

File Unit - 002/002.01-08053.00.01



Series Nbr: 002.01
File Unit Nbr: 08053.00.01
Catalog #: STEA 7158
Accession #: STEA-00033
Category: CORRESPONDENCE
Dates: 1900-1916

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

Title: DL&W RR--General Superintendents Correspondence--08053: Berwick Nescopeck Railway
Add By: RED
Add Date: 9/8/2009 5:03:14 PM
Change By: RED
Change Date: 9/8/2009 5:07:43 PM
Location: 002/002.01-B01-F010

Proc By	
Processed By	Pat McKnight
Processing Date	September 2009

Record Id: 49811

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



Office of Principal Assistant Engineer.

A. J. NEAFIE,
Principal Assistant Engineer.

Hoboken, N. J., November 27, 1905

LACKAWANNA R.R.
ENGINEERS OFFICE
NOV 28 1905
FILE 805-3

Mr. T. E. Clarke, Gen'l. Supt.,
Mr. E. M. Rine, Supt.,

Gentlemen;-

This to advise that the new main track, passing track,
and station track at Berwick, have been completed and are ready for
use. The main track being 4543 feet long, ~~and~~ the passing siding
2787 feet long, and the station siding 1160 feet long.

Yours truly,

P. A. E.

AJN

CLOSED
Transferred from current file to
Box #/20 Store Room

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

E. M. RINE,
Superintendent.

November 21st, 1905.

002
8053

Mr. T. F. Clarke,
General Superintendent, Building.

Dear Sir:-

On the recent trip of the President, Vice-President and Chief Engineer over the line during your absence, at Berwick Mr. Caldwell, as I explained to you, offered some suggestions regarding the passenger station and requested that Mr. Ray and I go to Berwick and see if we could not work out a plan to do away with the tracks over the street leading to our passenger station. This we agreed to do and to report to you.

The closets in the passenger station will be placed between the waiting rooms- a most satisfactory place for them. This will give more seating capacity in the ladies' waiting room: at least for fifteen additional passengers, and not take up any space in the gents' room.

Regarding the tracks over the street. We arranged to dispense with one of them, the one next to the passenger station, and provide a spur leading in from the north or east end, to serve the brewery. The other track cannot be spared, but will only be used by the way freights in loading and unloading freight at the house. To deprive us of the use of this track would mean serious delay to the way freights in each direction, delay to freight, much later delivery of New York and Philadelphia freight that is now

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

E. M. RINE,
Superintendent.

TEC- #2

being held just because we can make second day delivery; it would also mean more overtime and a very unsatisfactory arrangement generally. Its remaining will not in my opinion interfere in any way with the travel to and from the depot.

Yours respectfully,

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

003 11998
8003

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY,

OFFICE OF GENERAL SUPERINTENDENT,

SCRANTON, PA.

T. E. CLARKE,
General Superintendent.

May 2, 1905

E. M. R.

Please note and return enclosure from Vice-President
Caldwell relating to your recommendation for annual pass for Mr. Lowry.

T. E. C.

*Mr. C
Notes ready
Returned 5/2*

004
1053
THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Traffic Department,

26 Exchange Place, New York City.

B. D. CALDWELL,
VICE-PRESIDENT.

C-127

May 1st, 1905

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

Dear Sir:-

Returning herewith Superintendent Rine's letter of April 13th recommending annual for Mr. Lowry of the American Car & Foundry Company, would say that I appreciate the motive which led Superintendent Rine to make the recommendation and am in sympathy with him, and if we were issuing any annuals of this kind on account of the Traffic Department I would not hesitate to recommend this as an evidence of good will on our part.

As a matter of fact, however, our general policy this year has been not to issue annuals to Traffic Managers or others connected with Industrial concerns, even though our competitors have done so in some instances.

Under the circumstances therefore I do not feel that I can consistently join in recommending issuance of annual to Mr. Lowry.

Respectfully,


Vice President.

Enc

B. D. C.

005
8023

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

E. M. RINE,
Superintendent.

*Should you not
have this it is
keeping the
better business
your job
Had*

April 13th, 1905.



Mr. T. E. Clarke,
General Superintendent, Building.

Dear Sir:-

While at Berwick this morning, I called on Mr. Lowry of the American Car & Foundry Co., and believe, from statements made by him, that that company is acting fair by us in the distribution of traffic, both inbound and outbound. I do feel, however, that if the Company would favor Mr. Lowry with an annual (he does not use the line much) it would be appreciated by him and would be a diplomatic move on our part.

We had 85 cars on hand at the bottom of the hill for them this morning, which he has promised to get cleaned up by the latter part of the week. Our yard is somewhat congested now with unfinished cars for the P.R.R. on which work has been stopped awaiting material, and twenty-five refrigerator cars for the Brewing Company at St. Marys, Pa.; the latter are completed and ready for service, but the Brewing Company has not the money to settle for them.

Yours respectfully,

Em Rine

W.H.

006

May 2, 1905

E. M. R.

Please note and return enclosure from Vice-President
Caldwell relating to your recommendation for annual pass for Mr. Lowry.

T. E. C.

The Delaware, Lackawanna & Western Railroad Co.

8053

OPERATORS ARE REQUIRED TO WRITE ALL TELEGRAMS IN INK.

Office Rec'd from	Sent by	Rec'd by	Time Rec'd	TELEGRAM	Office Sent to	Sent by	Rec'd by	Time Sent
<i>Bv</i>	<i>m</i>	<i>F</i>	<i>10/1</i>					



Com

From *Berwick*

190

*134 Cars in Bus Cars
to Spang for A.C. F. Co.*

*Miss
Emb 4/28*

The Delaware, Lackawanna & Western Railroad Co.

OPERATORS ARE REQUIRED TO WRITE ALL TELEGRAMS IN INK.

8053

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



To

From

8/5/05

190

L.B. Foley, N.Y.

Will also need man at Berwick Sunday to look after electric light wires. Please arrange.

T.R.C.

8:40 A

Copy to W.B.H.

