars per day. Materials and supplies of this class will be the property of the Government and it should move under Government bills of lading and at Government classifications and rates.
- 13 Please acknowledge receipt advising if understood, and if your full cooperation may be expected in the accomplishment of the plans herein presented.

BERTRAM YOUNG

Auditor, Freight & Ticket Accounts

June 29, 1917

17372<sup>008</sup>

June 29, 1917.

17372:  
9587:

Mr. G. J. Ray,

Chief Engineer.

Dear Sir:

On June 23-24 last we handled a U. S. Government gun car, Berwick to Hoboken, for the Sandy Hook proving ground.

I now enclose revised blue print giving dimensions of the car and load, as submitted by the American Car and Foundry Co.

Will you please advise if there are any points on our main line or Bloomsburg Branch where car with load of the dimensions given cannot be safely handled?

Yours truly,

1-6

Copy to LLT -- Note and return.

17372-00

June 29, 1917.

17372:  
9327:

Mr. Wm. F. Lowry,

District Manager, American Car and Foundry Co.,

Berwick, N. Y.

Dear Sir:

I have your letter June 27, Lot8403, enclosing revised blue prints of gun car being manufactured for the U. S. Government.

I will be obliged if you will send me two additional copies of the print.

Yours truly,

1-G

Bulletin No. 20

**THE AMERICAN RAILWAY ASSOCIATION**

SPECIAL COMMITTEE ON NATIONAL DEFENSE

LACKAWANNA R.R.  
GEN'L SUPPLY OFFICE  
JUL  
8  
1917  
FILE 1312

**EXECUTIVE COMMITTEE**

FAIRFAX HARRISON, CHAIRMAN  
HOWARD ELIOTT  
HALE HOLDEN  
JULIUS KRUTTSCHNITT  
SAMUEL REA

DANIEL WILLARD  
ADVISORY COMMISSION  
COUNCIL OF NATIONAL DEFENSE, EX-OFFICIO  
EDGAR E. CLARK  
INTERSTATE COMMERCE COMMISSION, EX-OFFICIO



WASHINGTON, D. C., JUNE 28, 1917

**Establishment of Central Railway Accounting Bureau**

*To The Railroads:*

The settlement of railroad transportation accounts against the War Department has heretofore been and is now being made through and by Depot Quartermasters at various points.

The War Department has under consideration the early concentration and centralization of all railroad transportation accounts against it, in and through its Washington, D. C., Office.

When this change has been made, transportation accounts against all Governmental Departments, except those of the Reclamation Service, will be centralized in and settled through the Washington Offices.

Unanimity in and quicker settlements of transportation accounts should result from the proposed change.

The railroads can substantially aid in the accomplishment of the ends sought by the War Department by the maintenance and operation in Washington, D. C., of a Central Railway Accounting Bureau through which all railroad transportation accounts against the several Governmental Departments, (except those against the Reclamation Service) should be sent for verification and submission to the several Governmental Departments.

The establishment of such a Bureau to be operated in a cooperative way with the several Governmental Departments will do much in producing quicker payments for services rendered by the railroads. It can be maintained at a small cost to the individual railroad and possibly at a less cost than is now incurred by some of them in the settlement of their Governmental accounts.

Such a Bureau established, maintained and operated during the period of settlement of transportation accounts occasioned by the War will be of substantial aid to the railroads as well as to the Government. Its establishment means the enlargement of a temporary Bureau authorized by this Committee under its Bulletin No. 17, dated June 22nd, for the purpose of handling transportation accounts incident to Cantonment construction.

In view of these facts, the Sub-Committee on Military Transportation Accounting is authorized and is hereby directed to take immediate steps to create and maintain for account of all the railroads, a Central Railway Accounting Bureau in Washington through which railroad accounts for the transportation of men and materials shall be centered for submission to and settlement with the several Departments of the Government. Such a Bureau to be maintained during the period of settlement of accounts occasioned by the existing War. The maintenance of the Bureau to be under the immediate direction of the Sub-Committee on Military Transportation Accounting.

You are requested to immediately issue such instructions as will insure a strict compliance with such accounting rules and regulations as may be issued by the Sub-Committee on Military Transportation Accounting in respect to the operation of such Bureau.

**Executive Committee**

FAIRFAX HARRISON

*Chairman*

17372  
011

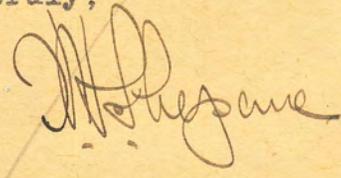
Hoboken, N.J., June 28th, 1917.

Mr. C. J. Phillips,  
General Superintendent.

Dear Sir:

This will acknowledge receipt of yours 27th inst,  
files 17372:13983 quoting bulletin 16 issued by Special  
Committee on National Defense of the A.R.A., dated June  
20th, 1917.

Yours truly,

A handwritten signature in cursive script, appearing to read "W. H. Clegg". The signature is written in dark ink and is positioned to the right of the typed phrase "Yours truly,". A long, thin, curved line extends from the bottom of the signature down towards the bottom left of the page.

Buffalo, N.Y., June 28, 1917.

101.7-A:

Mr. C. J. Phillips,  
General Superintendent.

Dear Sir:

This will acknowledge receipt of yours of June 27th, files 17372 and 13983, quoting Bulletin No. 16, issued by the Special Committee on National Defense of the A.R.A., dated June 20, 1917, addressed to the Railroads.

Yours truly,

*J. M. Bunting*  
Superintendent.

013  
17372



# The Delaware, Lackawanna & Western Railroad Co.

## BULLETIN ORDER

No. 1019

Office of Superintendent.

At Binghamton, N. Y., June 1917

To ENGINEERS:

On account of U. S. Army camp north of Fair Grounds, Syracuse, look out for Army teams and pack mules at Nine Mile Creek Crossing and Fair Grounds Crossing, also for soldiers in vicinity of Pleasant Beach.

Sound whistle, ring bell and approach these crossings under control.

*McB...*

FRANK CIZEK,  
Superintendent.

014  
17272

June 27, 1917.

17272 ✓  
127631

Sirs,

E. H. Shepard,  
E. H. Place,  
E. H. Manning,  
Frank Clark,  
E. H. White,

Superintendents.

Gentlemen:

We are in receipt of Bulletin No. 16, issued by Special Committee on National Defense of the A.S.A., dated June 20, 1917, addressed to the Railroads, reading:

"There will be occasions when the War Department will find it necessary to get into telegraphic communication with organizations enroute, in which case telegrams will be sent to a point where it is assumed they can be reached, in care of the superintendent of the division over which the train is moving. If train has passed or has been delayed in reaching the point to which telegram was sent, every effort must be made to effect delivery by repeating said message to a point where the organization can be reached."

Please post your dispatching forces and others concerned accordingly and see that every effort is made to effect delivery by repeating messages of this sort to a point where the organization can be reached.

Acknowledge.

Yours truly,

1-0

Copy to LBF -- For your information.  
Mr. E.M.R. -- Your letter June 26.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

90 West Street, New York.

E. M. RINE,  
Vice-President and General Manager.

June 26th, 1917

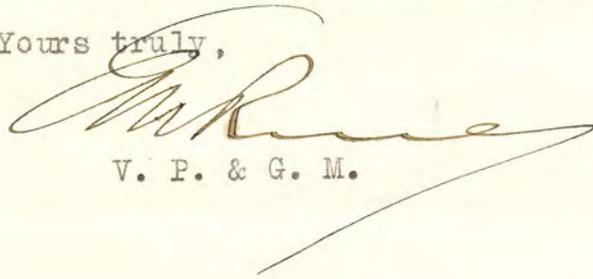
Mr. C. J. Phillips,  
General Superintendent

Dear Sir:

I enclose herewith copy of Bulletin No. 16 issued by the Executive Committee of the Special Committee on National Defense, A.R.A., requesting that when telegrams are sent to organizations enroute in care of Superintendent of the Division over which train is moving, and for any reason train has passed or been delayed in reaching point to which telegram was sent, every effort must be made to affect delivery by repeating message to a point where the organization can be reached.

Please instruct all concerned accordingly.

Yours truly,



V. P. & G. M.

17372<sup>010</sup>

June 23, 1917.

17372:

Mr. E. M. Rine,

Vice President & General Manager.

Dear Sir:

Your letter June 12:

I return herewith answer blank, Circular No. 1 of the A.R.A. Special Committee on National Defense, report of passenger equipment owned by this Company as of June 1, 1917.

I am sending the report to you in duplicate, the figures having been prepared by Superintendent Car Service Staub.

Respectfully yours,

1-0

CSO 017  
17372

Scranton June 22, 1917.

32646-

Mr. C. J. Phillips,  
General Superintendent.

Dear Sir:-

Beg to call your attention to the enclosed copy of letter I am today sending to Colonel Fraser, relative to above subject. I have also sent a copy of this letter to the other commanding officers on our line, asking that they take similar action with their men. *Will take the matter up personally at early date.*

Yours truly,

*Geo. Schaeffel*  
Acting Chief Special Agent.

k-w

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF CHIEF SPECIAL AGENT,  
SCRANTON, PA.

~~E. H. SCHOFFER~~  
~~Chief Special Agent.~~  
GEO. J. SCHOEFFEL,  
Acting Chief Special Agent.

June 22, 1917.

Colonel Fraser,  
1st Regiment N.J.N.G.,  
Newark, N.J.

Dear Colonel:-

Referring to Special Agent Beattie's visit to you the other day, in reference to soldiers located at Hainesburg Bridge shooting at telegraph wires. Our telephone and telegraph Department informed me this morning that in the past month over one hundred glass insulators have been damaged at that point.

We had another case of this on the 19th instant at Delaware River Bridge, Blatford, two telegraph wires were shot, some dropping down to the railroad and putting our wires out of commission, evidently done by the soldiers guarding that bridge.

You will appreciate the serious handicap we experience in trouble of this nature in the way of dispatching trains, etc. This company will certainly appreciate it if you will take the necessary steps to impress upon the guards along our line the seriousness of this offense, and the accidents that are liable to ensue as a result thereof.

Yours truly,

K-W

Acting Chief Special Agent.

019  
WASHINGTON FIELD  
RENT SUPPLY OFFICE  
JUN  
1917  
FILE 11312

**THE AMERICAN RAILWAY ASSOCIATION**  
SPECIAL COMMITTEE ON NATIONAL DEFENSE

**EXECUTIVE COMMITTEE**

FAIRFAX HARRISON, CHAIRMAN  
HOWARD ELLIOTT  
HALE HOLDEN  
JULIUS KRUTTSCHNITT  
SAMUEL REA

DANIEL WILLARD  
ADVISORY COMMISSION  
COUNCIL OF NATIONAL DEFENSE, EX-OFFICIO  
EDGAR E. CLARK  
INTERSTATE COMMERCE COMMISSION, EX-OFFICIO

WASHINGTON, D. C., JUNE 22, 1917

*To the Railroads:*

Plans have been and are being made by the War Department for the immediate construction of sixteen or more Cantonment Camps at various locations. This construction will involve the assembling from various points of large quantities of materials which will require expeditious movements.

