

LACKAWANNA OPENS \$12,000,000 CUT-OFF: Two Locomotives Now Do the Work ...

Special to The New York Times.

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Two Locomotives Now Do the
Work of Five Over the
Tunkhannock Viaduct.

A MONUMENT TO ENGINEERS

Shortens Distance Less Than Four
Miles, but Cuts an Hour from
Freight Running Time.

Special to The New York Times.

NICHOLSON, Penn., Nov. 6.—The new Lackawanna Railroad cut-off between Clark's Summit and Hallstead, Penn., with the Tunkhannock Viaduct, its most impressive engineering feature, was formally opened today by President William H. Truesdale of the railroad in the presence of Governor Martin G. Brumbaugh of Pennsylvania, Mayor Louis P. Fuhrman of Buffalo, N. Y., former Senator James Smith, Jr., of New Jersey, and a large number of other public officials and railroad executives, besides a considerable gathering of residents of the neighborhood.

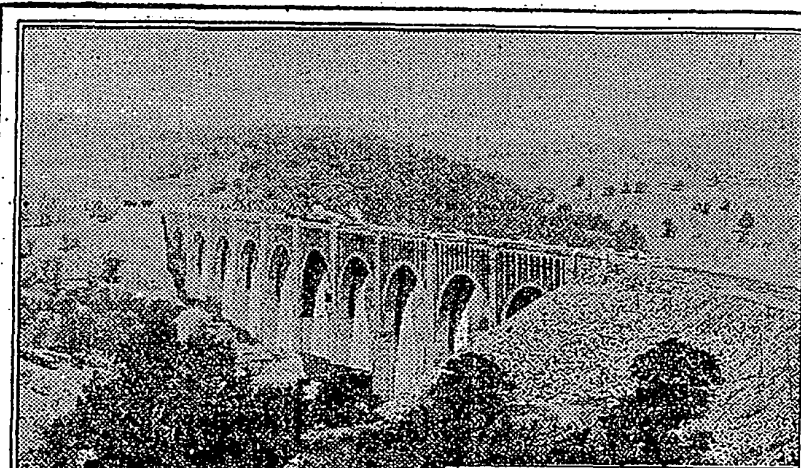
The new cut-off, which reduces the distance between Clark's Summit and Hallstead from 43.2 to 39.6 miles, has been under construction since 1912, and cost the Lackawanna \$12,000,000. While the reduction in distance between New York and Buffalo is slight, the reduction of curves and cutting down of grades means a saving of twenty minutes in the time of every passenger train and an hour in the time of every freight train, between the two cities; and it means, besides, that trains which formerly required five engines to pull them up the heavy grades between Scranton and Binghamton can now be dragged up by two engines.

First Passenger Train.

A special train leaving Hoboken at 9:15 this morning brought up President Truesdale and a number of high officials of the road. At Scranton it was joined by a special from Harrisburg carrying Governor Brumbaugh and other officials of Pennsylvania, and the trains combined into one and went on to the West, being the first passenger train to cross the great viaduct over Tunkhannock Creek.

At Nicholson station, just at the west-

The New Lackawanna Cut-Off



Showing the Topography over
which the Lackawanna Cut-Off
has Triumphed.

ern end of the viaduct, the train was halted, and the party got off and greeted Mayor Fuhrman and other officials and citizens of Buffalo, Binghamton, Corning, Elmira, Ithaca, Syracuse, Cortland, Utica, and Norwich, who had come down on a special train from Buffalo. The party got into automobiles and drove for a mile or so up the Tunkhannock Valley, inspecting the great viaduct from a distance, and then returned to the railroad station, where the formal dedication exercises were held with the rear end of President Truesdale's car serving as a rostrum.

The speakers were introduced by George A. Cullen, Passenger Traffic Manager of the Lackawanna. The first speaker was Governor Brumbaugh, who recalled the recent dedication of the Walnut Lane bridge in Philadelphia, at that time the largest concrete bridge in the world; "but," he said, "you could bury half a dozen bridges like that under the Tunkhannock Viaduct." After tracing something of the connection of the Lackawanna with the commercial life of Pennsylvania the Governor added: "This railroad has shown an example of commercial integrity to the entire country."

Building for the Future.