009
Form T. D
1-05

The Delaware, Lackawanna & Western Railroad Co.

OPERATORS ARE REQUIRED TO WRITE ALL TELEGRAMS IN INK.

8053

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				



From

190

To

21Po. IK. SN...Newyork, August 3, 1905.

T..E. Clarke,
Scranton.

Men will be at Berwick tomorrow to take care of Electric Light wire.

L. B. F.

015
010

The Delaware, Lackawanna & Western Railroad Co.

OPERATORS ARE REQUIRED TO WRITE ALL TELEGRAMS IN INK.

80

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				



From H BX O Hoboken NJ June 15

190

To T E Clark

E.M.R

This is to advise that the new Berwick Ward is now ready for service.

A.J. eafie. 611P.M.



011

The Delaware, Lackawanna & Western Railroad Co.

OPERATORS ARE REQUIRED TO WRITE ALL TELEGRAMS IN INK.

Office Rec'd from	Sent by	Rec'd by	Time Rec'd	<i>W. papers</i> TELEGRAM	Office Sent to	Sent by	Rec'd by	Time Se
				TIME FILED				

LACKAWANNA. R.R.
 GEN'L. SUPT'S OFFICE
 MAY
 1905
 FILE 8453



From

190

To H BX Q Hoboken 5-22-05- 535 PM

TEC
EMR.

This is to advise that siding for use of John Chrieman at Berwick has been completed and is ready for use.

A.J. Neafie.

att
012
C-36
September 12th, 1904

Mr. W. H. Woodin,
Assistant to President,
American Car & Foundry Co.,
25 Broad Street, New York.

Dear Sir:-

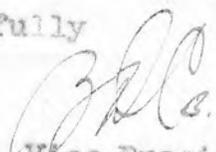
In accordance with our understanding as to increased facilities at our main line grade at Berwick for the business of your plant, our people are figuring on a double track from the top of the hill to the Car Company's Yard for use as a switching lead and question has arisen as to securing the necessary right of way from the Borough.

You will remember that when we discussed this matter you were good enough to offer to aid us in securing this right of way, the assumption being that you would be much better able to do so than we would.

Messrs Clarke and Bush have suggested that I take this up with you, and if you are still of the same mind it might be well for us to have a little conference with you, giving you full information as to what is required and reaching an understanding as to procedure.

Thanking you in advance for any suggestions you may make in the interest of accomplishing the object desired, I remain,

Respectfully


Vice President.

Copy to TEC-LB

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

E. M. RINE,
Superintendent.

3

January 18th, 1905.

*Emp OK - but only
includes in delivery
cars delivered to
Mr
They were non present for the
hands - be considered on hand
1/19*

Memo. to Mr. T.E.C.

This morning we have about 250 loaded cars on hand for The American Car and Foundry Co., including what cars we have already delivered their plant. This includes 146 cars at the bottom of the hill. The situation is steadily growing worse instead of better. Late yesterday evening Manager Lowry of the Car Company called me up by telephone and requested that we place an additional engine at the bottom of the hill to handle freight between our yard and his mill in order to give prompt release, he stating that they would pay us a reasonable sum for the use of such engine. I complied with his request and stated we would expect them to pay us at least the wages of the employes, which would amount to about \$14.00 per day. He stated they would not object to anything reasonable; that they must have the engine and he knew of no place to look for help except to our Company. I will arrange with him definitely as to just what amount he is willing to pay for the use of this engine and advise you. I appreciate, also, the fact that it will be a help to us if they will release cars more promptly by letting them have the engine.

E.M.R.

Done delivery

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Office of CHIEF ENGINEER.

Hoboken, N. J.

L. BUSH,
Chief Engineer.

January 14th, 1905.

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

Dear Sir:-

I return herewith ~~your~~ letter to Mr. Rine from our Agent at Berwick, and have yours of January 12th asking me to advise what progress is being made in the matter of additional track facilities at Berwick at foot of hill and on tracks leading to the top of the hill, and will say that we cannot get the grading done on this work until about March 1st and do not see how we can put in tracks for use while the steam shovel and construction trains are handling material from the site where the new tracks are to be placed.

As you are undoubtedly aware, Burke Bros. have been working at this point with a steam shovel for a considerable time and there is over 100,000 yards of material to be moved. They took this contract at a very low figure (12¢ per yard), and to attempt to put in tracks for service where this work is in progress would mean additional expense to them, which was not figured on and delay the entire proposition, and will render the work difficult and inconvenient to handle.

Yours truly,

L. Bush
Chief Engineer.

B-K

*EMR and
not and
return
Melan is the
Can be put in
now!*

117



The Delaware, Lackawanna & Western Railroad Co.

Berwick, Pa., January 7, 1905.

Mr. E. M. Rine,
Superintendent,
Scranton, Pa.

9
Make
so per note -
so you were met
the conditions at
the Berwick
MR
1/9

Dear Sir:-

Replying to your message of date with copy of message from Supt Johnson of the A C & F attached beg to say that we have practically too much freight at the foot of the hill for the A C & F to handle with any kind of despatch, this morning we had 125 cars. Owing to the yard of the A C & F being filled with new Erie cars mounted on old trucks, held up until the new trucks are completed for want of malleable castings and together with the steel coaches for the Interborough this concern has very little trackage for the unloading of freight and as a result do not take up the freight as it arrives and have not done so for fully ten days

We have always been in receipt of the list of cars that the A C & F ran down the hill in the afternoon and evening, by phone or messenger until just recently when the practice was by reason of a change of yardmasters discontinued. I have made I might say daily calls on the yardmaster for this information at about five or half past five o'clock and have been unsuccessful in obtaining it, for the reason that the conductors had not turned in the information to him. Again they would work in the evening for a few hours and as a result we would not have the list of cars run down at that time to fill out train 738



The Delaware, Lackawanna & Western Railroad Co.

I have talked with Mr. Johnson relative to our getting this information and he assures me that he will endeavor to have list furnished in the future. The presence of our work train at the hill retards the work of the A C & F crew to quite some extent and in addition takes up the space of about 20 cars on the back track, the track reserved for A C & F inbound freight. This space is needed by the work train to change their trains to and from the pit.