Such movements will involve intricate accounting features which will necessitate uniformity in waybilling, execution and accomplishments of bills of lading and settlements with the Government for transportation charges thereon.

To the end that the necessary aid may be given the Government in this work and that prompt and proper settlements for transportation charges may be accomplished, the Sub-Committee on Military Transportation Accounting is authorized and it is hereby directed to immediately promulgate and issue such details for the guidance of all railroads in all matters relating to accounting features incident to shipments for Cantonment construction.

Such Sub-Committee is further authorized and is hereby directed to take immediate steps to create and maintain for account of all the railroads, a Central Accounting Bureau in Washington, through which all transportation accounts for materials used in Cantonment construction shall be centered for presentation to the War Department.

You are respectfully requested to immediately issue such instructions as will insure a strict compliance with such accounting rules and regulations as may be issued by the Sub-Committee on Military Transportation Accounting in respect thereto.

It has been fully demonstrated that through interline waybilling, points of origin to final destinations, is a salient means of expediting the movement of freights. To the end that all practical means which tend to expedite the transit of Government freight and the release of equipment may be adopted, you are respectfully requested to, upon receipt of this Bulletin, issue such instructions as will immediately cause all Government freight originating on your lines destined to points on other railroads to be waybilled through to final destinations regardless of whether or not through rates and divisions prevail.

**The Executive Committee**

FAIRFAX HARRISON

*Chairman*

*Will be done in accordance with  
plans to issue instructions 7  
927*

Bulletin No. 8

Supplement No. 1

**THE AMERICAN RAILWAY ASSOCIATION**  
SPECIAL COMMITTEE ON NATIONAL DEFENSE

L. A. GARDNER, JR.  
HEAL. SUPT'S OFFICE  
JUN 23 1917  
FILE 17312

**EXECUTIVE COMMITTEE**

FAIRFAX HARRISON, CHAIRMAN  
HOWARD ELLIOTT  
HALE HOLDEN  
JULIUS KRUTTSCHNITT  
SAMUEL REA

DANIEL WILLARD  
ADVISORY COMMISSION  
COUNCIL OF NATIONAL DEFENSE, EX-OFFICIO  
EDGAR E. CLARK  
INTERSTATE COMMERCE COMMISSION, EX-OFFICIO

WASHINGTON, D. C., JUNE 21, 1917

**Outline of Relations Between Accounting Representatives of the American Railway Association and the Military Authorities**

*To The Railroads:*

1. In order to further assist in cooperation between the railways and the Military authorities and the coordination of their duties in connection with the transportation of troops and material there has been appointed a Sub-committee on Military Transportation Accounting of the Special Committee on National Defense of the American Railway Association whose duties will be performed as shown herein.

2. An Accounting Officer has been designated and assigned by the Sub-committee on Military Transportation Accounting, to cooperate with and assist the various Department Quartermasters, and also the Depot Quartermasters, Chicago, St. Louis, San Francisco and Washington and such other points as may become necessary, in all matters relating to the accounting features of Governmental Transportation, to such extent as may be desired by the Military authorities.

3. An Accountant, thoroughly versed in handling Government Transportation Accounts, and fully equipped to meet and deal with all matters relating thereto has been appointed by Sub-committee on Military Transportation Accounting, for duty at each mobilization or concentration camp in each State and in the District of Columbia to act as a representative of all railroads reaching the camp, as well as those operating within the borders of the State to which assigned, for the purpose of cooperating with and assisting the camp Quartermaster, and other officers in authority at such points, in the issuance and accomplishment of Government bills-of-lading and transportation requests necessary for the movement of troops and material, together with such other assistance as may be desired, and which such accounting representatives may be able to render. Quartermasters concerned should communicate in writing with the Accountant, indicating any special duties in addition to those outlined herein that it would be desirable for the Accountant to perform. Quartermasters, as well as other officers who may be in command or in charge of Government troops or property, should avail themselves as fully as practicable of the services of the Accountants assigned to their respective posts or camps.

4. The Accounting Officers referred to in paragraph 2, assigned to the various Department Headquarters, for the purpose of cooperating with and assisting the Department Quartermasters, will report in person, or by letter, to the Department Commander of the Department to which assigned, and those assigned to the Offices of the Depot Quartermasters, will report in person or by letter, to the Depot Quartermasters indicated.

5. The Accountants referred to in paragraph 3 will report by letter to the Department Commander of the Department within which the mobilization or concentration point to which they are assigned is located, advising him of their mobilization or concentration point for duty, will, on arriving at such point, report in person to the Commanding Officer, presenting their credentials. The Commanding Officer will assign them to duty with the Camp Quartermasters, to whom they will act as assistant, and through whom all instructions of a Military nature will be received.

6. Accounting Officers and Accountants reporting for duty should take with them such data in regard to routings, rates and classifications as may be necessary in connection with their duties, thus avoiding the necessity of obtaining them after they have reached their stations.

7. In the event of the duties devolving upon the Accountant at a mobilization or concentration point exceeding his ability to promptly and properly discharge them, such Accountant will immediately call for additional help through the Accounting Officer by whom he was assigned, and such Accounting Officer will endeavor to furnish the necessary additional assistants needed, either through his own forces, or through the forces of other railroads operating in the State for which the additional assistance is needed, advising *by letter* the Quartermaster General of the Army and the Department Commander of the Department within which the mobilization or concentration point is located, of such action, together with the name or names of the additional men assigned.

8. The assignment of Accounting Officers and Accountants to stations at the various points designated should be of a permanent character. Should it be impracticable for any reason for any representatives so chosen to continue in that capacity, their places should be filled by other appointments to be made by the proper Railway Authorities, and the Quartermaster's Office affected as well as the Quartermaster General of the Army, should be notified.

9. Accounting Officers and Accountants should thoroughly familiarize themselves with instructions relative to the issuance and accomplishment of transportation requests and bills of lading as shown in paragraphs 14 to 90, inclusive, "Handbook of Transportation by Rail and Commercial Vessel," (paragraphs 3353 to 3425, inclusive, Manual for the Quartermaster Corps).

The Executive Committee,

FAIRFAX HARRISON,  
*Chairman.*

17372<sup>02</sup>

June 21, 1917.

17372:

Mr. E. M. Rine,

Vice President & General Manager.

Dear Sir:

Acknowledging receipt of your favor June 12, having reference to handling of troop trains out of Buffalo, June 8, two cars from one of the advance trains having been set out at Mount Morris and picked up by a following train:

Traveling Air Brake Instructor Langan was in charge of this operation and I hand you herewith his detailed explanation.

Respectfully yours,

P-G

*Push Mr Rine  
by instruction*

# The Delaware, Lackawanna & Western Railroad Company

OFFICE OF THE PRESIDENT

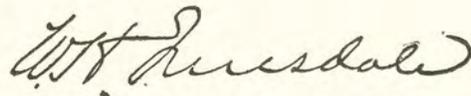
NEW YORK, June 20, 1917.

TO OFFICERS AND EMPLOYEES:

In view of the existing conditions, the following rulings will govern with respect to employes entering military or other service in the United States Government, and re-employment of retired employes:

*First*—Employes who enter the military or other service of the United States Government during the war will receive credit for such service during such absence, provided they return to the employ of this Company as soon as released from Government service. For pension purposes, it will be considered that the earnings of such absent employes continue at the same rate at which they were previously paid in the service.

*Second*—Former employes now on the pension list may be recalled to active duty, provided that at the time they were pensioned they had the age and the service required for retirement at request. Re-employment shall be for continuous, rather than for intermittent, service. Prompt notice shall be sent to Mr. E. M. Rine, Chairman of the Pension Board, in case of such re-employment. Pension payments will be discontinued beginning with the month in which retired employe re-enters the service, and they will be resumed as of the first of the month following that in which service pay ceases. Re-employment shall not serve to increase the pension originally authorized. Former employes placed upon the pension list because of permanent total incapacity to continue in the service shall not be recalled to active duty.



President.

*gp.*

Bulletin No. 16

**THE AMERICAN RAILWAY ASSOCIATION**  
SPECIAL COMMITTEE ON NATIONAL DEFENSE

EXECUTIVE COMMITTEE

FAIRFAX HARRISON, CHAIRMAN  
HOWARD ELLIOTT  
HALE HOLDEN  
JULIUS KRUTTSCHNITT  
SAMUEL REA

DANIEL WILLARD  
ADVISORY COMMISSION  
COUNCIL OF NATIONAL DEFENSE, EX-OFFICIO  
EDGAR E. CLARK  
INTERSTATE COMMERCE COMMISSION, EX-OFFICIO

WASHINGTON, D. C., June 20, 1917.

**Delivery of Telegrams to Organizations Enroute**

*To The Railroads:*

There will be occasions when the War Department will find it necessary to get into telegraphic communication with organizations enroute, in which case telegrams will be sent to a point where it is assumed they can be reached, in care of the superintendent of the division over which the train is moving. If train has passed or has been delayed in reaching the point to which telegram was sent, every effort must be made to effect delivery by repeating said message to a point where the organization can be reached.

Will you please issue the necessary instructions.

Executive Committee,

FAIRFAX HARRISON,  
*Chairman.*

024  
LACKAWANNA P. R. R.  
GEN'L SUPT'S OFFICE  
JUN  
23  
1917  
FILE 1312

THE AMERICAN RAILWAY ASSOCIATION  
SPECIAL COMMITTEE ON NATIONAL DEFENSE

WASHINGTON, D. C., JUNE 20, 1917

FOLLOWING IS THE ORGANIZATION ADOPTED IN ACCORDANCE WITH THE RESOLUTIONS APPENDED HERETO:

EXECUTIVE COMMITTEE

FAIRFAX HARRISON, Chairman,  
President Southern Railway System

HOWARD ELLIOTT,  
Chairman, Committee on Intercorporate Relations,  
N. Y., N. H. & H. R. R.

JULIUS KRUTTSCHNITT,  
Chairman Executive Committee, Southern Pacific Co.

HALE HOLDEN,  
President, Chicago, Burlington & Quincy R. R.

SAMUEL REA,  
President Pennsylvania R. R.

E. E. CLARK,  
Interstate Commerce Commission, *Ex-Officio*.

DANIEL WILLARD,  
Chairman, Advisory Commission, Council of National  
Defense, *Ex-Officio*.

GENERAL COMMITTEE

FAIRFAX HARRISON, General Chairman

George Hodges, Assistant to General Chairman      J. E. Fairbanks, Secretary

NORTHEASTERN DEPARTMENT

J. H. Hustis, Receiver, Boston and Maine Railroad, Boston, Mass., *Chairman*.  
H. M. Biscoe, Vice President, Boston and Albany Railroad.  
Howard Elliott, Chairman, Committee on Intercorporate Relations, New York, New Haven &  
Hartford Railroad, *ex-officio*.  
E. J. Pearson, President, New York, New Haven & Hartford Railroad.  
Morris McDonald, President, Maine Central Railroad.

