

File Unit - 002/002.01-17043.00.01



Series Nbr: 002.01
File Unit Nbr: 17043.00.01
Catalog #: STEA 7158
Accession #: STEA-00033
Category: CORRESPONDENCE
Dates: 1905-1914

Extent	
---------------	--

Count	[Count]1
Extent	[Extent]
Type of Unit	[Type of Unit]FOLDER

Title: DL&W RR--Correspondence--General Superintendent--17043: Side Tracks, Scranton, Pa

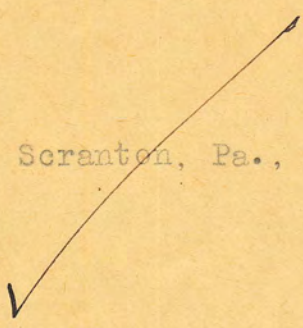
Add By: RED
Add Date: 9/8/2009 5:03:22 PM
Change By: RED
Change Date: 9/8/2009 5:08:23 PM
Location: 002/002.01-B16-002

Proc By	
----------------	--

Processed By	Pat McKnight
Processing Date	September 2009

Record Id: 50523

17043



Scranton, Pa., May 20th, 1914.

Mr. E. M. Rine,
General Superintendent.

Dear Sir:-

I am sending you a blueprint on which is shown in red the position to which the Sall Mountain Company wishes the track thrown at the old Cliff Works in Scranton.

I am also sending you a letter from Mr. Campbell and would ask you whether this layout meets with your approval.

This is the matter which we went over on the ground.

Yours truly,

L. L. Fallyn
Division Engineer.

t-2

Scranton, Pa., May 19, 1914.

11394

Mr. Tallyn:-

Referring to your letter of May 12th and returning herewith blue print covering change of track to serve the Sall Mountain Asbestos Co., this city:

I have looked into this matter and do not find that it will in any way inconvenience any of the other industries located in that vicinity, and therefore there would seem to be no reason why we cannot go ahead with this work provided, of course, Gen. Supt. Rine approves of the change, which I have no doubt he will.

ECC-



Scranton, Pa., January 15, 1914.

7345

Mr. Rine:

I return herewith Mr. Keefe's letter of Jan 13th to you, his file 3817, with reference to the team track to be constructed on our Pancoast Branch, Scranton, Pa.

Might say in this connection ^{copy} that you have my letter of Jan 13th to Mr. Keefe outlining the conditions so far as securing additional traffic for our Co. is concerned, in the event that this proposed track is constructed, and would also say as a matter of information to you, that I am following up the subject of 2500 tons shipment for the Scranton Gas & Water Co. of which a portion will be shipped by the Standard Cast Iron Pipe & Foundry Co., plant at Bristol, Pa. and the balance by the Warren Foundry & Mchn. Co., Phillipsburg, NJ.

Have also informed Mr. Eldred as to the subject in order that he may be watchful of any traffic we might secure in long haul that can be delivered on this team track when work is completed. Am also writing Mr. Keefe fully as to where this water pipe will originate.

ECC-



17043

File 3817

January 13, 1914

Mr. G. J. Ray:

Referring to your letter of January 10th, addressed to Division Engineer Tallyn, copy to this office, with blue print--which is returned herewith--in relation to the construction of a switch on our Pancoast Branch, Scranton, for general team-track delivery purposes.

It appears that there is a large volume of traffic, some 2500 tons water pipe, which the Scranton Gas and Water Company is shipping to Scranton to take delivery over this track if constructed promptly. In addition to this traffic, there is a steady stream of carload shipments requiring team-track delivery in that section, and, at the present time we are paying tribute to the Erie RR or otherwise foregoing the traffic, and I would, therefore, recommend that the track in question be constructed without delay.

CC - Mr. E.M. Rine ✓
Letter Jan. 12, 1914.
JBK ✓

J B Keefe

note
EMR

The Delaware, Lackawanna & Western Railroad Company.

INDUSTRIAL DEPARTMENT,

File 3817

January 13, 1914

Mr. E. M. Rine:

Referring to your letter of the 12th inst., addressed to Chief Engineer Ray, copy to this office, and our 'phone conversation of even date, about team track to be built on our Pancoast Branch, Scranton, to take care of general traffic. Since our conversation, I have explained this matter to Chief Engineer's office and he is wiring Division Engineer Tallyn to lose no time in putting this track in.

The description of the track in Mr. Ray's letter of the 10th led us into the belief that it was for the sole use of the Scranton Gas & Water Company; we now understand, as per your statement, that team track has been necessary in this locality for sometime past, and because of the lack of it we have been losing business account of the Erie RR shutting us out of that territory on all traffic other than coal, which is in accordance with our trackage arrangement, with the Erie Company.