We ourselves have done some very ragged work in having the Roadmasters ashes mixed up with the A C & F freight but I am glad to say we are now rid of these cars. The A C & F crew will run down a string of cars at night and if there is not room at the foot of the hill, middle track, will set them over in with their loaded cars and as a result 738 will not get them, for unless we notify 738 that there are loads or empties in the back track they will not look there for them. The A C & F will work an engine tomorrow getting up our freight, they worked an engine last Sunday, something they have not done for years. The conditions at the S.B. & B. yards is the same and one day last week they had to abandon their main track for the storage of cars.

Mr. Lowry told Mr. Keefe and myself that they had bought heavily in certain lines and were compelled to take the material as the shippers forwarded it and as a result we would need all of our available trackage to accommodate it, this certainly seems to be the case at this time and if it is to continue I would suggest that we leave the present track in the pit and allow the A C & F to use it.

Yours truly,

A handwritten signature in dark ink, appearing to read "J. Macdonald".

Agent.

on
7/11/20
a

Paranton 7
why this complaint
According to your reports
there should be no cars
left over
add EWR

The Delaware, Lackawanna & Western Railroad Co.

Form T. D. 5.
10-03

OPERATORS ARE REQUIRED TO WRITE ALL TELEGRAMS IN INK.

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



To EWR From Paranton 7 190

Outgoing tracks
practically blocked
would be great relief
all outgoing freight
could be moved each
day
WS Johnson

018
P053

January 10th, 1905.

P053
Subject - Berwick, additional track facilities.

Mr. L. Bush,
Chief Engineer.

Dear Sir:-

Enclosures from Berwick to Superintendent Rine, and by him referred to me, relating to A C & F Co's overflow of business.at that point.

Will you kindly inform me what progress you have made so far in the matter of additional track facilities at Berwick at foot of the hill and on the grade, as agreed upon, and very much oblige?

Yours truly,

C/H Enc

General Superintendent.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Office of CHIEF ENGINEER.

Hoboken, N. J.

L. BUSH,
Chief Engineer.

September 3rd, 1904.

Mr. B. D. Caldwell,
Vice President, New York City.

Dear Sir:-

I have letter from Mr. Clarke under date of September 2nd in reference to taking up with Mr. Wooden the matter of getting permission to locate tracks at Berwick on top of the hill, and advise you that I will arrange to meet yourself and Mr. Clarke and Mr. Wooden, and will try and make arrangement to confer with yourself and Messrs. Clarke and Wooden on any day you may name.

I desire to go out on the road next week for two or three days, but have not yet arranged for any definite time for making this trip.

Yours truly,


Chief Engineer.

B-K

Copy to TEC

September 2, 1904.

8053 - Berwick, new yard for A.C.&F.Co.

Dr.Lincoln Bush,
Chief Engineer.

Dear Sir:-

Referring to yours of 27th ultimo regarding plans for new yard at Berwick for the American Car & Foundry Company's business.

I sent you copy of my letter of August 30th referring to same to Vice President Caldwell, who now replies under date of 31st, stating that he will be glad to take up the question with Mr. Woodin but would prefer to have you take part in the conference. If you will kindly let Mr. Caldwell know when you are ready he will endeavor to arrange conference with Mr. Woodin.

Yours truly,

(Sgd) T E Clarke.

c-k

General Superintendent.

Copy to B.D.C.

8053

September 2, 1904.

8053 - Berwick, new yard for A.C.&F.Co.

Dr.Lincoln Bush,
Chief Engineer.

Dear Sir:-

Referring to yours of 27th ultimo regarding plans for new yard at Berwick for the American Car & Foundry Company's business.

I sent you copy of my letter of August 30th referring to same to Vice President Caldwell, who now replies under date of 31st, stating that he will be glad to take up the question with Mr. Woodin but would prefer to have you take part in the conference. If you will kindly let Mr. Caldwell know when you are ready he will endeavor to arrange conference with Mr. Woodin.

Yours truly,
(Sgd) T E Clarke.

e-k

General Superintendent.

Copy to B.D.C.

022
8053
THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Traffic Department,

26 Exchange Place, New York City.

B. D. CALDWELL,
VICE-PRESIDENT.

C-36

August 31st, 1904

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

LACKAWANNA R. R.
OFFICE OF
RECEIVED
SEP - 2 1904
GENERAL SUPERINTENDENT
SCRANTON, PA.

Dear Sir:-

We will be glad to take up with Mr. Woodin the question of right of way referred to in yours of the 30th inst, but think it would be well to have Mr. Bush unite with us in conference with him.

Suggest you so advise Mr. Bush in answer to his letter to you of the 27th which we return herewith, and if Mr. Bush will let us know when he is ready we will endeavor to arrange conference with Mr. Woodin.

Respectfully,

B. D. Caldwell
Vice President. *deus.*

023
8053

August 30, 1904-

8053 - Berwick, switching service.

Mr. B. D. Caldwell,

Vice-President, New York.

Dear Sir:-

You have received copy of my letter 25th instant addressed to Chief Engineer Bush referring to the proposed new layout for yard facilities at Berwick for the handling chiefly of the American Car & Foundry Company's business. Next attached you will find reply from Dr. Bush.

Have you any objection to taking up with Vice President Woodin of the A.C.& F. Co. the matter of their procuring right-of-way for second track on the hill as proposed?

Yours truly,

(Sgd) T. E. CLARKE,
General Superintendent.

c/s

Cy to Dr. Lincoln Bush:

024
8053

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Office of CHIEF ENGINEER.

Hoboken, N. J.

L. BUSH,
Chief Engineer.

August 27th, 1904.

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

AUG 30 1904

Dear Sir:-

I have your favor of August 25th in reference to plan for yard at Berwick for the American Car & Foundry Co., and have been into the matter of double track up the hill and believe as you do that it will not be advisable at this time to construct double track up the hill.