EASTERN DEPARTMENT

L. F. Loree, President, Delaware & Hudson Company, New York, N. Y., *Chairman*.  
W. W. Atterbury, Vice President, Pennsylvania Railroad.  
W. G. Besler, President & General Manager, Central Railroad of New Jersey.  
Samuel Rea, President, Pennsylvania Railroad, *ex-officio*.  
A. H. Smith, President, New York Central Lines.  
A. W. Thompson, Vice President, Baltimore & Ohio Railroad.

SOUTHEASTERN DEPARTMENT

W. J. Harahan, President, Seaboard Air Line Railway, Norfolk, Va., *Chairman*.  
E. H. Coapman, Vice President, Southern Railway System.  
J. R. Kenly, President, Atlantic Coast Line Railroad.  
R. V. Taylor, Vice President & General Manager, Mobile and Ohio Railroad.  
W. A. Winburn, President, Central of Georgia Railway.

CENTRAL DEPARTMENT

R. H. Aishton, President, Chicago & Northwestern Railway, Chicago, Ills., *Chairman*.  
E. E. Calvin, President, Union Pacific Railroad.  
Hale Holden, President, Chicago, Burlington & Quincy Railroad, *ex-officio*.  
C. H. Markham, President, Illinois Central Railroad.  
G. L. Peck, Fourth Vice President, Pennsylvania Lines West of Pittsburgh.  
E. D. Sewall, Vice President, Chicago, Milwaukee & St. Paul Railway.  
G. T. Slade, First Vice President, Northern Pacific Railway.

#### SOUTHERN DEPARTMENT

W. B. Scott, President, Southern Pacific Company, Texas-Louisiana Lines, Houston, Texas, *Chairman.*  
B. F. Bush, Receiver, Missouri Pacific Railway.  
Julius Kruttschnitt, Chairman, Executive Committee, Southern Pacific Company, *ex-officio.*  
C. E. Schaff, Receiver, Missouri, Kansas & Texas Railway.  
T. M. Schumacher, President, El Paso & Southwestern Railroad.

#### WESTERN DEPARTMENT

Wm. Sproule, President, Southern Pacific Company, Pacific System, San Francisco, Cal., *Chairman.*  
J. D. Farrell, President, Oregon-Washington Railroad and Navigation Company.  
R. S. Lovett, Chairman, Executive Committee, Union Pacific System.  
E. P. Ripley, President, Atchison, Topeka and Santa Fe Railway.

#### SUB-COMMITTEES

##### COMMISSION ON CAR SERVICE

C. M. Sheaffer, Gen'l Sup't Transportation, Pennsylvania Railroad, Washington, D. C., *Chairman.*  
W. L. Barnes, Sup't Transportation, Chicago, Burlington and Quincy Railroad.  
W. C. Kendall, Sup't Transportation, Boston & Maine Railroad.  
M. Nicholson, Asst. to Vice Presidents, Great Northern Railway.  
G. F. Richardson, Sup't Transportation, Southern Pacific Co.  
J. A. Somerville, Gen'l Sup't Transportation, Missouri Pacific Ry.  
D. E. Spangler, Sup't Transportation, Norfolk and Western Railway.

##### MILITARY EQUIPMENT STANDARDS

J. T. Wallis, Gen'l Sup't Motive Power, Pennsylvania Railroad, Altoona, Pa., *Chairman.*  
C. E. Chambers, Sup't Motive Power, Central R. R. of New Jersey.  
C. A. Lindstrom, Assistant to President, Pressed Steel Car Company.  
F. W. Mahl, Director of Purchases and Mechanical Engineer, Altoona, Pa., Southern Pacific Company.  
Peter Parke, Chief Engineer The Pullman Company.  
R. E. Smith, General Sup't Motive Power, Atlantic Coast Line Railroad.  
C. B. Young, Mechanical Engineer, Chicago, Burlington & Quincy R. R.

##### MILITARY TRANSPORTATION ACCOUNTING

A. H. Plant, Comptroller, Southern Railway System, Washington, D. C., *Chairman.*  
M. P. Blauvelt, Comptroller, Illinois Central Railroad.  
G. R. Martin, Vice-Pres., Great Northern Railway.  
A. D. McDonald, Vice-Pres., Southern Pacific Company.  
C. B. Seger, Vice-Pres. and Comptroller, Union Pacific System.  
C. I. Sturgis, Gen'l Auditor, Chicago, Burlington & Quincy R. R.,  
R. A. White, General Auditor, New York Central Railroad.

##### MILITARY PASSENGER TARIFFS

E. L. Bevington, Chairman, Transcontinental Passenger Assn., Chicago, Ills., *Chairman.*  
F. C. Donald, Commissioner, Central Passenger Association.  
W. H. Howard, Secretary, Southeastern Passenger Association.  
C. L. Hunter, Vice-Chairman, Trunk Line Association.  
W. L. Pratt, Chairman, New England Passenger Association.

##### MILITARY FREIGHT TARIFFS

L. Green, Vice President, Southern Railway System, Washington, D. C., *Chairman.*  
E. B. Boyd, Chairman, Western Trunk Line Association.  
L. E. Chalenor, Chairman, Southeastern Freight Association.  
R. H. Countiss, Chairman, Transcontinental Freight Bureau.  
F. A. Leland, Chairman, Southwestern Tariff Commission.  
C. C. McCain, Chairman, Trunk Line Association.  
E. Morris, Chairman, Central Freight Association.

## MATERIALS AND SUPPLIES

H. B. Spencer, Vice President, Southern Railway System, Washington, D. C., *Chairman*.  
W. E. Hodges, Vice President, Atchison, Topeka and Santa Fe Railway.  
F. W. Mahl, Director of Purchases and Mechanical Engineer, Southern Pacific Company.  
W. H. Myers, Vice President, Pennsylvania Railroad.  
J. W. Taylor, Assistant to President, Chicago, Milwaukee and St. Paul Railway.  
George G. Yeomans, Purchasing Agent, New York, New Haven and Hartford Railroad.

## EXPRESS TRANSPORTATION

D. S. Elliott, Vice President, American Express Co., Washington, D. C., *Chairman*.  
J. B. Hockaday, Vice Pres. & Gen. Mgr., Southern Express Co.  
F. S. Holbrook, Vice President, Wells-Fargo & Co. Express.  
H. E. Huff, Vice President, Adams Express Co.

---

Resolutions adopted at a conference of railway executives, held in Washington, D. C., April 11, 1917:

*Resolved*, That the railroads of the United States, acting through their chief executive officers here and now assembled, and stirred by a high sense of their opportunity to be of the greatest service to their country in the present national crisis, do hereby pledge themselves, with the Government of the United States, with the Governments of the several States, and one with another, that during the present war they will coordinate their operations in a continental railway system, merging during such period all their merely individual and competitive activities in the effort to produce a maximum of national transportation efficiency. To this end they hereby agree to create an organization which shall have general authority to formulate in detail and from time to time a policy of operation of all or any of the railways, which policy, when and as announced by such temporary organization, shall be accepted and earnestly made effective by the several managements of the individual railroad companies here represented.

*Resolved*, 1. That the whole problem of co-operation with the Government be committed to the present Special Committee on National Defense of The American Railway Association. This involves making the Commission on Car Service a sub-committee of the Special Committee, as has already been done with the Committees on Military Passenger Tariffs, Military Freight Tariffs, Military Equipment Standards and Military Transportation Accounting.

2. That the Special Committee be enlarged by additions to a total of approximately 25 members.

3. That an Executive Committee, selected from the 25 members of the Special Committee on National Defense, consisting of the Chairman of the Special Committee, who shall also be Chairman of the Executive Committee and four other members to be selected by him, be created, such Executive Committee to sit in Washington in frequent or if necessary continuous session.

4. That Mr. Daniel Willard, as Chairman of the Advisory Commission of the Council of National Defense, be *ex-officio* a member of the Executive Committee.

That the Interstate Commerce Commission be invited to designate one of its members to be *ex-officio* a member of the Executive Committee.

5. That the railways agree to the direction of the Executive Committee of five in all matters to which its authority extends, as expressed in the resolution heretofore adopted, and to which we hereby subscribe; and that the General Secretary of the American Railway Association be instructed to secure the execution by signature of all American railways.

TYPOGRAPH D. L. & W. B. B. CO.

NO 37 GH NY JUNE 21-17

C J PHILLIPS

SCRN.

SEE MY WIRE NINETEENTH. HAVE NOT RECEIVED INFORMATION  
RE DATE REQUIRED BY EXECUTIVE COMMITTEE SPECIAL  
COMMITTEE ON NATIONAL DEFENSE RESPECTING PASSENGER CAR  
EQUIPMENT. WHEN WILL YOU FORWARD

E M RINE. 415 PM



# The Delaware, Lackawanna & Western Railroad Co.

026  
Form T. D.  
8-16

The telegraph must not be used for business which may be transacted by train without detriment to the Company's interest. Operators are required to write all telegrams in INK or with INDELIBLE PENCIL. (See Rules 314 and 316, Transportation Department.)

Office Rec'd from	Sent by	Rec'd by	Time Rec'd	TELEGRAM	Office Sent to	Sent by	Rec'd by	Time Sent
				TIME FILED				

## BE BRIEF.

From Scranton, Pa., June 19, 1917

191

To

A. E. Staub,  
Scranton.

Mr. Rine is pressing for reply to Circular No. 1, Executive Committee, Special Committee on National Defense, respecting passenger car equipment, Form SCND-16, accompanying my letter June 13. Please hasten.

C. J. Phillips.  
11 AM

Copy E.M.R.

NO 2 GH NY JUNE 19-17

C J PHILLIPS

SCRN.

HURRY INFORMATION REQUESTED IN MY LETTER JUNE TWELFTH REGARDING DATA REQUIRED RE PASSENGER EQUIPMENT BY THE EXECUTIVE COMMITTEE OF THE SPECIAL COMMITTEE ON NATIONAL DEFENSE.

E M RINE 948 AM

027  
DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Scranton, Pa., June 19, 1917

File

Mr. C. J. Phillips,  
General Superintendent.

Dear Sir:-

Yours June 13th, file 11973, and returning attached.

Have shown on ARA Form SCND-16 number of coaches and Chair cars, and Baggage and Express cars owned by DL&W RR in regular service, in extra service and in shop as of June 1st, 1917.

As per your request I have attached hereto an extra copy.

Yours truly,

*A. G. Staub*  
Supt. Car Service.

173<sup>029</sup>72

On Line, Hoboken, June 19, 1917.

P. J. Langan,

Note communications attached, regarding handling of  
troops from Buffalo, June 8:

What had you to do with this transaction and make-up  
of these trains?