We thoroughly appreciate your interest and co-operation in this matter at this particular time, as it will give us, in addition to outside traffic, the handling of some 2500 tons of water pipe to be used in this district consigned to the SG&W Co. Can you tell us when and where this pipe will move from and if Mr. Campbell is looking after the details of movement in order to insure us getting our proper haul on the traffic?

J B Keefe ✓

Scranton, Pa., Jan. 13, 1914.

7345

Mr. Keefe:

In connection with your letter of Jan 12th file 3817 with which was enclosed copy of Mr. Ray's letter of Jan. 10th to you, with reference to construction of a switch on our Pancoast Branch:

I have conferred with Mr. Tallyn per your request and am enclosing herewith copy of his estimate as to the cost of this construction work. I have also conferred with Gen. Supt. Rine and am attaching a copy of his letter of Jan. 12th addressed to Chief Engineer Ray, from which you will note that this proposition has his approval, and it is requested that the work be done at the earliest possible date, in order to take care of some traffic that is now in sight and has been promised to us provided proper delivery can be made.

From the correspondence regarding the construction of this switch, one would infer that the side track would be for the exclusive use of the Scranton Gas & Water Co. However, this piece of track is not for the exclusive use of this firm, but is intended to be constructed as a team track delivery. As indicated in Mr. Rine's letter to Mr. Ray, these additional facilities will enable us to deliver carload traffic for other concerns in and around Throop, which we cannot now do on account of the Erie RR cancelling the agreement between our respective Companies, covering trackage rights etc. on the NYS&W serving the territory in question.

We expect to handle other business for delivery on this proposed track, such as lumber, hay, potatoes, cabbage etc. and the matter has been brought up at this particular time as it would seem wise to have this work done immediately in view of the fact that the Scranton Gas & Water Co. have placed contract for some 2500 tons of water pipe, a considerable portion of which will be taken delivery of on this track if constructed at once.

It would seem desirable, therefore, to take advantage of this particularly large volume of traffic which is now in sight, which would bring immediate revenue to our Co. in a long haul movement, to repay our Co. for the expense necessary to the work.

In view of conditions outlined above, would recommend that the work be proceeded with at as early a date as possible, the entire expense thereof to be borne by our Co.

ECC-

Copy MR-



January 12-1914.

Mr. G. J. Ray,

Chief Engineer.

Dear Sir:

Referring to your letter of January 10th to Division Engineer Tallyn, copy to me, relative to placing switch on Panceast Branch for use of the Scranton Gas & Water Co.

That Company is about to receive shipment of 2500 tons of water pipe to be used in construction of water mains, etc., in that section and it is expected they will take delivery of a goodly portion of this pipe on the switch in question and, unless switch is provided without delay, we stand to lose the traffic. Therefore, will you please instruct Mr. Tallyn to arrange for its construction at the earliest possible date. The providing of this switch, in addition to enabling us to secure the traffic account Scranton Gas & Water Company, will permit us to deliver carload shipments for other concerns in and around Throop which we cannot now do account lack of facilities, the Erie Railroad, sometimes ago, refusing to permit of our handling traffic other than coal over its tracks as per agreement between the respective Companies covering trackage rights, etc.

Yours truly,

3-J. JBK ECC PNP

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Office of CHIEF ENGINEER,

Hoboken, N. J.

G. J. RAY,
Chief Engineer.

J. P. C.

January 10, 1914.

Mr. L. L. Tallyn,

Division Engineer.

Dear Sir:

I have your letter of the 9th with reference to placing switch on the Pancoast Branch for use of the Scranton Gas & Water Company.

If Mr. Rine and our Traffic Department approve of the placing of this switch for the purpose of securing the business now in sight and future business, we will arrange to place the same. I do not like to undertake such work as this at this time of the year but if it will be necessary to have the switch placed at once in order to get this business of course we can arrange to do so.

I am sending copy of this to Mr. Rine and Mr. Keefe which will be their request to advise recommendations.

Yours truly,

G. J. Ray

Chief Engineer.

RM

Cy. E.M.R.

17043

[Handwritten initials]

3699

New York, Dec. 26, 1912.

- Mr. E. M. Rine ✓
- Mr. F. M. Nowell
- Mr. A. J. Neafie
- Mr. L. L. Tallyn
- Mr. E. C. Campbell
- Miss. M. I. Dailey:

Herewith, for your files, copy of side-track agreement covering track recently constructed to serve new warehouse of the Spencer Heater Co. at Scranton, Pa.

Yours truly,

J B KEEFE

17043

December 13, 1912.

17043:

My dear Mr. Boies,

Referring further to yours of November 29 and mine of the 30th, relative to construction of side track facilities for your plant, corner Green Ridge Street and Albright Avenue, Scranton.

Our Engineering Department is arranging to build a crossing frog, and will also go ahead with the other work without delay, so that when the latter is completed, there will be nothing left undone but installation of the crossing frog, which will be placed in position as soon as received.