In reference to double tracking from the top of the hill to the American Car & Foundry Co's yard for switch lead, will say that I have this matter up with Mr. Ray and I think it will be practically impossible for us to work this matter through with the Berwick authorities, but the American Car & Foundry people might be able to do so.

Yours truly,


Chief Engineer.

B-K

4

August 25, 1904-

8053 - Berwick, switching service.

Dr. Lincoln Bush,
Chief Engineer, Hoboken.

Dear Sir:-

Replying to your favor of 16th instant, blueprint received later, relating to proposed new layout for American Car & Foundry Company's yard at our main line grade at Berwick showing rearrangement of tracks, etc.

The additional tracks at Briar Creek providing a total of about 390 cars space will more than likely be sufficient to meet requirements for a number of years at least. Superintendent Rine believes there is no necessity for double track on the hill, that is from one line to the summit, there being but one engine employed in transferring cars between Car Company's yard and our yard. He does not believe it would reduce the expense of operation or improve the switching facilities. A double track from the top of the hill to the Car Company's yard for a switching lead is feasible and recommended on the assumption that the Car Company can secure the necessary right-of-way from the Borough.

The layout is in accordance with conclusions reached at the conference, as I remember, and I still feel that it is more feasible and desirable than the arrangement for constructing a new line and yard on the

high grade as formerly proposed.

Yours truly,

General Superintendent.

c/a

Cy to Mr. B. D. Caldwell,

Vice-President, New York.

026
8053

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



12
OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

EDWIN M. RINE,
Superintendent.

File 12530-Switching service at Berwick.

August 14th, 1904.

LACKAWANNA R. CO.
OFFICE OF
SUPERINTENDENT
AUG 16 1904
SCRANTON, PA.

Mr. T. E. Clarke,
General Superintendent.

Dear Sir:--

Your letter 12th instant in reference to yard improvements at Berwick to take care of the interchange between the Car Company and this Company.

The plan of this yard as I believe approved by the Chief Engineer, copy of which I have seen, provides for six storage tracks, one open track for switching purposes and three additional tracks at Briar Creek, a total of about 389 cars, which should be sufficient to at least take care of the business which we may expect to interchange with the Car Company for a number of years, it being my understanding that this Company is to bear the entire expense connected with this work. Division Engineer Ray advised me some time since the right-of-way had already been secured at a cost of \$4125.00.

The present grade on the Hill track is 2.25%. It can be changed to 1.73%, which I would recommend. As to the necessity for a double track on the Hill; there being but one engine employed in transferring cars between the Foundry Company's yard and the yard at the bottom of the Hill, I do not see that it is necessary nor would it reduce the expense of operation or increase the switching facilities, but a double track from the top of the Hill to the Car & Foundry Co's. yard for a switching lead is feasible and should be made, provided the Car Company secures the necessary right-of-way from the Borough.

We should, as at present, furnish one transfer engine, fuel and supplies for same, and bear a proportion of the expense of the crew, but should discontinue bearing any expense of the engines now employed exclusively in the Car Company's yard.

We have outstanding car service charges at Berwick against the Car Company and allied interests as follows:

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,

SCRANTON, PA.

EDWIN M. RINE,
Superintendent.

Mr. T. E. C. No.2 8-14-04.

Berwick Malleable Co.	\$638.00 Earned in 1902 and 1903.
Berwick Store Ce.	\$367.00-\$182. earned 1902, \$176. 1903 and \$9.00 in 1904

A.C.&F.Co. proper \$359.00-April, May, June and July 1904.

These accounts I think the Car Company should settle promptly as their failure to do so has a very bad effect on the small dealers at Berwick, they stating, that as long as such concerns as the Malleable Company, Berwick Store Company, and Car & Foundry Co. are not required to pay car service, they do not think it just to be expected or required to do so. The Car Company should from this time forth also pay car service bills promptly.

It is my understanding that the Engineering Department are now taking bids for these improvements in connection with the other work at Berwick in the way of better station facilities etc.

Yours respectfully,

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

8027-3

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Office of CHIEF ENGINEER.

Hoboken, N. J.

L. BUSH,
Chief Engineer.

August 16th, 1904.

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

Dear Sir:-

I have your favor of August 12th with copies of letters in reference to improvements at Berwick for providing better facilities for the American Car & Foundry Co., and have requested Mr. Ray to send you a blue print of the layout for American Car & Foundry Co's yard at the foot of the hill, together with plan showing rearrangement of tracks at site of present station.

You will remember that at the time we held the meeting in New York with the representative of the American Car & Foundry Co., Mr. Caldwell, and I believe Mr. Truesdale, that I submitted plan for a new yard at the foot of the hill which I understood at that time was satisfactory to you and the Traffic Department.

We have purchased right of way for this new yard and I have just received bids for the excavation work which I have forwarded to the President today.

My understanding at the time we had this meeting was to the effect that I was to go ahead and secure this right of way, which has recently been accomplished.

I would like to have you go over these plans and advise me if you would recommend any different arrangement of tracks than as planned.

Yours truly,



Chief Engineer.

B-K

028
8033
THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

OFFICE OF SUPERINTENDENT OF CAR SERVICE.

M. E. CASEY,
Superintendent of Car Service.

SCRANTON, PA.,

August 18, 1904.

File B 1938.

Mr. T. E. Clarke,

General Superintendent.

Dear Sir:

Replying to your memo of the 17th attached, and returning you letter attached from Supt. Rine regarding car service matters at Berwick in connection with the American Car & Foundry Company and its allied interests.

In connection with this please find herewith letter to General Auditor Post under date of August 3rd which is self-explanatory and takes care of all car service matters against the A.C. & F. Co., Berwick Malleable Co., and the Berwick Store Company up to May 1st this year. I also beg to herewith attach copy of letter to Manager Thomason under date of August 3rd which explains the manner in which the car service is to be handled in connection with these companies since May 1st.

The delay in inaugurating a change in the manner of handling car service claims at Berwick was the result of endeavoring to include in the settlement of the A.C. & F. Co. such claims as we had against the Malleable and Store Companies.