C. J. P.

P-G

17372<sup>030</sup>

June 19, 1917.

17372:

Mr. H. L. Waggoner,  
Captain, Q.M., U.S.A.,  
Constructing Q.M.,  
Tobyhanna, Pa.

Dear Sir:

Replying to your letter June 7.

There is no objection to the Government  
taking cinders from our property at Tobyhanna for use at  
the Military Camp.

These cinders should be taken from the Wye  
track.

Yours truly,

Copy M.G.  
L.L.T.  
P.N.P.

l-t

Scranton, Pa., June 18, 1917.

Mr. C. J. Phillips,  
General Superintendent.

Dear Sir:-

Returning herewith correspondence sent me with your letter of June 12th, file 17372-9814, will advise that we have no objection to the Government taking cinders from our property for use of the military camp at Tobyhanna.

These cinders should be taken from the "Y".

Yours truly,

  
Division Engineer.

1-2

17372<sup>032</sup>

June 18, 1917.

17372:

Mr. Frank Cizek,  
Superintendent.

Dear Sir:

I return herewith communication from Superintendent Everett, of the N.Y.C. R.R., accompanying yours June 15, in connection with expense of \$93.09 for construction of shelter sheds for National Guardsmen at Syracuse.

As stated in my letter of the 5th instant, I see no reason why we should bear any portion of this expense.

Yours truly,

1-G

Buffalo, N.Y., June 17, 1917. J.

Mr. C. J. Phillips,  
General Superintendent.

Dear Sir:

Your letter June 13th, file 17372, relative to handling of troops from Buffalo on June 8th;

I find that these troops came to us in five trains from the Nickel Plate, made up with 19, 14, 17, 15 and 16 cars, respectively. You will recall that myself and Terminal Trainmaster Hamilton were in Scranton June 7th and orders were sent from there that certain consolidations be made so as to run them in four trains. Messrs. Langan, Doolittle and Hartnett were on the ground and endeavored to comply. The first train with 20 cars was dispatched in charge of Trainmaster Doolittle. Trainmaster Hamilton arrived on No. 9 and thereafter assisted with the work. I understand that Mr. Langan objected to run these trains with an excessive number of cars, but that the military authorities insisted on certain arrangements which resulted in the second train having 25 cars, the third 19 and the fourth 16. Later it was discovered that the men in two of the sleepers on the first section had been separated from their commissary supplies and the officers insisted that these two cars be cut off and placed on the second section, which was done at Mt. Morris, making this train 27 cars.

Trainmaster Doolittle advises that his plan was to make up four trains of twenty cars each and therefore started the first train with that number. This plan however did not seem to meet the views of the officers and the suggestions of changes were made after Mr. Doolittle's departure with the first train. I understand that Mr. Langan submitted to these changes under protest and himself accompanied the second train on account of its unusual size.

The Staff on this Division are properly instructed and understand that the wishes of commanding officers are to be followed, unless such action would result in the train becoming unwieldy.

Herein lies the danger of attempting consolidations which mean splitting up of certain sections. Presumably the five trains constituted as they came over the Nickel Plate were made up in military units to the satisfaction of the officers, therefore, no change could be made unless two small trains could be found which could be consolidated as a whole, but in this case you will observe the second and fourth trains if coupled together would have made 29 cars. Whether this is too many for safety is a mechanical question, having to do entirely with draft gear construction and condition.

As Mr. Langan protested against 25 cars in this case he certainly would have refused unconditionally to handle 29 cars. I would suggest that the papers be referred to Mr. Langan for his views.

Yours truly, *J.M. Bennett*  
Superintendent.

Buffalo, N.Y., June 17, 1917. J.

Mr. C. J. Phillips,  
General Superintendent.

Dear Sir:

Your letter June 13th, file 17372, relative to handling of troops from Buffalo on June 8th;

I find that these troops came to us in five trains from the Nickel Plate, made up with 19, 14, 17, 15 and 16 cars, respectively. You will recall that myself and Terminal Trainmaster Hamilton were in Scranton June 7th and orders were sent from there that certain consolidations be made so as to run them in four trains. Messrs. Langan, Doolittle and Hartnett were on the ground and endeavored to comply. The first train with 20 cars was dispatched in charge of Trainmaster Doolittle. Trainmaster Hamilton arrived on No. 9 and thereafter assisted with the work. I understand that Mr. Langan objected to run these trains with an excessive number of cars, but that the military authorities insisted on certain arrangements which resulted in the second train having 25 cars, the third 19 and the fourth 16. Later it was discovered that the men in two of the sleepers on the first section had been separated from their commissary supplies and the officers insisted that these two cars be cut off and placed on the second section, which was done at Mt. Morris, making this train 27 cars.

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As Mr. Langan protested against 25 cars in this case he certainly would have refused unconditionally to handle 29 cars. I would suggest that the papers be referred to Mr. Langan for his views.

Yours truly, *J.M. Bennett*  
Superintendent.

17372-034

June 16, 1917.

9814.819:  
17378:

Mr. E. M. Rice,

Vice President & General Manager.

Dear Sir:

Your wire of June 6, requesting that Superintendent Cisek, with Division Engineer Wheaton, get in touch with Colonel Hubbard, who has charge of the locating of a new camp site near Syracuse, N. Y.:

In line with your request, Messrs. Cisek and Wheaton had a meeting with Col. Hubbard and I hand you herewith their joint report covering the meeting and Government requirements.

I understand from this report that Mr. Wheaton is preparing a blue print to submit, which will show what track facilities are deemed necessary to meet their requirements, and as soon as we receive this blue print will transmit the same to you.

Respectfully yours,

P-3

Binghamton, New York,

June 15, 1917.

Mr. C. J. Phillips:

Referring to your letter June 5th, file 17372, stating you saw no reason why we should bear one-seventh of total expense of \$93.09 for construction of shelter sheds by National Guard guarding bridges at Syracuse.

You will note further letter I received from Superintendent Everett of New York Central stating both his company and LS&N have agreed to assume their portion of this charge.

In view of fact that National Guard, as I understand it, is guarding these bridges for us without any cost, and further fact that the amount involved is so small and our refusing to pay same is apt to antagonize us with the National Guard, on whom we are depending for protection of bridges at this and other points, I would recommend we bear our portion of the cost, notwithstanding fact that matter was not taken up with us as it should have been before the expense was contracted.

*J. A. ...*  
Superintendent.

June 13, 1917

11973:

Mr. A. E. Staub,  
Superintendent Car Service.

Dear Sir:

Herewith copy of Circular No. 1, from the  
Executive Committee, Special Committee on National Defense,  
respecting passenger equipment on Form SCND-16.

Please submit the data in duplicate with return  
of enclosures.

Yours truly,

1-B

June 13, 1917

17372:

Mr. F. M. Benning,  
Superintendent.

Dear Sir:

Note enclosure from the Vice-President and General Manager, relative to handling of troops from Buffalo recently for Hoboken, and let me have the facts in connection with the points brought out by Mr. Rine.

We were particular to advise by telephone that in consolidating the trains the consolidation should be made in accordance with the wishes of the commanding officers in charge.

Yours truly,

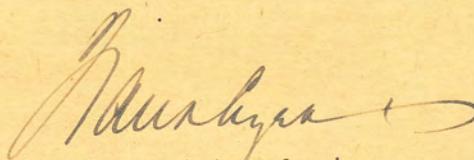
1-B

Binghamton, New York,

June 13, 1917.

Mr C. J. Phillips:

This will acknowledge receipt of your joint letter June 9th, File 10318: 17372, waiving restrictions on the handling of cars in passenger service, when not equipped with steel wheels in connection with troop movements.

  
Superintendent.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

90 West Street, New York.

E. M. RINE,  
Vice-President and General Manager.

June 12th, 1917

Mr. C. J. Phillips,  
General Superintendent,

Dear Sir:-

With respect to the movement of troops over our line a few days ago from Buffalo to Hoboken.

I am advised that upon arrival of trains at Buffalo and in making consolidation two cars were taken off second section and placed on first section at East Buffalo, notwithstanding the officer in charge requested that if cars were to be taken off second section, all cars belonging to one company should be left together, and as a result of this arbitrary action the soldiers in the two cars handled from East Buffalo on first section could not obtain meals, which necessitated cutting these two cars off the first section at Mt. Morris and holding them for the second train, and that furthermore, upon arrival of the second train at Mt. Morris train had to be switched in order to get cars lined up in accordance with the wishes of the Commanding Officers.

Our people should understand that unless there is question of safety involved, they should endeavor to meet the wishes of the officers in charge of movements of this character and I would like to know just what reasons were why it could not have been done in the case in question.

Yours truly,



V. P. & G. M.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

90 West Street, New York.

~~E. M. RINE~~  
~~E. E. LUDWIG~~  
~~President~~  
Vice President &  
General Manager

June 12th, 1917

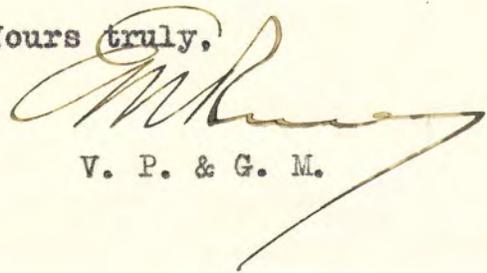
Mr. C. J. Phillips,  
General Superintendent,

Dear Sir:-

I enclose herewith copy of circular No. 1 from the Executive Committee of the Special Committee on National Defense, at Washington, asking for certain information with reference to our passenger equipment together with Forms SCND 16.

Please arrange to show information required on these forms and return to me at earliest possible date, together with circular.

Yours truly,



V. P. & G. M.

Seranton, Pa., June 12, 1917.

File 1006

J. T. Finerty.  
 H. J. Mullaghy,  
 W. O. Smith,  
 F. J. Lawrence,  
 R. G. Burns.  
 F. F. McCann.

I have the following letter from General Superintendent Phillips under date of June 9:

"During the period of the war, the following railroads have agreed to waive restrictions applying to passenger service cars not equipped with steel wheels, when such cars are used in connection with troop movements:

New York, New Haven & Hartford Railroad.  
 Boston & Albany Railroad  
 Maine Central Railroad  
 Central Vermont Railway  
 Rutland Railroad  
 Boston & Maine Railroad  
 Central New England Railway  
 Bangor & Aroostook Railroad

The D.L. & W. will do likewise, with the understanding that such cars are not to be placed in our regular trains. You will be governed accordingly. "

You

F N Place.

C.J.P.

Please accept as acknowledgment to your letter of June 9, file 10318:17372.

P N P

Hoboken, N.J., June 11th, 1917.

File 8793

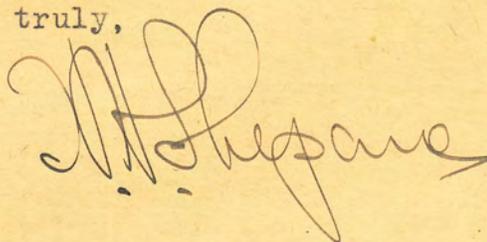
Mr. C. J. Phillips,  
General Superintendent.