Yours truly,

Mr. David Boies,

President, Spencer Heater Company,

Scranton, Pa.

1-W

Copy to JBK

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Office of CHIEF ENGINEER,
Hooksett, N. J.

DEPT. OF RAIL SUPT'S OFFICE
DEC 11 1912
FILE 17043

G. J. RAY,
Chief Engineer.

*advise Mr. Bouse
Sawdrey
copy*

December 9th, 1912.

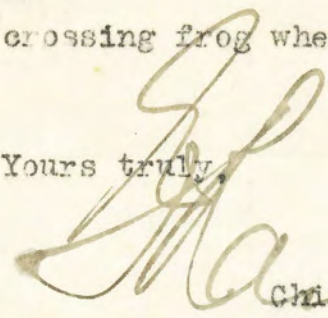
Mr. A. J. Neafie,
Prin. Asst. Engineer.

Dear Sir:

Please note attached from Mr. Rine in regard to additional track for the Spencer Heater Company's track at Scranton.

You will note from Mr. Rine's letter that a crossing frog is necessary, and you may arrange to have this made, going ahead with the other work so that there will be nothing to be but install the crossing frog when the same has been completed.

Yours truly,



Chief Engineer.

Cy. EMR

17043

November 30, 1912.

17043:

My dear Mr. Boies:

Referring to yours of the 29th instant about construction of side track serving your plant, corner Green Ridge Street and Albright Avenue, Scranton. I have referred the papers to Mr. G. J. Ray, Chief Engineer, Hoboken, urging that the track be put in without delay.

Yours truly,

l-p

Mr. David Boies,
President, Spencer Heater Co.,
Scranton, Pa.

3699

November 30, 1912.

Mr. E. C. Campbell:

Referring to our telephone conversation this morning about track for the Spencer Heater Company.

I have just been dealing with Mr. Ray and am advised that it is unlikely that they can reach the building of this track before spring. A cross-over frog will have to be built and a certain amount of street work, paving, etc., disturbed in order to install the track and it seems that we cannot reach this before another year. He states that Mr. Neafie has been appealed to and this is his opinion and that other contracts that we have assumed are still unfinished and that these older jobs should be given preference.

We seem to have gone as far as we can with the matter here.

J B KEEFER

CC
EMR
GJR

Your file 17043

JPK

3699

November 29, 1912.

Mr. G. J. Ray:

I return herewith Mr. Neaffle's letter to you of November 26th, and copy of Mr. Rine's letter of November 22nd, in relation to short stub track for the Spencer Heater Company, Scranton, Pa.

The situation is that the D. & H. Co. have a siding into this new warehouse of the Spencer Heater Company, who are very friendly to us and who favor us, all things being equal. Of course, if we have no track into their new warehouse, which is already in commission, then the D. & H. will handle their outbound business and we will be without a valuable traffic until such time as the siding is finished.

We took the liberty of writing Mr. Rine a few days ago, because he is on the ground and well acquainted with the officers of the Spencer Heater Company, suggesting that he make an effort with Division Engineer Mallyn to have this track built. We did this on the strength of a letter we had from Mr. David Boies, President of the Spencer Heater Company, saying that he wanted to continue to give us his traffic but could not do so unless we furnished him shipping facilities, the understanding be-

ing that he would pay his share of the cost of installing
the additional trackage.

J B KEEFE

CC
EHR

Your file 17043

JBK ✓

17043

November 29, 1912.

17043: Side track, Spencer Heater Co., Green Ridge.

Mr. J. B. Keefe,

Assistant General Freight Agent.

Dear Sir:

Referring to yours of November 27, file 3699, side track adjacent to Green Ridge Street, Scranton, for the Spencer Heater Company.

I suggest you confer with Chief Engineer Ray personally, regarding this matter, as I believe his Department at Scranton has already informed him with respect to the proposition.

Yours truly,

1-6

Copy GJR
LLT

The Delaware, Lackawanna & Western Railroad Company.

GENERAL FREIGHT DEPARTMENT.

3699

November 27, 1912.

Mr. E. M. Rine:

Your letter of November 22nd, file 17043, about side-track for the Spencer Heater Company.

In giving Mr. Boies the division of the cost, I stated that it would probably be out of the question for our Engineering Department to reach this work before next spring. He writes me today that unless we can get this siding in, it will mean the loss of a large amount of business, for within the next month or two they will discontinue shipments out of the old warehouse and the new warehouse is already provided with D&H siding, and if we have no siding into the new warehouse until next spring, we will be out of his business meantime.

I hope you can arrange with the Engineering Department to install this track and we will arrange for collection of the Heater Company's share of the cost.

I am writing you thus, instead of Mr. Ray, knowing that you are on the ground and can probably explain the matter to Mr. Tallyn much better than we could in letter form.