The Manager of the Car Service Association no doubt has taken up with the A.C. & F. Company on lines suggested in my letter copy of which is attached. I have written him again to-day asking what developments if any in the case.

Yours truly,



Dic MBC

4

August 17, 1904.

8053 - Berwick, switching service.

Mr. E. M. Rine,
Superintendent.

Dear Sir:-

Your letter of 14th instant, file 12530, switching service at Berwick. I sent you on the 12th instant copy of recent correspondence between the American Car & Foundry Company and Vice President Caldwell, and would call your attention to last paragraph on first page to the effect that the DL&W will contribute as its share of the switching expense one switch engine and engine crew with necessary fuel and other supplies.

This is all we need to do and if we are doing more please take it up and have it discontinued.

Yours truly,

p-k

General Superintendent.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

OFFICE OF SUPERINTENDENT OF CAR SERVICE.

M. B. CASEY,
Superintendent of Car Service.

SCRANTON, PA.,

August 3, 1904.

File B 1938

Mr. O. C. Post,

General Auditor, New York City.

Dear Sir:

Replying to your personal of July 26th regarding the refund voucher which you returned this Office on June 21st for \$8,802.8 in favor of the A.C. & F. Co.

The delay to correction on this voucher was due to our efforts to secure from the A.C. & F. Co. officials an adjustment of the per diem matters of the Berwick Malleable Company and the Berwick Store Company, and I am pleased to state that to-day Mr. W.H. Woodin who is Assistant to the President of the A.C. & F. Co. called on me and has agreed to do this. I therefore send you to-day our corrected voucher No. 9161 for \$8400.60, voucher made up in accordance with your letter of June 21st.

As the matter now stands, we had deducted from the A.C. & F. Co. accounts \$305.20, which is the amount due us for per diem up to December 1903 by the Berwick Malleable Company, there having been no per diem earned on cars for this concern after that date; and \$54.60, being the amount of per diem which accrued account of the Berwick Store Company, Mr. Woodin agreeing to arrange for the collection by the A.C. & F. Co. from these two concerns, the amounts in question.

The Manager of the Car Service Association would like to have our agent at Berwick credit car service accounts at that station as follows::

A.C. & F. Co.	\$42.40
Berwick Store Co.	54.60
" Malleable "	305.20
Total	<u>\$402.20</u>

This being the amount of added per diem over and above his original voucher. Will you kindly advise regarding this last feature. I might add in connection with this that this is, as I understand it, for the sole purpose of enabling the Car Service Ass'n to get credit for this amount as car service earnings.

Yours truly,

Dic MBC Copies TEC BDG AGT

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

OFFICE OF SUPERINTENDENT OF CAR SERVICE.

M. B. CASEY,
Superintendent of Car Service.

SCRANTON, PA.,

August 3, 1904.

File B 1938.

Mr. A. G. Thomason,
Manager, N.E. Pa. Car Service Ass'n,
Scranton, Pa.

Dear Sir:

Please note attached copy of letter this date addressed to our General Auditor, which is self-explanatory.

You will note this closes up the old practice of handling car service matters at Berwick. It was understood when this basis of settlement was arrived at that car service at Berwick in connection with the American Car & Foundry Company, Berwick Malleable Company ~~and~~ the Berwick Store Company, and all other industries doing their business through the A.C. & F. Co. plant, would be handled from a car service standpoint in accordance with the regular rules.

This being the case it might be well for you to take up with these people to ascertain whether or not on the business after May 1st this year, they desire to avail themselves of the 24 hours average basis, or the straight car service rules.

I will advise you later as regards your request that the \$402.20 per diem which we collect through this account against the A.C. & F. Co., the Berwick Malleable Company and the Berwick Store Company be credited to car service collections.

I trust this is clear.

Yours truly,

031
B1938

August 17, 1904.

M.B.C.

Attached letter from Mr. Rine. I thought all Berwick car service charge matters were now straightened out. Please advise. Please let me have papers back within next 48 hours for use in connection with other matters now under consideration there.

T.E.C.

August 17, 1904.

8053 - Berwick, switching service.

Mr. E. M. Rine,
Superintendent.

Dear Sir:-

Your letter of 14th instant, file 12530, switching service at Berwick. I sent you on the 12th instant copy of recent correspondence between the American Car & Foundry Company and Vice President Caldwell, and would call your attention to last paragraph on first page to the effect that the DL&W will contribute as its share of the switching expense one switch engine and engine crew with necessary fuel and other supplies.

This is all we need to do and if we are doing more please take it up and have it discontinued.

Yours truly,

p-k

General Superintendent.

August 12, 1904-

Subject - Berwick, joint relations with American Car & Foundry Co.

Mr. B. D. Caldwell,
Vice President, New York.

Dear Sir:-

I have your favor of 5th instant advising of final conference with Mr. Woodin of the American Car & Foundry Company in the matter of restoration of co-operative relations as between his company and ours as discussed in the later conferences resulting in confirmation of our mutual understanding.

I will take the matter up with Chief Engineer Bush at once in accordance with your request regarding the question of increased facilities, etc.

Yours truly,

c/s

General Superintendent.

August 12, 1904-

Subject - Berwick, joint relations with American Car & Foundry Co.

Mr. L. Bush,
Chief Engineer.

Dear Sir:-

I beg leave to hand you herewith copy of letter dated August 5th instant from Vice President Caldwell, just received by me, advising of and explaining final conclusions reached by the President, Mr. Caldwell and Mr. Woodin, of the American Car & Foundry Company, in the matter of restoration of co-operative relations as between the two companies as discussed and practically agreed upon in late conferences with Mr. Woodin.

I am requested by Mr. Caldwell to take up with you the question of reaching determination as to the increased facilities provided for in the second paragraph of his letter to the end that a joint recommendation as to layout and estimated expense may be submitted to the President for his approval. I shall be pleased to co-operate with you in this matter, so far as necessary from my standpoint, at your convenience and I suppose the sooner the better.

Yours truly,

c/s

General Superintendent.