Dear Sir:

This will acknowledge receipt of yours June 9th, files 10318:17372 giving list of railroads that have agreed to waive restrictions applying to passenger service cars not equipped with steel wheels, etc.

We will be governed accordingly.

Yours truly,

A handwritten signature in cursive script, appearing to read "W. H. Shepard". The signature is written in dark ink and is positioned to the right of the typed phrase "Yours truly,".

17372  
043

June 12, 1917.

17372  
9814

Mr. L. L. Tallyn,

Division Engineer, Building.

Dear Sir:

Herewith correspondence from Quarter Master  
U.S.R., Tobyhanna, Pa., in regard to cinders and ashes  
for Government use at that point.

Will you please see what you can do to meet  
the wishes of the War Department and advise?

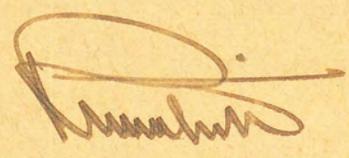
Yours truly,

l-t

Easton, Pa., June 11, 1917.

Mr. C. J. Phillips:-

This will acknowledge receipt your letter June 9, file 10318-17372, relative to waiving restrictions applying to passenger service cars not equipped with steel wheels, etc.



Superintendent

Buffalo, N.Y., June 11, 1917.

17372

045

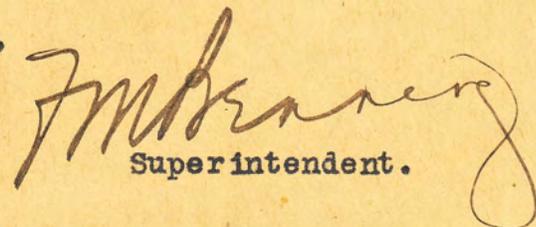
101.1:

Mr. C. J. Phillips,  
General Superintendent.

Dear Sir:

This will acknowledge receipt of yours of June 9th, files 10318 and 17372, re. waiving restrictions applying to passenger service cars not equipped with steel wheels, when such cars are used in connection with troop movements, during the period of the war.

Yours truly,

  
Superintendent.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY

040

OFFICE OF GENERAL SUPERINTENDENT

C. J. PHILLIPS,  
General Superintendent

SCRANTON, PA. June 10, 1917.

V

17372:  
9814:

Mr. E. M. Rine,  
Vice President & General Manager.

Dear Sir:

I enclose herewith letter from H. L. Waggoner,  
Capt. Q.M., U.S.R., Tobyhanna, dated June 7, requesting  
supply of cinders and ashes for Government use at Toby-  
hanna.

Will you handle with the Engineering Depart-  
ment, or do you wish that I do so?

Respectfully yours,

*CG*  
*If you can do so -*  
*The Roadway Dept will gladly*  
*be glad to give you some*  
*ashes -*

*EMR 6/11*

Circular No. 1

**THE AMERICAN RAILWAY ASSOCIATION**

**SPECIAL COMMITTEE ON NATIONAL DEFENSE**

**EXECUTIVE COMMITTEE**

FAIRFAX HARRISON, CHAIRMAN  
HOWARD ELLIOTT  
HALE HOLDEN  
JULIUS KRUTTSCHNITT  
SAMUEL REA

DANIEL WILLARD  
ADVISORY COMMISSION  
COUNCIL OF NATIONAL DEFENSE, *EX-OFFICIO*  
EDGAR E. CLARK  
INTERSTATE COMMERCE COMMISSION, *EX-OFFICIO*

WASHINGTON, D. C., June 7, 1917.

*To The Railroads:*

To provide information as to passenger equipment that can be utilized in connection with troop movements, you are requested to promptly fill out the enclosed Answer Blank as of June 1, 1917, and return to 719 Thirteenth St., N. W., Washington, D. C.

The importance of furnishing complete and accurate information under the headings as shown is called to your attention.

The Executive Committee,

FAIRFAX HARRISON,  
*Chairman.*

Additional copies of this circular and answer blank may be had on application to George Hodges, 1972 Transportation Building, Chicago, Illinois.

TOBYHANNA, PA.

From: Constructing Q. M. June 7th, 1917.  
 To: D. L. & W. R. R. Co., Scranton, Pa.  
 Subject: Use of cinders and ashes for Government use at Tobyhanna.

1. I understand your Co. has kindly consented to the Government's taking from your dump near the military road, certain quantities of cinders and ashes for use on the reservation in filling depressions, etc.; that this has been the practice in the past.

2. We contemplate a good deal of clearing on the reservation soon, removing boulders, etc., and if we had this permission again, it will be of material aid in filling and grading, etc., in connection with our projected work. Information on this point is respectfully requested.

*H. L. Waggoner.*  
 Capt., Q. M., U. S. R.  
 Constructing Q. M.

TOBYHANNA, PA.

From: Constructing Q. M.

June 7th, 1917.

To: D. L. & W. R.R.Co., Scranton, Pa.

Subject: Use of cinders and ashes for Government use at  
Tobyhanna.

1. I understand your Co. has kindly consented to the Government's taking from your dump near the military road, certain quantities of cinders and ashes for use on the reservation in filling depressions, etc., that this has been the practice in the past.

2. We contemplate a good deal of clearing on the reservation soon, removing boulders, etc., and if we had this permission again, it will be of material aid in filling and grading, etc., in connection with our projected work. Information on this point is respectfully requested.

(Sgd) H. L. Waggoner,

Capt., Q.M., U.S.R.  
Constructing Q.M.

COPY.

17372  
049

June 10, 1917.

17372:

Messrs:

- H. H. Shepard,
- F. H. Place,
- F. M. Banning,
- Frank Cizak,
- R. M. White,

Superintendents.

Gentlemen:

Herewith copy of circular issued by the  
 Passenger Traffic Manager dated June 8, addressed to  
 all representatives, Passenger Traffic Department,  
 reading:

"Inquiries are being made almost continu-  
 ously at this office and at various of our agencies  
 by relatives and friends of men in military service  
 as to the whereabouts of the latter, thought to be  
 en route on this Road.

To all such inquiries you must reply that  
 in accordance with instructions of the Government,  
 railroad representatives are prohibited from giving  
 out any information of this character, and refer  
 inquirers to the Government Departments."

This will also be the policy of the  
 Operating Department and you will be governed accord-  
 ingly. Acknowledge.

Yours truly,

l-v.

LGB

Have copy sent  
back Supr to be  
governed accordingly

EBM

6/9

Memorandum of conference held in the office of  
General Superintendent Krick, of the P. R. R., 11 A.M., June 8th. 1917  
There were present -

For the P.R.R. - General Superintendent Rogers  
" " " Krick  
Superintendent Massey, and a number of  
subordinate officials.

For the DL&W - Superintendent Shepard  
Asst. " " Pierse  
Terminal Trainmaster Foltz

For the U.S. Army-Col. Carson  
Col. Tilson  
Col. Lincoln

The method to be used in handling the troops arriving via roads other than the Lackawanna was discussed, and it was resolved that arrangements should be made to handle the troops arriving via the P. R. R. by ferry boat to the Lackawanna slips, this method being preferred by the P. R. R. to the alternative methods of handling their trains over the Lackawanna from Kearny Jct. to Hoboken or transferring the troops to the Hudson Tunnel trains at Manhattan Transfer. The Manager of the Pennsylvania Marine Department was requested by telephone to get in touch with Captain Emery and arrange to bring one of the ferry boats to the Lackawanna slip at 3 P.M. date to see what would be necessary in the way of gangplanks to make it possible to handle the troops from the Pennsylvania boat at Hoboken. It was thought that if the Pennsylvania ferry boat could not enter the Lackawanna slip account being too wide, the Lackawanna boats could be used for transferring the troops from Jersey City.

The 16th Infantry, which is the regiment to be handled by the Lackawanna, is assigned to the S. S. Havana and Saratoga. These ships are on the south side of Hamburg-American Line Pier 4, same pier at which the Vaterland is tied.

The Havana will take the following:  
Regimental Headquarters  
Headquarters Co.  
Companies A-B-C-D-E-F

The Saratoga will take Companies G-H-I-J-K-L-M and part of the supply company.

Col. Carson advised that the ships would not be ready for troops until about 10 P.M., that he will give us notice by noon of the 9th inst. as to just when troops from Tobyhanna should arrive at Hoboken.

He also stated that unless arrangements have been made at Tobyhanna for feeding the troops in some other way, that the baggage cars used as kitchen cars could not be released there until 12 Noon on Saturday, after the troops had had a hot noonday meal.

The Erie and West Shore will detrain their troops at 1st St., Hoboken, and these troops will be marked to the piers at that point.

General Superintendent Rogers requested that the tourist cars be started on their return trip to the boarder just as quickly as possible.

We figure that the impedimenta of the box cars and baggage cars could be placed on two lighters, one for each of the ships. We will arrange to handle these through Pier 4.

1737<sup>052</sup>

June 10, 1917.

17372:  
9814:

Mr. E. M. Rino,

Vice President & General Manager.

Dear Sir:

I enclose herewith letter from H. L. Waggoner, Capt. Q.M., U.S.R., Tobyhanna, dated June 7, requesting supply of cinders and ashes for Government use at Tobyhanna.

Will you handle with the Engineering Department, or do you wish that I do so?

Respectfully yours,

l-v.

TR & DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY

OFFICE OF GENERAL SUPERINTENDENT

SCRANTON, PA.

C. J. PHILLIPS,

~~E. M. RINE,~~

General Superintendent

June 9, 1917.

10318:  
17372:

Meessrs.

H. H. Shepard,  
P. H. Place,  
F. M. Banning,  
Frank Cizek,  
R. M. White,

Superintendents.

Gentlemen:

During the period of the war, the following railroads have agreed to waive restrictions applying to passenger service cars not equipped with steel wheels, when such cars are used in connection with troop movements:

- New York, New Haven & Hartford Railroad
- Boston & Albany Railroad
- Maine Central Railroad
- Central Vermont Railway
- Rutland Railroad
- Boston & Maine Railroad
- Central New England Railway
- Bangor & Arcostock Railroad

The D.L. & W. will do likewise, with the understanding that such cars are not to be placed in our regular trains. You will be governed accordingly.

Acknowledge.

Yours truly,

(Sgd) C.J. Phillips.

1-3

Copy to HCM GAC FHS AEB

COPY

054

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

PASSENGER TRAFFIC DEPARTMENT



90 West Street, New York City

GEORGE A. CULLEN  
Passenger Traffic Manager  
W. F. GRIFFITTS  
General Passenger Agent

ADVICE OF SPECIAL MOVEMENTS

June 18, 1917.

To All Representatives,  
Passenger Traffic Department.

Inquiries are being made almost continuously at this office and at various of our agencies by relatives and friends of men in military service as to the whereabouts of the latter, thought to be en route on this Road.