J B KEEFE

CC

17043

November 22, 1912.

17043: Side track, Spencer Heater Company, Green Ridge.

Mr. J. B. Keefe,

Ass't Gen'l Freight Agent.

Dear Sir:

I enclose herewith letter from Division Engineer Tallyn dated November 14, request of Mr. Boies, of the Spencer Heater Company, relative to construction of a stub side track paralleling Green Ridge Street, adjacent to their plant, on northerly side of Green Ridge St., Scranton, estimated cost \$931.61. The arrangement provides for taking up from curb line stub side track at right angles to the proposed track. I see no objection to the proposed arrangement from an operating standpoint.

Yours truly,

1-W

Copy to GJR LLT

LACKAWANNA R.R.
GENL SUPT'S OFFICE
NOV
22
1912
FILE 17043

Scranton, Pa., November 21st, 1912.

File 1073-

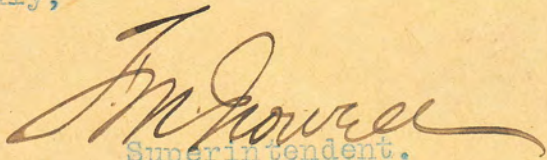
Mr. E. M. Rine,
General Superintendent, Building.

Dear Sir:-

Your letter November 16th, File 17043, which refers to siding to serve Spencer Heater Co., leading off our Diamond Branch, paralleling Green Ridge Street and adjacent to their plant on the northerly side of Green Ridge St.

I personally looked over the matter and conferred with representatives of the Spencer Heater Co. on the ground, and find the track must be constructed in this location to meet their requirements, account building construction and cranes serving, and wish to advise that I see no objection to the proposed arrangement.

Yours truly,


Superintendent.

17043

November 16, 1912.

17043: Scranton, siding for Spencer Heater Company.

Mr. F. M. Nowell,
Superintendent.

Dear Sir:

Herewith blue-print and letter from Division Engineer Tallyn, re. side track desired by the Spencer Heater Company, leading off of our Diamond Branch, paralleling Green Ridge Street and adjacent to their plant on north-erly side of Green Ridge Street. The plan provides for taking up that portion of the stub track to curb line now on land of the Spencer Heater Company.

Do you see any objection to the proposed arrange-ment?

Yours truly,

1-G

Scranton, Pa., November 14, 1912.

Mr. E. M. Rine,
General Superintendent.

Dear Sir:

Mr. Boies, of the Spencer Heater Company, has asked one of our men to go out to Green Ridge in regard to the track to serve a proposed new building which they contemplate erecting.

I am sending you a plan which shows the new track in the way in which they want it, and to which I see no particular objection except the crossing of the present track which is colored in yellow.

They want this company to throw the track which now serves the Scranton Forging Company away from their new building, but this we told them it will be impossible to do, and they agreed to cut off the corner of the building as is shown on the blue print.

I am enclosing an estimate of cost.

Yours truly,

(Sgd) L. L. Tallyn,

Division Engineer

17043

December 10, 1912.

17043: Agreement, Scranton Axle & Spring Company.

Mr. O. C. Hall,

General Manager, Scranton Axle & Spring Co.,
Scranton, Pa.

Dear Sir:

Replying to yours of December 5, making inquiry for agreement covering use by your Company of tracks and connections to your Scranton plant. I am advised by General Attorney Reese that executed copy of this agreement was delivered to Mr. H. C. Reynolds, Attorney for your Company, about October 1, last.

Yours truly,

1-W

17048

Wm Hall

Scranton, Pa., Dec. 7, 1912

Mr. E. M. Rine,
General Superintendent.

Dear Sir:

I return herewith letter from O. C. Hall, General Manager Scranton Axle & Spring Company, complaining that he has not received a copy of agreement covering the use of tracks in connection with their present plant, and would advise that the executed copy of this agreement was delivered to Mr. H. C. Reynolds, Attorney for the Spring Company, about Oct. 1st.

Yours truly,

D. C. Reese

R/D

17043

December 7, 1912.

Mr. G. J. Ray,
Chief Engineer.

Dear Sir:

Your letter December 5, re. additional track facilities Spencer Heater Company, Scranton.

It will be necessary to provide a crossing frog in connection with this work. I feel, however, the track should be provided while weather permits, and as soon as crossing frog is constructed, it be sent to Scranton and placed in position. This to be accomplished as early as possible. If not, we are going to lose considerable traffic to the D. & H., who have already provided satisfactory track facilities to serve this concern. The traffic over this track will be light, which will, therefore, make it unnecessary to construct an expensive crossing frog.

Yours truly,

Copy to AJN JBK



Scranton Axle & Spring Co.

Scranton, Pa.

LACKAWANNA R.R.
Supt's Office
DEC
6
1912
FILE

Dec. 5th. 1912.