President Truesdale recalled the opening sixty-four years ago of the fifty miles of railroad between Scranton and Hallstead, then known as the Liggett's Gap Railroad, which became the nucleus of the Lackawanna system, and referred to the fact that two of the men who had made the trip on the first passenger train over that line, J. E. Purdy and W. C. Lathrop, were in the crowd at Nicholson today. "Like every other

railroad," he said, "we have to build for the future, and this cut-off which has cost so much and which will save so much is only one instance of this work that we are carrying on. It is worthy of note, besides this, that there is not a single grade crossing on the Lackawanna Railroad."

Mayor Fuhrman briefly expressed the appreciation of the citizens of Buffalo for the services rendered by the railroad. After his speech the parties returned to their trains and started back to New York, Harrisburg, and Buffalo.

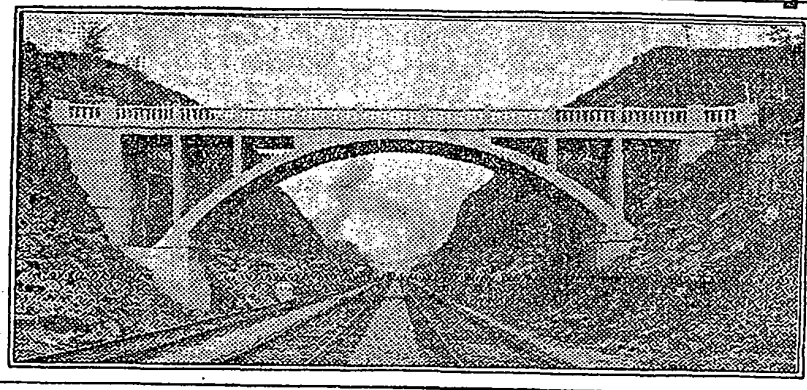
The cut-off, which was planned and executed by George J. Ray, with F. L. Wheaton as chief engineer of construction in immediate charge, leaves the new railroad line in sight of the old almost all the way, but, nevertheless, has involved engineering problems of such difficulty that had it not been for the disturbance caused by the war several European Governments would have had engineering representatives there to inspect it. Though the total saving of distance is small, the elimination of grades and curves has resulted in a remarkable diminution of friction and side pull. Among its principal features, besides the great viaducts, are a cut near Clark's Summit, two miles long and from twenty to sixty feet deep; a fill 115 feet high near Dalton, an embankment near the south branch of Tunkhannock Creek 140 feet high, 2,000 feet

long, and containing 1,600,000 cubic yards of material, and a double-track tunnel 3,630 feet long—the only one on the cut-off—between the north and south branches of the creek.

Colossal Dimensions of Viaduct.

The Tunkhannock Viaduct, which carries the double track of the railroad over the valley of Tunkhannock Creek, with Nicholson station at its western end, is 2,375 feet long and 240 feet high above the surface of the stream. It consists of ten spans of 180 feet each and two spans of 100 feet each, with additional expansions on either end, and on the large spans smaller arches are superimposed, with the concrete road-bed above them. It contains 4,500,000 cubic feet of concrete and 2,280,000 pounds of reinforcing steel. The work

Type of Overhead Highway Bridges
on New Lackawanna Cut-Off.



was executed under the personal supervision of F. M. Talbot.

Nine miles west of the Tunkhannock Viaduct is the Martin's Creek Viaduct—not much more than half as large, but, with the single exception of the Tunkhannock work, the largest concrete viaduct in the world. It is 1,600 feet long, 150 feet above the bed of the creek, and 88 feet above the old line grade. Its construction required 2,032,500 cubic feet of concrete and 1,600,000 pounds of reinforcing steel.

Among the members of the parties which attended the opening today were the Mayor and President of the Chamber of Commerce of Binghamton, Chairman W. B. C. Ainy of the Public Service Commission of Pennsylvania, W. E. Bailey, J. C. Deininger, and Colonel E. J. Stackpole of Harrisburg; Al E. Turner and L. J. Kolb of Philadelphia, and the following officials of the Lackawanna Railroad: W. H. Truesdale, President; E. E. Loomis and P. J. Flynn, Vice Presidents; G. A. Cullen, Passenger Traffic Manager; J. H. Crawford, Freight Traffic Manager; E. M. Rine, General Superintendent; C. J. Phillips, Division Superintendent; W. F. Griffiths, Assistant General Passenger Agent; C. P. Barrett, General Western Passenger Agent; J. L. Smith, General Eastern Passenger Agent, and Charles K. Rath, General Agent.