To all such inquiries you must reply that in accordance with instructions of the Government, railroad representatives are prohibited from giving out any information of this character, and refer inquirers to the Government Departments.

GEO. A. CULLEN  
Passenger Traffic Manager.

EWJ/MB

# FOURTH NAVAL DISTRICT

NAVY YARD, PHILADELPHIA, PA.

COMMANDANT'S OFFICE

May 31, 1917.

Local Manager of the  
Delaware, Lackawanna & Western R.R.  
SCRANTON, Pennsylvania.

Sir:

This will introduce Lieutenant Thomas Appleby of the Navy, who is desirous of conducting some wireless experiments under direction of the Commandant of the Fourth Naval District.

Any courtesy you may be able to show him will be deeply appreciated by the Commandant.

Yours very truly,



Captain, U.S.N.  
Commandant, 4th Naval District

14342<sup>057</sup>

June 8, 1917.

17372:

Major F. H. Schoeffel,  
Chief Special Agent.

Dear Sir:

Referring to the night watchmen placed on river end  
of our four New York Piers:

Suggestion is now made by the Marine Department that  
these watchmen be instructed to make every effort to keep outside  
boats from tying up at our piers, this in order to keep the end  
of piers free from outside boats which frequently tie up and pre-  
vent the landing of our own boats.

Please have the watchmen instructed accordingly.

Acknowledge.

Yours truly,

1-G

Copy Mr.E.M.R. -- Your letter June 7, file A-750.10.

Shall we advise  
Supt the shaver  
be our general  
policy?



# The Delaware, Lackawanna & Western Railroad Co.

060  
Form T. D. 5  
8-16

The telegraph must not be used for business which may be transacted by train without detriment to the Company's interest. Operators are required to write all telegrams in INK or with INDELIBLE PENCIL. (See Rules 314 and 316, Transportation Department.)

Office Rec'd from	Sent by	Rec'd by	Time Rec'd	TELEGRAM	Office Sent to	Sent by	Rec'd by	Time Sent
				TIME FILED				

**BE BRIEF.**

To

CJP

From 606 pm J Q Hoboken 6-8-17

191

Your wire 6th re special trains with troops  
We will be governed accordingly!

HHS

061

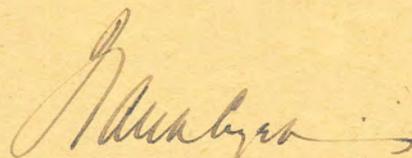
Binghamton, New York,

June 8, 1917.

Mr. C. J. Phillips:

This will acknowledge receipt of your letter June 6th, file 17372, with regard to handling of special trains with troops within next two weeks..

Will be governed accordingly.

  
Superintendent.

TW

Buffalo, N.Y., June 7, 1917.

101.7:

no

Mr. C. J. Phillips,  
General Superintendent.

Dear Sir:

This will acknowledge receipt of your telegram and letter of June 6th, file S.M. 17372, relative to the movement of special trains with troops.

We are arranging to have these trains accompanied by either Trainmaster or Road Foreman of Engines.

Yours truly,

*J. M. ...*  
Superintendent.



# The Delaware, Lackawanna & Western Railroad Co.

063  
Form T. D. 5  
8-16

The telegraph must not be used for business which may be transacted by train without detriment to the Company's interest. Operators are required to write all telegrams in INK or with INDELIBLE PENCIL. (See Rules 314 and 316, Transportation Department.)

Office Rec'd from	Sent by	Rec'd by	Time Rec'd	TELEGRAM	Office Sent to	Sent by	Rec'd by	Time Sent
				TIME FILED				

**BE BRIEF.**

*From* Scranton, 6-7-17

191

*To* C J Phillips

Your message July 6 concerning handling of special trains with troops within next two weeks received, and will be governed accordingly.

P N P

11:20 AM

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

90 West Street, New York.

E. M. RINE  
~~E. M. RINE~~  
~~E. M. RINE~~  
Vice President &  
General Manager

June 7th, 1917

File A-750.10

Mr. C. J. Phillips,  
General Superintendent,

Dear Sir:-

Referring to my message of May 29th instructing that you have night watchman placed on river end of our four New York piers, it has been suggested by the Marine Department that these watchmen be instructed to make every effort to keep outside boats from tying up at our piers; this in order to keep the end of piers free from outside boats which frequently tie up and prevent the landing of our own boats.

Please have Major Schoeffel so instruct these watchmen.

Yours truly,

*E. M. Rine*  
V. P. & G. M.

Copy JME

17372<sup>065</sup>

June 7, 1917.

17372:

Mr. A. E. Staub,

Superintendent Car Service.

Dear Sir:

I am in receipt of the following from the Vice President & General Manager:

"Mr. George Hodges, Asst. to Gen. Chairman of the General Committee of Special Committee on National Defense, writes me as follows under date of June 2nd:

"The Quartermaster General advises the Sixteenth Infantry en route from El Paso, Texas, to eastern destination, routed via T. & P. to Fort Worth, M.K. & T. to St. Louis, Wabash to Fort Wayne, N.Y.C. & St.L. to Buffalo, Lackawanna to destination.

"Will you please wire this office the time of receipt and delivery to connections?"

"Please see that information requested is furnished promptly to Mr. Hodges."

This will confirm verbal request that you arrange to give the information by wire to Mr. Hodges promptly.

Acknowledge.

Yours truly,

1-G

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY

OFFICE OF GENERAL SUPERINTENDENT

E. M. RINE, C. J. PHILLIPS,  
General Superintendent

SCRANTON, PA.

Trains with troops now en route from west of Buffalo 6/7/17

I

- 1. 22 sleepers, 1 coach, 4 baggage cars, 5 box cars, 32 cars. Left Ft. Wayne 8.30 AM 6/7. Reach E. Buffalo 9.00 PM "
- 2. 11 sleepers, 2 baggage, 4 box, 17 cars. Left Ft. Wayne 9.30 AM. Ar E. Buffalo between 10 and 11 pm
- 3. 23 sleepers, 4 baggage, 4 box, 31 cars. Left Ft. Wayne 10.00 AM. Ar E. Buffalo about 12 midnight,

Total 80 cars,

*P.P.P.*  
 You understand these trains are  
 that to be held at Buffalo. Started from  
 to be held at Buffalo. Started from  
 these Hoboken about 11. pm  
 Hoboken about 11. pm  
 that Hoboken about 10. pm  
 9th that Hoboken 10th  
 9th that Hoboken 10th  
 P.P.P.

17372<sup>06</sup>

June 7, 1917.

17372: Protecting Bridges.

Copy to PHS FC

Mr. E. M. Rine,

Vice President & General Manager.

Dear Sir:

See my letter June 1 to Major Schoeffel, copy to you, in which reference was made to communication from Captain Smith, Third Regiment, New York Infantry, advising that it is the policy of the Eastern Department to abolish guarding bridges located within the City limits, and that the posts guarding D.L. & W. bridges within the City of Binghamton, N. Y., would be discontinued Monday, June 4, the Police Officials at Binghamton having been notified to that effect.

Superintendent Cisek advises the Municipal Authorities cannot assign men to this particular work, and can only give general protection. Chief Special Agent Schoeffel is of opinion that, so long as we have removed all of our own guards from Bloomsburg Branch and Hoboken Tunnel, there is no necessity of employing extra men to guard the Binghamton bridges.

This will confirm verbal understanding with you today that you concur in opinion of the Chief Special Agent. We will therefore not assign any of our own men to the protection of the bridges within the city limits of Binghamton, the guards furnished by the Federal Authorities having been withdrawn.

Respectfully yours,

Buffalo, N.Y., June 6, 1917,

068  
17372

209:

Mr. C. J. Phillips,

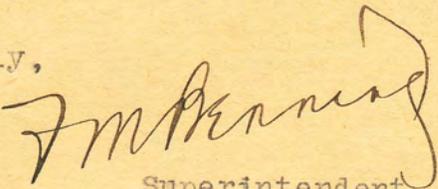
General Superintendent.

Dear Sir:

I have your letter of June 4th, file 17372, relative use of our telephone lines by soldiers guarding bridges.

We will see that toll calls of the guards are restricted to business only, and have instructed our operators not to make any such connections without first getting the approval of this office.

Yours truly,

  
Superintendent.

069 11372  
New York, June 6th, 1917.

Mr. C.J. Phillips,  
Genl. Superintendent,  
Scranton Pa.

Dear Sir:-

Am sending herewith circulars issued by the Government outlining requirements of Telegraph Operators, who may wish to join the "signal enlisted reserve corps".

This literature has already been published in the Newspapers and Telegraph Journals, that any Telegraph Operators drafted can join the Signal Corp if they prefer that branch of the service in preference to joining the ranks as a private.

Other roads have agreed to distribute these circulars among their telegraphers and Mr. Rine has consented to permit the same distribution along our line.

I am therefore sending a copy of the circular to each of our Telegraph offices.

Very respectfully,

  
Supt. Tel. Tel. & Wireless.

DEPARTMENT OF COMMERCE,  
RADIO SERVICE,

Office of Radio Inspector,  
603 Custom House,  
New York, N.Y.  
May 28, 1917.

FROM: L. R. Krumm, Captain, Signal Corps, U. S. R., Assistant to the  
Signal Officer, Eastern Department.

TO: Telegraph Operators of the Lackawanna Railroad.

SUBJECT: Signal Enlisted Reserve Corps.

1. Competent telegraph operators are urgently needed for the field companies of the Signal Enlisted Reserve Corps. The Signal Officer of the Eastern Department has instructed me to obtain men of this character and the officials of the Lackawanna Railroad have kindly consented to aid me in bringing to your attention this opportunity to enlist in a branch of the Army in which you can render the most valuable service to your country and which should be the most congenial to you.

2. Men with less skill but with a desire or inclination to become operators will be accepted for the lower ratings in these companies and will be instructed in operating and appropriate electrical subjects after they are called into service and can win promotion as they gain proficiency.

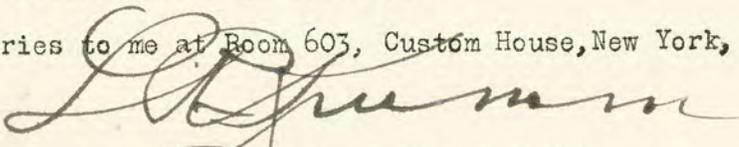
3. I enclose herewith two mimeograph letters which will give you the important information regarding these telegraph companies. From these letters you will note that the field companies of the Signal Enlisted Reserve Corps are mounted, combining the attractions of the Cavalry with the advantages of being in one of the most skilled branches of the Army. The telegraph companies are not mounted but equally in need of skilled operators.

4. Joining these companies will afford a competent telegraph operator an opportunity to show his ability as such and also affords an opportunity to gain promotion which is entirely dependent on the general ability displayed.

5. I will be glad to furnish you with any additional information you desire, or better still I will be pleased to confer with you in my office, Room 603 Custom House, New York City, in regard to enlisting in these companies.