Mr. E. M. Rine, Gen. Supt.
D. L. & W. R. R.
Scranton, Pa.
Dear Sir:-

We have not as yet received our copy of the agreement relative to the use of the tracks and connections to our present plant, which we executed in duplicate and which were sent to N. Y. for signature with the understanding that our copy would be sent us when signed by Mr. Truesdale.

Will you kindly have same sent us and oblige,

Yours very truly

Scranton Axle & Spring Co.

O. C. Hall
Gen. Mgr.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Office of CHIEF ENGINEER.

Hoboken, N. J.

G. J. RAY,
Chief Engineer.

December 5th, 1912.

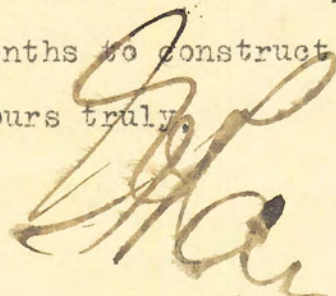
Mr. E. M. Rine,
General Superintendent.

Dear Sir:

Mr. Neafie has requested General Roadmaster Dowling to discuss with you the question of track to serve the Spencer Heater Company at Scranton.

We can place this track provided it is not necessary to place the crossover. The thought has occurred to me that possibly they will be willing to eliminate their present track until spring. It will take two or three months to construct crossover.

Yours truly,



Chief Engineer.

December 4th, 1912

Mr. E. M. Rine,
General Superintendent.

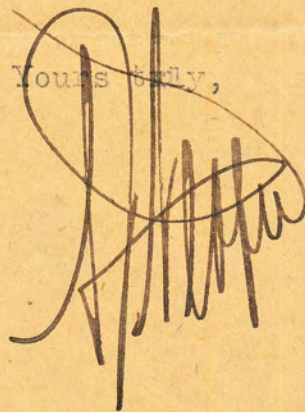
Dear Sir;

Mr. Ray's office and Mr. Dowling have had up with you the question of the Spencer Heating Company's track.

If it is possible to get this track in without the crossing frog I believe that Mr. Dowling could get the track in, but we cannot get them a crossing frog at this time. It would take some little time to construct a crossing frog and we are not in shape at the Shops to do so. We have main line crossing frogs that should be constructed immediately. It will take us at least two months from this date to construct the crossing frogs we have under way.

Kindly advise me if this work can be handled without the crossing frog.

Yours truly,

A large, stylized handwritten signature in dark ink, appearing to be 'P. A. E.', written over the typed name 'P. A. E.'.

AJN.O

P. A. E.

SPENCER HEATER COMPANY

MANUFACTURERS OF

SPENCER STEAM, VAPOR & HOT WATER HEATERS

BRANCH OFFICES:

NEW YORK, N. Y.
PHILADELPHIA, PA.GENERAL OFFICES:
SCRANTON, PENNA.

BRANCH OFFICES:

CHICAGO, ILL.
BUFFALO, N. Y.
BOSTON, MASS.
ST. LOUIS, MO.ADDRESS ALL COMMUNICATIONS TO THE HOME OFFICE
1520 ALBRIGHT AVENUE

11-29-12

SCRANTON, PA..

Mr. E. M. Rine
D. L. & W.
City

My dear Mr. Rine:-

The Spencer Heater Company are building a new warehouse on the corner of Green Ridge St and Albright Ave and it will be necessary for the Lackawanna Railroad to make an extension of their rails paralleling Green Ridge St in order to get into our new warehouse.

We have had estimates from your Engineering Department, which seem to be Ok in every respect and have been advised that it will possibly be next spring before the work can be accomplished. I thought I had better address you in relation to this matter as I feel that if you knew the circumstances you would have some other work set one side and push this work to a speedy conclusion. The circumstances are as follows:

As soon as this warehouse is completed, which will be in about six weeks time, all the outbound traffic of the Spencer Heater Co will be loaded and shipped from the new warehouse, our old warehouse being partly torn down and partly used for foundry storage. Such being the case, if the D. L. & W. do not have their rails extended up to our new warehouse within six weeks, our outbounds traffic will necessarily have to go over the D & H, whose rails are already up to the other end of the new warehouse.

I mention this fact to you because I am anxious in every way possible to favor the Lackawanna in all of our shipments in return for the many courtesies they have extended to me.

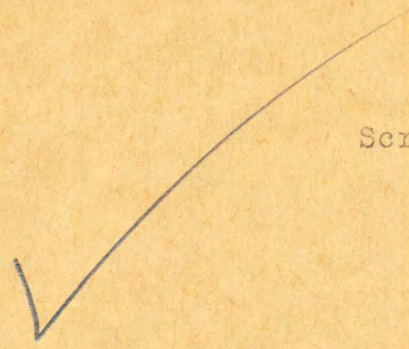
Trusting that you will find it convenient to have the tracks laid as promptly as possible, I remain

Yours very truly,
Spencer Heater Co.
W. H. Rine
President

#58⁰ Raise track 6 mi
Concrete bumping
black

17043

Scranton, Pa., July 15th, 1912.