August 12, 1904-

Subject - Berwick, joint relations with the American Car & Foundry Co.

Mr. E. M. Rine,
Superintendent, Scranton.

Dear Sir:-

I beg leave to hand you herewith copies of communications of recent date from and to Vice President Caldwell and Chief Engineer Bush on the subject of operating facilities in the way of track improvements, etc. at Berwick for joint operations in connection with the American Car & Foundry Company at that point, for your information and any suggestions which you may have to offer.

Yours truly,

General Superintendent.

c/s

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Traffic Department,

28 Exchange Place, New York City.

B. D. CALDWELL,
VICE-PRESIDENT.

C-127

August 5th, 1904

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

Dear Sir:-

The final conference with Mr. Woodin of the American Car & Foundry Company in the matter of restoration of co-operative relations as between that Company and ours, as discussed in a number of conferences at which you were present, was held in President Truesdale's office this morning, the result being to confirm the understanding reached at previous conferences, substantially to the following effect:

First: That the increased facilities to be afforded the American Car & Foundry Co at Berwick by this Company be an enlargement of the facilities which we now have whereby we will arrange for increasing our facilities at the foot of the hill, the layout previously submitted by our Engineering and Operating Departments showing a capacity of 226 cars, this being in addition to the Briar Creek switch which has a capacity of 100 cars; provision to be made subject to acquirement of rights of way, etc. for a considerable reduction in the grade of the hill if feasible, consideration also to be given to the advisability of putting in double track at top of the hill where our tracks connect with the main yard tracks of the American Car & Foundry Company, the track on the hill to be double tracked if necessary and practicable.

In consideration of these increased facilities the

American Car & Foundry Company to receive and deliver to us at foot of hill with their power all cars, our Company contributing as its share of the expenses of such movement one switch engine and engine crew, it being further understood that we would be willing to furnish additional switch engine and engine crew facilities in proportionate measure to the general increase in the business which might result from an expansion of the plant or plants of the Car Company, it also being understood that the furnishing of the switch engine on our part carried with it the furnishing by us of the necessary fuel and material for its use. The adoption of this plan for increased track facilities necessarily means the abandonment of the proposition for building a new track to West Berwick which was formerly considered.

Second: An immediate adjustment to be made of the unsettled car service and per diem matters whereby such vouchering as may be necessary will be made in favor of the Car Company for any balance now owing thereto. On the understanding that, by reason of light business, there was no delay now being caused account of lack of facilities, it was understood that regular car service rules would apply, subject to the twenty-four hours average hold, and ~~xx~~ ^{with} further understanding that should congestion arise before the proper lining up of the facilities contemplated fair and equitable treatment will be accorded by our Company to the Car Company with respect to any car service that may accrue by reason thereof.

Third: As to the question of division of business which we may expect from a traffic standpoint or car purchases which they may expect from us. These matters to be worked out from time to time on a co-operative basis, the understanding being there would be a fair and equitable treatment accorded by one to the other to the end that a cordial and friendly relation may be established between the two companies.

American Car & Foundry Company to receive and deliver to us at foot of hill with their power all cars, our Company contributing as its share of the expenses of such movement one switch engine and engine crew, it being further understood that we would be willing to furnish additional switch engine and engine crew facilities in proportionate measure to the general increase in the business which might result from an expansion of the plant or plants of the Car Company, it also being understood that the furnishing of the switch engine on our part carried with it the furnishing by us of the necessary fuel and material for its use. The adoption of this plan for increased track facilities necessarily means the abandonment of the proposition for building a new track to West Berwick which was formerly considered.

Second: An immediate adjustment to be made of the unsettled car service and per diem matters whereby such vouchering as may be necessary will be made in favor of the Car Company for any balance now owing thereto. On the understanding that, by reason of light business, there was no delay now being caused account of lack of facilities, it was understood that regular car service rules would apply, subject to the twenty-four hours average hold, and ^{with} ~~was~~ further understanding that should congestion arise before the proper lining up of the facilities contemplated fair and equitable treatment will be accorded by our Company to the Car Company with respect to any car service that may accrue by reason thereof.

Third: As to the question of division of business which we may expect from a traffic standpoint or car purchases which they may expect from us. These matters to be worked out from time to time on a co-operative basis, the understanding being there would be a fair and equitable treatment accorded by one to the other to the end that a cordial and friendly relation may be established between the two companies.

Under this head it was understood that I should, on behalf of our Company, and Mr. Woodin, on behalf of the American Car & Foundry Company, advise all of our officials and others interested of the satisfactory understanding reached between the two companies to the end that it might be put into practical effect as between the officials and employees of the two companies in all future transactions.

Will you kindly give such notice with respect to above to the representatives of the Operating Department as may in your judgment be necessary and will you also please take up with Chief Engineer Bush at your earliest convenience the question of reaching determination as to the increased facilities provided for herein under head of "First" to the end that a joint recommendation as to lay out and estimated expense may be submitted to the President for his approval.

It is our understanding that Mr. Woodin will on behalf of the Car Company give us every assistance practicable in the matter of acquiring rights of way, etc. as may be needed for the improved track facilities.

Respectfully,



Vice President.

037
8055
THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Traffic Department,
AT 11 11

26 Exchange Place, New York City.

B. D. CALDWELL,
VICE-PRESIDENT.

C-

November 28th, 1903

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

Dear Sir:-

We have read with interest papers enclosed with your letter of the 20th inst in regard to Live Stock shipments for the Berwick Store Company and can only say that we would not think of asking of the Transportation Department that the business in question be given special train service.

On the other hand, regardless of the uncertain conditions that at present exist with the Store Company, we would be glad if their business, live stock as well as other traffic, be given every reasonable attention in the interest of prompt and satisfactory handling, and I have no doubt this is being done.

Respectfully,

Dictated by B. D. C.

B. D. Caldwell
Vice President.

038
8053

November 20, 1903.

8053 - Berwick Store Company, live stock shipments.

Mr. B. D. Caldwell,
Vice President.