6. Arrangements have been made to enlist men in the Army Building nearby which should only take an hour or so of your time, after which you can return to your usual duties and await the call to active service which will be as early as that of any other branch of the service and afford you an opportunity for a most interesting foreign service.

7. Address any inquiries to me at Room 603, Custom House, New York, N.Y.

  
Captain, Signal Corps, U.S.R.

Address reply to Signal  
Officer, Eastern Depart-  
ment, 39 Whitehall St.,  
New York City.

HEADQUARTERS EASTERN DEPARTMENT  
Office of the Signal Officer,  
Army Building, 39 Whitehall St.,  
New York City.

May 28, 1917.

FROM: Signal Officer, Eastern Department.  
TO: Applicants for Enlistment in the Signal Enlisted Reserve Corps.  
SUBJECT: Plan of action contemplated with reference to Reserve Signal  
Units in the Eastern Department.

1. For the information of the applicants we wish to give the general plan of the training and preparation we expect the new units of Signal Reserve Corps to receive before they are fitted for work in connection with other arms of the service. This plan is subject to change at any time, but we feel fairly certain that the course of action will at least be similar to that outlined below.

2. In the first place we have attempted to enlist only such men as are technically qualified to carry on the usual functions of the Signal Corps without additional technical training. We expect to give them additional training concerning the use and operation of equipment directly pertaining to Signal Corps Battalions, also an intensive course of military training which will make our organization an efficient military unit for active service.

3. To do this it is proposed to establish large training camps at various points in the United States, one of which will be in the vicinity of New York City, mobilize our units there at the call of the President, and begin at once a program of instruction for both the officers and enlisted personnel which will accomplish the results desired. We cannot state exactly the time or place for these camps, but expect it to be in the near future.

4. Our advice to men who enlist is to continue their ordinary pursuits until they receive the call from the President, then report immediately to the place designated. In the meantime it will be well for them to notify their employers that they will be subject to the call of the President, and must leave his employ when they are notified, otherwise their status with him will be the same as it has been formerly.

5. Equipment for all men enlisted, such as uniforms, bedding, messing utensils, etc. will be available for issue at the camps of instruction. Each man enlisted will from the time he reports receive the same pay and allowances as the corresponding grade in the Regular Army. They are also entitled to transportation in kind and commutation of rations at 50¢ per meal for the time of actual travel from their homes to places to which ordered for active service. If transportation in kind is not furnished from their homes to place ordered for active service, they are entitled to reimbursement for the actual necessary cost of such transportation.

6. The term of enlistment is for the duration of the war.

*W. T. Hartman*  
Lieut. Col., Signal Corps.

ENROLLMENT BLANK.

(The filling in and signing of this paper does not bind one to service in the Signal Enlisted Reserve Corps.)

Date.....

Name:.....

Address:.....

Age:.....Married:.....No. of dependent children.....

Are you a citizen of the United States?.....

Are you: Expert Telegrapher?.....

Expert radio operator?.....

Have you knowledge of: Construction, operation and maintenance of telegraph systems and batteries?.....

Have you knowledge of radio apparatus?.....

Are you a horseman, or do you think you would like mounted service?.....

Would you consider enlisting in the Signal Enlisted Reserve Corps, the details of which are described on accompanying circular?.....

Signature.....

NOTE: Expert telegraphers and radio telegraphers are needed for the Signal Corps Reserve Wire Companies and Radio Companies. Such companies are provided with animal transportation, and the service offers an open air life with plenty of action in actual war. A large number of vacancies for noncommissioned officers will be open for men who are qualified for same.

WAR DEPARTMENT,  
Office of the Signal Officer,  
Army Building, 39 Bitchall St.,  
New York City.

1. The following information is published to answer, in general, inquiries regarding the Signal Enlisted Reserve Corps.

2. The Enlisted Reserve Corps is authorized by Section 55 of the National Defense Act, approved June 3, 1916, the purpose or object being to secure an additional reserve of enlisted men that could be brought to the aid of the Government in time of national crisis.

3. Applicants must be citizens of the United States or have declared their intention to become such, and must be between the ages of 18 and 45 years.

4. Enlistments and re-enlistments will be for a period of four years.

5. The responsibilities assumed by men enlisted in the Reserve Corps are as follows:

They are subject, in time of peace, to duty in instruction camps or elsewhere, for fifteen days each year. Men who enlist now will remain at their homes until arrangements are perfected for their training when they will be ordered to duty and assembled in Field Battalions and Telegraph Battalions, Signal Corps. These Battalions will be sent to training camps for instruction in the duties of Signal Corps soldiers.

The benefits conferred are:

Opportunity to render their most effective service to their country in time of war; opportunity to prepare for that work beforehand by study and instruction; rank in the Army of the United States and corresponding pay while on duty.

6. The grades and monthly pay of enlisted men of the Signal Reserve Corps are as follows:

Master Signal Electrician.....	\$81.00
Sergeant, first-class.....	51.00
Sergeant.....	44.00
Corporal.....	36.00
Horseshoer.....	38.00
Cook.....	38.00
Private, first-class.....	33.00
Private.....	30.00

7. The Government furnishes transportation and commutation of subsistence at the rate of fifty (50) cents per meal for the travel from the home of the reservist to the place where he is ordered to report for duty.

In addition to the pay as stated in paragraph 6, clothing, subsistence and medical attendance, when needed, is furnished to all men on duty free of charge.

8. The following are the general qualifications requisite for enlistment in the Signal Enlisted Reserve Corps:

A. MASTER SIGNAL ELECTRICIAN. The applicant must be--

(a) An expert telegrapher and have knowledge of the construction, operation, and maintenance of telegraph systems, primary and secondary batteries, and motor generators, or---

(b) An expert radio operator and have knowledge of radio apparatus,  
or--

(c) Have knowledge of the construction, operation, and maintenance of

B. SERGEANT, 1st CLASS. The applicant must be--

- (a) An expert telegrapher and have knowledge of the operation and maintenance of telegraph systems and batteries, or--
- (b) An expert radio operator and have knowledge of radio apparatus, or--
- (c) Have knowledge of telephone systems, switchboards, batteries, locating and correcting faults, etc., or--
- (d) Possess such qualities as would fit him to act as leader of a platoon of a company, of Signal troops.

C. SERGEANTS AND CORPORAL. The applicant must have general knowledge of the subjects given under B, or possess such qualities as would fit him to act as a leader of a platoon or section of a company of Signal troops.

D. PRIVATE, 1st CLASS and PRIVATE. The applicant must show an interest in the subjects mentioned, be competent, keen, and possess such qualities as will insure that he will develop along the proper lines in training.

9. Applicants for enlistment as Master Signal Electricians and Sergeants, First Class, will be given an oral examination. Applicants for enlistment in the other grades will demonstrate to the officer designated to obtain recruits that they have the necessary qualifications.

10. At the present time ten (10) Field Battalions of Signal Reserve Corps are being organized in the Eastern Department. It is all important that these Battalions be organized at the earliest date possible. You are earnestly requested to co-operate with us in every way, not only by enlisting yourself but also by interesting other men, properly qualified, in one of the most skilled branches of the services. Telegraphers, mechanics, electricians, horseshoers and men with special educational qualifications are desired who can easily learn the use of technical apparatus used by the Signal Corps.

11. The question of rank is insignificant. When the recruit gets into active service he can easily prove his worth and his advancement will be according to his spirit and ability.

CARL F. HARTMANN,  
Lieut. Col., Signal Corps.

17372  
074

June 6, 1917

S.M.  
17372:

Messrs.

- H. H. Shepard,
- F. H. Place,
- F. M. Bonning,
- F. Cizek,

Superintendents.

Gentlemen:

In view of the fact that there will be a number of special trains with troops handled over our line within the next two weeks, please arrange to provide either Trainmaster, Road Foreman of Engines or Traveling Air Brake Inspector on each of the trains handled.

Acknowledge receipt.

Yours truly,

1-2

Copy H.C.M.  
F.H.S.  
A.E.S.

11312

Subject: Fireman Henry Robinson enlisting in Governmental Service.

File 73.

Washington, D.C., June 5, 1917.

Mr. Henry Robinson,  
Fireman,  
Washington, D.C.

Dear Sir:

This will serve as authority for you to be absent from duty during the term of your enlistment in the U.S. Army, which we understand is for the duration of the present war.

You will please understand that we shall expect you to report for work immediately upon the expiration of your enlistment in the Federal Service.

Yours truly,

SIGNED:

F. H. REAGAN  
Master Mechanic.

2-1

CH-1141  
GIP  
FWS  
JMS  
JA  
AS  
Record

1137<sup>076</sup>

MEMO: Fireman Stephen Roche entering Governmental Service.

File 72.

Spartan, Pa., June 3, 1917.

Mr. Stephen Roche,  
Fireman,  
Spartan, Pa.

Dear Sir:

This will serve as authority for you to be absent from duty during the term of your enlistment in the U.S. Army, which we understand is for the duration of the present warfare.

You will please understand that we shall expect you to report for work immediately upon the expiration of your enlistment in the Federal Service.

Yours truly,

SIGNED:-  
F. H. REAGAN

Master Mechanic

cc-

CC-1, 2, 3, 4,  
5, 6,  
7, 8, 9,  
10, 11,  
12,  
13,  
14,  
15

077  
1/3/12

SUBJECT: Fireman Joseph Reap entering Governmental Service.

File 73.

Scranton, Pa., June 5, 1917

Mr. Joseph Reap,  
Fireman,  
Scranton, Pa.

Dear Sir:

This will serve as authority for you to be absent from duty during the term of your enlistment in the U.S. Army, which we understand is for the duration of the present warfare.

You will please understand that we shall expect you to report for work immediately upon the expiration of your enlistment in the Federal Service.

Yours truly,

SIGNED:

F. H. REAGAN

Master Mechanic.

2-1

CLERK

CJP

PH

JCS

JH

AR

Record

Scranton, Pa., June 5, 1917.

114 078  
19372

File 2668

Mr. E. M. Rine,

Vice-President & General Manager.

Dear Sir:-

Referring to yours of the 2nd quoting letter from Mr. R. L. O'Donnel, General Agent, A.R.A. Eastern Department, Office of Quartermaster, Governors Island, N.Y.

This Company owns the following freight and passenger equipment:

FREIGHT

Box cars	15272
Stock	223
Gondola	2977
Flat	77

PASSENGER

Coaches	471
Passenger & Baggage	93
Express	69
Horse	5

All of the freight equipment is being used to take care of our current business.

The passenger equipment shown below is not being used at the present time in regular service:

6 wooden narrow vestibule coaches, 4 at Kingsland Shops  
16 wooden broad vestibule coaches, 5 at Kingsland Shops  
22 wooden skeleton vestibule coaches, 21 at Kingsland Shops  
47 wooden open platform coaches, 5 stored at Keyser Valley Shops,  
7 at Kingsland and 27 at Kingsland for repair  
8 combined cars, 2 narrow vestibule, 1 skeleton, 1 broad and  
4 open platform, including 2 at Kingsland.