Mr. E. M. Rine,
General Superintendent.

Dear Sir:-

Your letter of July 11th in regard to repairs to side track at Scranton, serving C. B. Scott and also Armour and Company. As advised your office over the 'phone, Mr. Ray has advised the Road Department to repair the track and I have taken up with Mr. Boyd about constructing the bumping block.

Yours truly,

L. L. Gallyn
Division Engineer.

t

1

17043

July 11, 1912.

17043: Repairs to side track Armour & Company, Scranton.

Mr. L. L. Tallyn,
Division Engineer.

Dear Sir:

See my letter June 18 to Armour & Company, copy to you, about repairs to side track at Scranton serving C. B. Scott and also Armour & Company, estimated cost \$49.50.

Please proceed with the work, making bills against Scott and Armour & Company for their proportion of the work. Am anxious to have this completed as early as possible before we have an accident.

Yours truly,

17043

July 2, 1912.

17043: Repairs to side track Scott and Armour & Company.

Mr. J. D. Hughes,

c/o Armour & Company,

115 Franklin Avenue, Scranton.

Dear Sir:

I have your letter of June 29, about repairs to side track serving your building at Scranton. My letter of June 18 refers to total cost of \$49.50, while your letter refers to \$49.00, which is no doubt an error. I assume it will be O.K. for this Company to proceed with the repairs, and bill against you for the total amount, and that you will arrange for the division with Mr. Scott?

Yours truly,

ARMOUR AND COMPANY

GENERAL OFFICES: UNION STOCK YARDS

CHICAGO, ILLINOIS

P

RECEIVED
2nd SUPPLY OFFICE
JUL 1 1912
1706

115-117 FRANKLIN AVENUE
SCRANTON, PA. June 29, 1912.-

Mr. E. M. Rine, Gen'l Supt.,

The D. L. & W. R. R. Co., CITY.

Dear Sir:-

In accordance with the proposition you made for leveling up the track and building new bumper on our switch for \$49.00, same is hereby accepted, and we request that you get to work at this immediately.

It is also agreed and understood that the cost of this work shall be divided equally between Armour & Company and C. B. Scott.-

Yours truly,

ARMOUR & COMPANY.-

Geo Hughes

JDH-W-

17043

June 18, 1912.

17043: Repairs, side track, Scott and Armour, Scranton.

Armour & Co.,
Scranton, Pa.

Gentlemen:

Referring to telephone request of your representative, Mr. Hughes, for repairs to side track serving your plant at Scranton.

I have had our Engineering Department look over the ground and they give the following estimate of cost for repairs and providing bumping block requested:

Raising 90 feet of track at 10¢ per ft.	\$ 9.00
Bumping Block -- 6 cubic yards concrete at \$6.00 per yard	36.00
Plus 10% for supervision, etc.	<u>4.50</u>
Total	\$49.50

Please advise if we shall proceed with the work, charging your company for the expense thereof in accordance with terms of the contract?

Yours truly,

Copy LLT

LACKAWANNA R.R.
GENL. SUPTS. OFFICE
JUN 17 1912
FILE 17043

Scranton, Pa., June 17th, 1912

Mr. E. M. Rine,
General Superintendent.

Dear Sir:-

Your letter of June 13th, file 17043, in regard to repairs necessary to side track serving Scott & Armour, at Scranton. Wish to advise that to put this track in condition requested by these people it is necessary to raise 90 feet of it, at a cost of 10¢ a foot, or \$9.00; there is also required 6 cubic yards of concrete for bumping block, at \$6.00 a yard, or \$36.00, making a total approximate cost of \$45.00.

Yours truly,

L. L. Jollyn
Division Engineer

17043

16447
17043

June 13, 1912.

Repairs to side track. C.B.Scott -- Armour & Co., Scranton.

Mr. L. L. Tallyn,
Division Engineer.

Dear Sir:

Confirming telephone conversation with your office, request of Mr. Hughes, representative of Armour & Company, that bumping block be provided and track raised on side track serving their plant at Scranton, which you estimate at total cost of \$50.00.

I understand that you have had some correspondence with Mr. Learoyd, General Freight Agent, relative to repairs on the same track requested by Mr. C. B. Scott, who has joint use of the side track with Armour & Company.

Please submit details of the repairs that I may forward to Armour & Company's representative, as per his request, so that he may take up with the home office for authority to proceed under terms of the agreements dated May 27, 1908, and July 23, 1908, your copies of which I return herewith. The agreements provide that all maintenance, repairs and renewals should be made and provided by the party of the second part (Scott and Armour) exclusive of rail and metal fittings.

