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Guide to the Delaware, Lackawanna and Western Railroad Records

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Alison Oswald

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Collection Overview

Repository:	Archives Center, National Museum of American History
Title:	Delaware, Lackawanna and Western Railroad Records
Date:	1878-1971
Identifier:	NMAH.AC.1074
Source:	National Museum of American History (U.S.). Division of Mechanical and Civil Engineering (Collector) National Museum of American History (U.S.). Division of Work and Industry (Collector) ConRail (Donor)
Creator:	Delaware, Lackawanna and Western Railroad (Creator)
Extent:	22.3 Cubic feet (1 box, 59 map-folders)
Language:	English .

Administrative Information

Immediate Source of Acquisition

The oversized items were donated to the Division of Mechanical and Civil Engineering by Consolidated Rail Corporation (ConRail) through William M. Wehner in 1987. Provenance for the rest of the collection is unknown.

Provenance

Transferred by the Division of Work and Industry to the Archives Center in 2007.

Related Materials

Materials at Other Organizations

Manuscripts and Archives Department, Hagley Museum and Library

Delaware, Lackawanna and Western Railroad Company records, 1849-1960

Delaware, Lackawanna and Western Railroad Company Coal Department photographs (Accession 1990.267), Audiovisual Collections and Digital Initiatives Department

The Enderlin Collection of Delaware, Lackawanna and Western Railroad Company Records, 1835-1956

The collection consists of material acquired by Enderlin during his career with the Lackawanna, primarily the kind of historical miscellany that flowed into the secretary's office. Two-thirds of the collection consists of newsclippings on labor matters (ca. 1900-1919), and the remainder of agreements, letters of resignation, statistics and rough minutes. John G. Enderlin was born on August 16, 1888. In 1903, he began work as an office boy in the New York City headquarters of the Delaware, Lackawanna and Western Railroad Company, rising through the ranks in the president's and secretary's offices to become secretary-treasurer in 1933. He retired at the end of 1956 and died on September 28, 1981.

Syracuse University Libraries

Lackawanna County Historical Society

The Delaware, Lackawanna & Western Railroad was one of the largest and most prosperous anthracite mining and transporting companies in Pennsylvania. Their records consist of minutes of the DL&W and its two direct predecessors.

Processing Information

Collection processed by Alison Oswald, archivist, 2018.

Preferred Citation

Delaware, Lackawanna and Western Railroad Records, Archives Center, National Museum of American History.

Restrictions on Access

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Historical

The Delaware, Lackawanna & Western Railroad Company was incorporated in Pennsylvania on April 7, 1832, as the Liggetts Gap Railroad Company. Its name was changed to the Lackawanna & Western Railroad Company on April 14, 1851, and to the Delaware, Lackawanna & Western (DL&W) Railroad Company on March 11, 1853, at which time it absorbed the Delaware & Cobbs Gap Railroad Company.

The first section of railroad, from Scranton to Great Bend, opened in October, 1851. The Southern Division of the railroad was opened between Scranton and the Delaware River on May 27, 1856, forming a more direct route to New York City in connection with the Warren Railroad and the Central Railroad of New Jersey. The DL&W leased the Morris & Essex Railroad in 1868 and, after upgrading it to permit a heavy coal tonnage, secured its own line to New York Harbor. Other extensions carried the Lackawanna to Utica, Syracuse, Ithaca, and Oswego in central New York State and to Buffalo in the early 1880s. The DL&W had a particular advantage in that it was allowed to directly operate coal mines. The DL&W began mining on its own account in 1851, when a Coal Department was organized. The Lackawanna was exceptionally well placed to supply both New York City and New England via the Southern Division and also upstate New York, the Great Lakes, and Canada via the Northern Division.

The DL&W was still bound by its 1856 traffic contract with the Central of New Jersey, and on March 16, 1872, the two companies agreed to consolidate, being managed by a joint committee of directors from the two companies. However, the two companies were actually now competitors, with roughly parallel lines between Scranton and New York. The consolidation broke up after about a year over arguments as to which company would be the dominant partner. All connection between the two companies was severed in 1875.

During the long presidency of the conservative Samuel Sloan (1867-1899), the road became extremely prosperous as a coal hauler. Financial control was exercised by Moses Taylor and his National City Bank of New York, who had bought into the company at the time of the Panic of 1857. In March 1876 the DL&W converted from 6-foot gauge to standard gauge.

In 1880 Jay Gould acquired an interest in the company and promoted its extension to Buffalo (1882), giving it a significant share of the truck line business for the first time. However, Taylor and his successors refused Gould any

further voice in the management. In 1890 William Rockefeller became a director, reflecting the alliance between the Standard Oil group and the National City Bank.

William H. Truesdale replaced Sloan as president and began a massive modernization of both the company's management and the physical plant. The company began issuing full annual reports for the first time since 1857. Two major line relocations were built to the highest engineering standards, across western New Jersey and between Scranton and Binghamton, to improve grades and clearances. They featured massive cuts and fills and huge viaducts, the Tunkhannock Viaduct, 240 feet high, being the largest concrete arch bridge in the world. The DL&W was a pioneer in the adoption of reinforced concrete construction for all types of structures. Under Truesdale's successor, John M. Davis, the principal New Jersey commuter services were electrified in the early 1930s.

After successful government prosecution of the other anthracite railroads for antitrust violations, the DL&W voluntarily divested itself of its Coal Dept., which became the Glen Alden Coal Company in 1921.

After World War II the DL&W hoped to merge with its principal western connection, the Nickle Plate, but was unsuccessful. After continuing losses from commuter service and heavy storm damage to its main lines in 1955, the company began to explore the possibility of consolidation with the roughly parallel Erie Railroad. The merger, forming the Erie Lackawanna Railroad Company, took effect on October 17, 1960.

Source

Delaware, Lackawanna and Western Railroad Company records, Accession 1643, Manuscripts and Archives Department, Hagley Museum and Library

Scope and Contents

The collection consists of: a 1903 book of photographs entitled "Illustrations Showing the Works of the Passaic Steel Company at Paterson, New Jersey"; photograph albums (including several cyanotype albums) of the port of Hoboken, the terminal and buildings and other structures; a "souvenir" photograph album of the Clarks Summit/Halstead cut-off, 1914, published by the American Society of Civil Engineers; reports from the 1950s and 1960s itemizing the precise costs of the elements of the Hoboken terminal; track maps; and approximately 10,000 oversized drawings, tracings and blueprints of structures built by the railroad.

Arrangement

Collection divided into two series.

Series 1: Business Records

Series 2: Drawings

Names and Subject Terms

This collection is indexed in the online catalog of the Smithsonian Institution under the following terms:

Subjects:

- Railroad stations -- United States
- Railroads
- Railroads -- Buildings and structures

Types of Materials:

Cyanotypes
Photograph albums -- 20th century

Names:

ConRail
National Museum of American History (U.S.). Division of Mechanical and Civil Engineering
National Museum of American History (U.S.). Division of Work and Industry
Passaic Steel Company (Paterson, N.J.)

Places:

Hoboken (N.J.)
Paterson (N.J.)

Container Listing

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