If there is any additional information required by  
the Quartermaster's office, same can be furnished on short notice.

Yours truly,

(Sgd.) A. E. STAUB

Supt. Car Service.

M-P

Copy Mr. C. J. Phillips.

079  
14372

June 5, 1917.

17372:

Mr. Frank Cizek,

Superintendent, Binghamton, N. Y.

Dear Sir:

Replying to yours May 31, and returning communication from Superintendent Everett of the New York Central R.R., requesting that we assume one seventh of \$93.09, covering purchase of lumber, straw, nails, etc., for shelter houses built by National Guards in vicinity of Syracuse:

I see no reason why we should bear one-seventh of the expense in question.

Yours truly,

l-v.

17372  
080

June 5, 1917

Mr. E. M. Rine,

Vice-President and General Manager.

Dear Sir:

I have your letter June 4, directing that in view of the number of special trains with troops to be handled over our line within the next two weeks, arrangements be made to provide either Trainmaster, Road Foreman of Engines or Traveling Air Brake Inspector on each of the trains.

Will arrange as directed.

Respectfully yours,

1-B

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

90 West Street, New York.

E. M. RINE  
E. E. LOGGINS  
Vice-President.  
Vice President &  
General Manager

June 4th, 1917

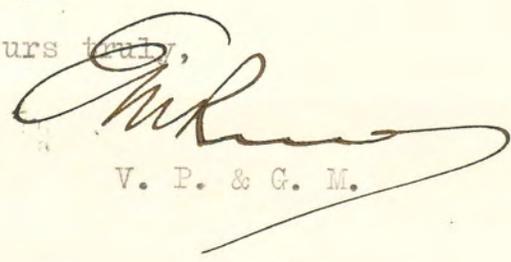
Mr. C. J. Phillips,  
General Superintendent,

Dear Sir:-

In view of the fact that there will be a number of special trains with troops handled over our line within the next two weeks, please arrange to provide either Trainmaster, Road Foreman of Engines or Traveling Air Brake Inspector on each of these trains which we handle.

Acknowledge receipt.

Yours truly,



V. P. & G. M.

Copy HCM

Binghamton, New York,

May 31st, 1917.

Mr. C. J. Phillips:

Enclosed correspondence from Superintendent Everett of New York Central, addressed jointly to ourselves and Syracuse, Lake Shore & Northern Ry., asking that we assume one-seventh of the total bill of \$93.09, covering purchase of lumber, straw, nails, etc., for shelter houses built by National Guard on duty guarding bridges in vicinity of Syracuse, is self explanatory.

The one-seventh charge covers one bridge out of seven they are guarding for our line and, under the circumstances, would recommend we give them authority to bill us for our share of this expense

*Tom*  
*I know what*  
*you're really on*  
*of no shored for*  
*of me - there may be*  
*this - there may be*  
*some policy*  
*reason for*  
*doing it*

*W. H. ...*  
Superintendent.

*W. H. ...*

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

90 West Street, New York.

E. M. RINE,  
Vice-President and General Manager.

June 4, 1917

C. J. P:

I agree with you.

E. M. R.

## THE DELAWARE, LACKAWANNA &amp; WESTERN RAILROAD CO.

90 West Street, New York.

E. M. RINE  
 E. E. LEWIS  
 Vice President &  
 General Manager

June 4th, 1917

Mr. C. J. Phillips,  
 General Superintendent,

Dear Sir:-

//  
 Mr. George Hodges, Asst. to Gen. Chairman of the  
 General Committee of Special Committee on National Defense,  
 writes me as follows under date of June 2nd:

"The Quartermaster General advises the Sixteenth Inf-  
 antry enroute from El Paso, Texas, to eastern destination, routed  
 via T. and P. to Fort Worth, M. K. and T. to St. Louis, Wabash  
 to Port Wayne, N.Y.C. and St.L. to Buffalo, Lackawanna to  
 destination.

Will you please wire this office the time of receipt  
 and delivery to connections."

Please see that information requested is furnished  
 promptly to Mr. Hodges.

Yours truly,



V. P. &amp; G. M.

*Handwritten notes:*  
 All  
 correct

085  
1-13-12

June 4th, 1917.

File 2624

Mr. C. M. Sheaffer, Chairman,  
Commission on Car Service,  
Washington, D.C.

Dear Sir:

Yours of the 28th ult., file 136-2, re. information in connection with handling of coal by this Company.

I have shown below the desired information for week ending May 26th, figured on a 42 net ton basis covering anthracite coal. No bituminous coal originates on this line.

- 1. 1347 cars.
- 2. 1122 cars.
- 3. 83%
- 4. 314 cars
- 5. 1098 cars.
- 6. 21 cars condemned coal.

As stated in mine of May 31st, have again based Item No. 3 on the number of cars supplied to the number ordered, although the mines and washeries were furnished with all cars they could load.

In accordance with your circular letter of May 22nd relative to additional information required on this report, have shown below comparison of week ending June 2nd, 1917 with

same period for 1916.

Unter the item "Required" I have shown the number of cars actually ordered for the different mines.

<u>Period</u>	<u>1916</u>				<u>1917</u>			
	<u>Req.</u>	<u>Sup- plied</u>	<u>Per- cent</u>	<u>Loaded</u>	<u>Req.</u>	<u>Sup- plied</u>	<u>Per- cent</u>	<u>Loaded</u>
May 27 to June 2	6520	4489	69	4455	6734	5612	83	5492

Yours truly,

(Sgd.) A. E. STAUB

WK/RH

✓ CC-Mr. E. M. Rine, V. P. & Gen'l. Mgr.  
 ✓ CC-Mr. C. J. Phillips, Gen'l. Supt.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

90 West Street, New York.

E. M. RINE,  
Vice-President and General Manager.

June 4th, 1917

Mr. Bertram Young,  
Auditor, F. & T. A.

Dear Sir:-

Replying to yours of June 1st, file 0045 regarding  
Mr. Thomas H. Murray, Ticket Agent at Foster, Pa.

It will be entirely satisfactory to take Murray  
from Foster station and assign him to service at the Mobilization  
Camps, with the assurance that when his service expires there,  
he will be restored to his present position or taken care of in  
some other capacity by the Company.

Yours truly,

(Sgd) E. M. RINE  
V. P. & G. M.

Copy CJE ✓

COPY

086  
17342

087  
17372

June 4, 1917.

17372:

Mr. F. M. Beming,

Superintendent.

Dear Sir:

Acknowledging receipt of your favor June 2, file 209, having reference to permitting the soldiers guarding bridges along our Line to make calls through our switchboard at East Buffalo to Tonawanda and other points, which carry with them a toll charge, which is charged to our Company by reason of calls being made through our switchboard:

I do not think we should allow these calls to be made, unless the matter is taken up through your office, and if the call is a business one, and one you feel is justified, then in that event we should bear the expense, but the ordinary call for the personal comfort and convenience of the soldiers should not be permitted. These matters have to be regulated and I would suggest you instruct your operators not to permit an outside call to be made which carries with it a toll charge without first getting the approval of your office.

Acknowledge.

Yours truly,

P-G

088  
1737 ✓

Scranton June 4, 1917.

32646-

Mr. C. J. Phillips,  
General Superintendent.

Dear Sir:-

In the matter of the Eastern  
Department removing guards from our bridges located  
within the city limits of Binghamton.

So long as we have removed all  
our own guards from the Bloomsburg branch and Hoboken  
Tunnel, I don't see why we should employ any extra  
men to guard Binghamton bridges.

Yours truly,

*J. T. Schaeffer*  
Chief Special Agent.

k-w



# The Delaware, Lackawanna & Western Railroad Co.

089  
Form T. D. 5  
8-16

The telegraph must not be used for business which may be transacted by train without detriment to the Company's interest. Operators are required to write all telegrams in INK or with INDELIBLE PENCIL. (See Rules 314 and 316, Transportation Department.)

Office Rec'd from	Sent by	Rec'd by	Time Rec'd	TELEGRAM	Office Sent to	Sent by	Rec'd by	Time Sent
				TIME FILED				

**BE BRIEF.**

To CJP

From  
3 pm X & Bingham 6-4-17

191

Headquarters of Company L NY NG advises this am that they are removing guards from Chenanago River Bridge just west of Binghamton station on instructions Recd from Rochester Claiming that protection of this bridge should be looked after by Local authorities Bingham police dept. Cannot assign men to this particular work and can only give general protection under the circumstances No doubt you will want to arrange protection this bridge by engineering dept national guard troops will continue to protect Susquhanna River bridge for the present.

FC

*Phonetic  
4.0 5 pm*

Buffalo, N.Y., June 2, 1917.

209:

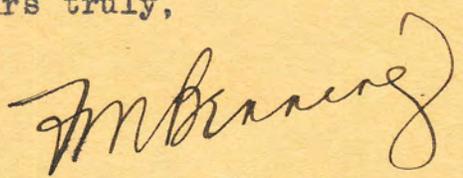
Mr. C. J. Phillips,  
General Superintendent.

Dear Sir:

On our bill for long distance telephone service East Buffalo switch board we are billed for April 14th call to Tonawanda 10¢ made by Mr. Hunter, Private, guarding bridges; April 15th, call to Lancaster 10¢ made by Sargeant Cant, who is on our line guarding bridges.

Will you please advise if it is a policy of the Company to assume these charges or will we issue instructions to our operators forbidding them to allow soldiers to make such calls. The above calls were made unknown to us for the reason that they were not made through the toll operators, soldiers getting these numbers just like any city number.

Yours truly,



Superintendent.

June 1, 1917

17372:

Mr. F. H. Schoeffel,  
Chief Special Agent.

Dear Sir:

Herewith I enclose letter dated May 31, from  
C. E. Smith, Captain, Commanding Third Battalion, Third  
Regiment New York Infantry, National Guard, at Elmira,  
addressed to Superintendent Place, reading:

"Subject: Posts within city limits.

1. It is the policy of the Eastern Department  
to abolish guarding bridges located within the city  
limits. Therefore posts guarding D.L.& W.R.R. bridge  
at Binghamton, N. Y. will be discontinued, Monday,  
June 4, 1917.

2. The Police Officials at Binghamton have  
been notified to this effect and it is expected they  
will furnish necessary protection."

Confirming telephone, please take up promptly with  
the municipal authorities at Binghamton and ascertain action  
they propose taking in the matter.

Yours truly,

1-B

Copy E.M.R.

17372<sup>097</sup>

June 1, 1917.

Mr. G. A. Cullen,  
Passenger Traffic Manager.

Dear Sir:

I am attaching hereto for your information  
copy of telegram received from Mr. O.C. Smith, Superintend-  
ent Transportation of the M.K. & T., under date of May 31,  
regarding movement of troops.

Yours truly,

t