Yours truly,

Copy JBX

COPY

June 4, 1912.

Mr. C.B. Scott,
Scranton, Pa.

Dear Sir:-

Under date of May 18th we wrote to you advising that some repairs were necessary to your track and asked for your authority to go ahead with the work and bill you for your share of the expense.

We would appreciate advice from you.

Yours truly,

Asst. General Frt. Agent.

Copy L L T
Your letter May 14th.
JBK

E M R
Note and return.
6/5 I L T

L L T
Noted
6/8 E M R

COPY

May 14th, 1912.

Mr. A. S. Learoyd,
General Freight Agent.

Dear Sir:-

I enclose herewith blueprint showing in yellow repairs desired by Mr. C. B. Scott on track serving his warehouse at Scranton. Mr. Scott took this matter up with Mr. Rine over the telephone and at Mr. Rine's request we sent a man to look the situation over on the ground.

You are familiar with the terms of agreement covering this track and I would be pleased if you would take the matter up with Mr. Scott and get from him a letter stating that he will bear the expense for his proportion of the work.

Yours truly,

Division Engineer.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



Office of Principal Assistant Engineer.

Hoboken, N. J.,

Sep. 29, 1908

A. J. NEAFIE,
Principal Assistant Engineer.

LACKAWANNA
SEPT. 30 1908
FILE 17040

Messrs. T. E. Clarke,
H. H. Shepard,

Gentlemen:

This to advise that siding to serve the purpose of J. L. Connell and C B Scott, at Scranton, has been completed and is ready for use; the same being 260 ft. in length.

Yours truly,

P. A. E.

c/c

Copy to L Bush

17043

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

INDUSTRIAL DEPARTMENT,

26 Exchange Place, New York City.



W. P. COLTON,
Industrial Agent.

IN YOUR REPLY PLEASE REFER TO
FILE NO. 447

March 21st, 1905

Mr. O. C. Post,
General Auditor,
Building.

Dear Sir:-

Beg to hand you herewith copy of agreement executed by C.B.Scott of Scranton covering the construction of siding to serve his proposed new warehouse at that point, from which you will note he has agreed to assume the cost of labor, ties and grading, estimated at \$171.78, which is to become due immediately upon completion of the switch. Our Company to assume the balance of cost, estimated at \$260.53

Yours respectfully,

W.P. Colton

Industrial Agent

F

Enc.1

Copy to

TEC
EMR
JBK
LB

17043

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

8754

Office of CHIEF ENGINEER.

Hoboken, N. J.

L. BUSH,
Chief Engineer.

*Check date + return
submit file*

March 16th, 1905.

Mr. T. E. Clarke,
General Superintendent.

Dear Sir:

For your information, will say that Mr. Chas. B. Scott has finally executed our usual form of siding agreement covering construction of proposed industrial track to serve his company at Scranton.

This for your information.

Your letter of January 21st, 1905, file 17043, refers to this subject.

Yours truly,

L. Bush
Chief Engineer.

HLH-U

*None
None
Guth 3/16/05*

17043
THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

INDUSTRIAL DEPARTMENT,

26 Exchange Place, New York City.

W. P. COLTON,
Industrial Agent.IN YOUR REPLY PLEASE REFER TO
FILE NO. 447✓
February 16th, 1905.

Mr. T. E. Clarke,
General Superintendent,
Scranton, Pa.

Dear Sir:-

For your information would advise that we are today in receipt of advice from our Engineering Department to the effect that Mr. C.B.Scott has decided that he did not care to sign the switch track agreement submitted to him for execution covering the switch track which was recently approved until he had given the matter further consideration.

Chief Engineer Bush advises he has requested Mr. Ray to keep the matter in mind with a view to again taking the matter up with Mr. Scott if he does not execute the agreement within a reasonable time.

Yours respectfully,

Industrial Agent

F

Copy EMR-JBK

17043

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



INDUSTRIAL DEPARTMENT,

26 Exchange Place, New York City.

W. P. COLTON,
Industrial Agent.

IN YOUR REPLY PLEASE REFER TO
FILE No. 447

Mr. L. Bush
Feb 7/8

February 7th, 1905.

Copy note return Feb 2/8

Mr. L. Bush,

Chief Engineer.

Dear Sir:-

Hand you herewith our entire file 447 relative to construction of switch track at Scranton to serve C B Scott at an estimated cost of \$432.31, exclusive of right of way.

You will note that our recommendation that this track be built on the basis of Scott assuming the cost of labor, ties and grading, estimated at \$171.78, in addition to furnishing the necessary right of way for track across Mifflin Avenue has the approval of both president Truesdale and Vice President Caldwell, on the understanding, as per Mr. Truesdale's memo, that the track will not be put in until the Maintenance of Way Department are satisfied that frost conditions will not increase the expense unduly.