Dear Sir:-

As a matter of information I enclose herewith memorandum from my Chief Clerk and other papers in connection with the Berwick Store Company, at Berwick, Pa. routing stock shipments against us. Much as they may like to do this, it is a question in my mind if they will not lose by such practice, as we certainly can make better time over our rails than other roads are doing. The fact that they are again sending some of these shipments via our line indicates that, while they desire to throw their business via the S. B. & B. and its connections, the promises held out by other roads have not turned out as had been expected, nor sufficient to warrant their diverting the business.

Yours truly,

General Superintendent.

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

T. E. CLARKE,
General Superintendent.

SCRANTON, PA.

November 20, 1903.

Mr. Clarke.

Attached letter from Division Freight Agent Keefe in relation to the Berwick Store Company having written our Agent at that point, sending copy of said letter to our Agent at East Buffalo, to the effect that some gentleman in this office notified them some time ago that if the D. L. & W. method of handling their stock freight from East Buffalo to Berwick was not satisfactory they had better ship it by some other route. The gentleman furnishing Superintendent Cartee, of the Store Company, this information departed far from the facts. They did have a shipment some time ago which was delayed west of our road, I believe, and which arrived at Scranton after regular freight train had gone; they called up the Dispatcher's office and were advised of the arrival of the shipment, what train it would leave on, and time of arrival at Berwick; and becoming considerably incensed that the two cars of cattle, or calves, in question were not handled special from Scranton to Berwick, called up this office and asked in relation to the shipment, without stating that they had taken it up with the Superintendent. I gathered all the facts in the case and, without knowing what had previously been told them, gave them the same information as to its movement, train that would handle it from Scranton, etc., and was immediately notified by the person speaking for the Store Company that we had promised movement by special train from Scranton; in which I told him that he was mistaken, as the revenue in the shipment would not warrant our doing so, but if they wanted special movement we would be glad to arrange for same on proper terms, which, however, they would not listen to, and promptly informed me that there were other roads they could send their stock over if that was the kind of handling we would give them, and all efforts to appease the gentleman in question proved fruitless; nothing but special service without extra compensation for us meeting his ideas of right in the matter.

These people cannot get their stock given as good time over any other road, and some of it is again moving over our rails. The fact is this is one of the many straws which have indicated the direction of the wind at Berwick, and if the S. B. & B. line and its connections could give it as good service there is no doubt in my mind but that we would not get the business.

G. A. P.

November 20, 1903.

Mr. Clarke.

Attached letter from Division Freight Agent Keefe in relation to the Berwick Store Company having written our Agent at that point, sending copy of said letter to our Agent at East Buffalo, to the effect that some gentleman in this office notified them some time ago that if the D L. & W. method of handling their stock freight from East Buffalo to Berwick was not satisfactory they had better ship it by some other route. The gentleman furnishing Superintendent Cartee, of the Store Company, this information departed far from the facts. They did have a shipment some time ago which was delayed west of our road, I believe, and which arrived at Scranton after regular freight train had gone; they called up the Dispatcher's office and were advised of the arrival of the shipment, what train it would leave on, and time of arrival at Berwick; and becoming considerably incensed that the two cars of cattle, or calves, in question were not handled special from Scranton to Berwick, called up this office and asked in relation to the shipment, without stating that they had taken it up with the Superintendent. I gathered all the facts in the case and, without knowing what had previously been told them, gave them the same information as to its movement, train that would handle it from Scranton, etc., and was immediately notified by the person speaking for the Store Company that we had promised movement by special train from Scranton; in which I told him that he was mistaken, as the revenue in the shipment would not warrant our doing so, but if they wanted special movement we would be glad to arrange for same on proper terms; which, however, they would not listen to, and promptly informed me that there were other roads they could send their stock over if that was the kind of handling we would give them, and all efforts to appease the gentleman in question proved fruitless; nothing but special service without extra compensation for us meeting his ideas of right in the matter.

These people cannot get their stock given as good time over any other road, and some of it is again moving over our rails. The fact is this is one of the many straws which have indicated the direction of the wind at Berwick, and if the S. B. & B. line and its connections could give it as good service there is no doubt in my mind but that we would not get the business.

G. A P.

MAILED
BY NO. 5
040
8036

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Traffic Department,

28 Exchange Place, New York City.

B. D. CALDWELL,
VICE-PRESIDENT.

C-

November 10th, 1903.

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

Dear Sir:-

Much obliged for your note of the 5th in regard to favors being shown by our Engineering Department to Messrs. Lowery & Johnson who control the Beach Haven Brick Company at Berwick and which information we will make good use of in case the situation justifies.

Respectfully,



Vice President.

8053

041

November 5, 1903.

8053
Subject - Beach Haven Brick Company, Berwick.

Mr B. D. Caldwell,
Vice president.

Dear Sir:-

For your information and in connection with handling of matters at Berwick, I would state that our Engineering Department is favoring Messrs. Lowery & Johnson, who control the Beach Haven Brick Company at Berwick, by giving them large orders for brick.

Yours truly,

General Superintendent.

042
8153
August 17, 1904.

M.B.C.

Attached letter from Mr. Rine. I thought all Berwick car service charge matters were now straightened out. Please advise. Please let me have papers back within next 48 hours for use in connection with other matters now under consideration there.

T.E.C.

8052

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

TELEGRAPH SUPERINTENDENT'S OFFICE.

28 Exchange Place,



New York, July 14th, 1903.

Mr. T.E. Clarke,

General Superintendent,

Scranton Pa.

Dear Sir:-

We discovered that the Western Union Telegraph Company had rendered two different bills for the work at Spooney's Switch Berwick.

The attached voucher is correct and we have cancelled former voucher, same returned to you for cancellation.

Very respectfully,

A handwritten signature in cursive script, appearing to read "C. J. Kelly".

Superintendent Telegraph.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY.

044

To Western Union Telegraph Co.,

Dr.

Address New York City

July 10th, 1903.