Presume you will have the necessary agreement drawn up and presented to Mr. Scott for execution and arrange for the construction work in line with the President's memorandum. Such agreement to contain a clause to the effect that Mr. Scott's proportion of the cost be payable immediately upon completion of the switch.

Please return our file with two copies of the agreement when it has served your purpose.

F
Copy to TEC:GJR

Yours respectfully,

W.P. Colton
Industrial Agent

17043

January 21, 1905.

17043: Track to serve C. B. Scott, Scranton.

Mr. W. P. Colton,
Industrial Agent.

Dear Sir:

I return herewith blue print received with yours of 17th instant, file 447, showing proposed track to serve plot at the corner of Mifflin Avenue and Commercial Alley, Scranton, upon which Mr. C. B. Scott contemplates the erection of a warehouse.

I understand that this track will not only accommodate Mr. Scott but also serve the old property of J. L. Connell Company, formerly used for a wholesale grocery establishment, and which we are informed Mr. Connell expects to rebuild as a wholesale house.

There is no objection to the arrangement as outlined except that it will be necessary to obtain the permission of the city council to extend the track over Mifflin Avenue. Superintendent Rine anticipates that Mr. Scott will be able to arrange this.

Yours truly,

W-M

General Superintendent

17034

January 21, 1905.

17043: Track to serve C. B. Scott, Scranton.

Mr. W. P. Colton,
Industrial Agent.

Dear Sir:

I return herewith blue print received with yours of 17th instant, file 447, showing proposed track to serve plot at the corner of Mifflin Avenue and Commercial Alley, Scranton, upon which Mr. C. B. Scott contemplates the erection of a warehouse.

I understand that this track will not only accommodate Mr. Scott but also serve the old property of J. L. Connell Company, formerly used for a wholesale grocery establishment, and which we are informed Mr. Connell expects to rebuild as a wholesale house.

There is no objection to the arrangement as outlined except that it will be necessary to obtain the permission of the city council to extend the track over Mifflin Avenue. Superintendent Rine anticipates that Mr. Scott will be able to arrange this.

Yours truly,

W-M

General Superintendent

17043

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

E. M. RINE,
Superintendent.

January 20th, 1905.

File 8754 - Plot for erection of warehouse- C. B. Scott.

Mr. T. E. Clarke,

General Superintendent, Building.

Dear Sir:- Referring to attached. Mr. Ray and I looked this proposition over together with Mr. C. B. Scott, and know of no reason why we should not favor him with a switch. It will not only accommodate his house but the old property of the J. L. Connell Co. formerly used for a wholesale grocery establishment, which I am informed Mr. Connell expects to soon rebuild and occupy or have occupied as a wholesale house. This would insure us getting all the freight that these people receive. There would be a question about getting over Mifflin Avenue with the track, which I presume Mr. Scott could arrange with the Councils.

Yours respectfully,

A handwritten signature in cursive script, appearing to read "E. M. Rine".

8754
THE DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY,
OFFICE OF GENERAL SUPERINTENDENT,

T. E. CLARKE,
General Superintendent.

SCRANTON, PA.

January 18th, 1905.

Subject: 17043 - Plot for erection of warehouse by C.B.Scott.

Mr. E. M. Rine,
Superintendent.

Dear Sir:-

I enclose herewith communication from Industrial Agent Colton, with blue print, showing proposed lay-out to serve C.B.Scott of Scranton, who proposes to erect a warehouse at the corner of Mifflin Ave. and Commercial Alley.

Please look this over carefully, and return to me with your views and recommendations.

Yours truly,

T. E. Clarke
General Superintendent.

W-S

17043

January 18th, 1905.

Subject: 17043 - Plot for erection of warehouse by C.B.Scott.

Mr. E.M. Rine,
Superintendent.

Dear Sir:-

I enclose herewith communication from Industrial Agent Colton, with blue print, showing proposed lay-out to serve C.B.Scott of Scranton, who proposes to erect a warehouse at the corner of Mifflin Ave. and Commercial Alley.

Please look this over carefully, and return to me with your views and recommendations.

Yours truly,

General Superintendent.

W-S

17043
THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



INDUSTRIAL DEPARTMENT,

26 Exchange Place, New York City.

W. P. COLTON,
Industrial Agent.

IN YOUR REPLY PLEASE REFER TO
FILE No. 447

January 17th, 1905.

Mr. T. E. Clarke,
General Superintendent,
Scranton, Pa.

Dear Sir:-

Please note attached blue print showing in red track to serve plot at the corner of Mifflin Avenue and Commercial Alley, Scranton, upon which Mr. C. B. Scott of that city contemplates the erection of a warehouse.

With return of attached print should appreciate advice from you as to whether the layout as shown is feasible and satisfactory from an operating standpoint.

Yours respectfully,

W P Colton
Industrial Agent

F

Enc. B/P