Rental wire & Cable to Hoboken, from Nov. 18th, to Feby. 18th.03.	\$ 75.00
For Labor and material placing cross arms on poles between Williams Ave. Buf. & East Buffalo.	\$ 38.52
For Labor moving poles at Bridge 29 near Haines N.Y.	2.50
For Labor & Material erecting telephone circuit from Berwick Pa. Depot to Spooney's switch.	45.54

[Handwritten signature]

116.02 \$ ~~161.56~~

*Lesser payment
June 4th Berwick Pa.*

7.09

108.93

Audit No.

AUDITED :

APPROVED :

GENERAL AUDITOR.

PRESIDENT.

& WESTERN RAILROAD COMPANY,

---.56/100 - DOLLARS,

045
8053
8053
April 1, 1903.

11307: Telephone at Spooney Switch, Berwick

Mr. L. B. Foley,
Sup't of Telegraph.

Dear Sir,-

Referring to yours of 30th ultimo.

Please arrange to install a telephone at Spooney Switch, Berwick, putting up the wire ourselves and renting the instruments, which I note will cost \$3.50 each per annum, with expense of \$25.00 for instalation. Letter of the United Telephone Company to you under date of 28th ultimo, returned herewith.

Yours truly,

General Superintendent.

C.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.
TELEGRAPH SUPERINTENDENT'S OFFICE.



26 Exchange Place,

New York, March 30th, 1903.

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

Dear Sir:-

Yours March 21st. Herewith proposition of United Telephone Company to furnish telephone at Spooney Switch Berwick.

The Pennsylvania Telephone Company would charge us \$42. per annum for the service.

We could put up the wires ourselves and rent two fones at \$3.50 each per annum.

X Wire would cost about \$15. labor \$10. Total \$25. What are your wishes in the matter?

Very respectfully,

[Signature]
Superintendent Telegraph.

Emr
Can you save \$25.00 by this? [Signature]
Yes Sir twice the
Emr
Emr
3/31

Perwick.

American Car and Foundry Matters.

Engines loaned them etc.

043
8053

October 17, 1916.

11097

8053: Engine loaned American Car & Foundry Co.

Mr. H. C. Manchester,

Supt. Motive Power & Equipment.

Dear Sir:

Replying to yours October 13, file 128, in connection with the arrangement at Berwick whereby we furnish the American Car & Foundry Co., with a switching engine for service in their yards:

In 1900 a reciprocal arrangement was made between former General Superintendent Russell and the A.C.& F.Co. whereby they would take from us at foot of the Hill, so-called, all cars consigned to them, as well as cars consigned to certain private individuals who took delivery on the A.C.& F.Co. tracks at their plant, which is located about a mile from our main line and up a 2% grade; we in turn to furnish one of the locomotives, wages of engineer, fireman and switch crew of this engine to be paid by the A.C.& F.Co. on their pay-roll. They were also to furnish coal and supplies for the engine so furnished by D.L.& W. This was modified in 1904 at a meeting held in New York between representatives of the A.C.&F.Co. and our Traffic Department, since which time we have furnished all fuel and supplies for the one engine, and also paid wages of the engine crew, wages of switching crew still being paid by the A.C.& F.Co. Similar information was furnished your office under date of September 19, 1905 in response

Mr. Manchester:

10-17-16

to an inquiry from former Supt. M.P.&E. Kilpatrick dated September 18, no file.

The arrangement has been in effect since that time with certain fluctuations to meet changes in volume of business. The recent arrangement whereby the L.C. & F. Co. take over the engineer and fireman on their pay-rolls, billing us monthly for the amount, will not change our practice of furnishing the coal and supplies as in the past.

Yours truly,

2-v.

8053

X

September 19, 1905

8053 - Bills for engines used by Amer. Car and Foundry Co.

Mr. R. F. Kilpatrick,
Sup't M.P. & E

Dear Sir:

In response to your inquiry of 18th instant would advise that the latest arrangement with the American Car and Foundry Company for use of engine No. 28 is that the Car and Foundry Company pay wages of train crew on ~~the other~~ engine, we assuming expense of engineman and fireman, fuel and supplies. If an additional engine is at any time necessary, the Car and Foundry Company have agreed to accept bill for the engine at rate of \$23.61 per day on following basis:

Engine	\$3.50
Fireman	2.10
Conductor	3.25
3 trainmen	6.48
Fuel, oil, waste, etc.	8.28
Total	<u>23.61</u>

Yours truly,

V-M

General Superintendent

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

050
LACKAWANNA. R.R.
GEN'L. SUPT'S. OFFICE
19
1905
FILE 8053



Office of Superintendent Motive Power and Equipment.

In your reply refer to my No.-----

R. F. KILPATRICK,
SUPT. MOTIVE POWER AND EQUIPMENT.

SCRANTON, PA.,

Sept. 18, 1905.

Subject:

Mr. T. E. Clarke,
General Superintendent.

Dear Sir:-

Will you please let me have copy of our latest arrangement
with the American Car & Foundry Co. for use of engines?

Yours truly,

R. F. Kilpatrick

L/c

051
P053

January 30th, 1905.

SUBJECT: Charge for use of engine - American C. & F. Co.

Mr. E. M. Rine,
Superintendent.

Dear Sir:-

Yours 24th instant, regarding charge of \$23.61 per day against the C. & F. Company at Berwick for use of engine.

Under the circumstances, the arrangement is satisfactory, but I think it is no better than they should be willing to pay.

Please see that bills are rendered promptly.

Yours truly,

General Superintendent.

C-3

052
8053

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

E. M. RINE,
Superintendent.

January 24th, 1905.

File 12530 - Switching service at Berwick.

Mr. T. E. Clarke,

General Superintendent, Building.

Dear Sir:- Mr. Lowry has agreed to accept bill for the use of the additional engine at Berwick Hill at the rate of \$23.61 per day, divided as follows:

Engineman,	\$3.50
Fireman,	2.10
Conductor,	3.25
Brakemen (3)	6.48
Fuel, oil, waste &c	8.28

23.61

This I consider a very favorable proposition, and I shall render bill accordingly. The last time we loaned him an engine for the same purpose we received no compensation whatever.

Yours respectfully,

8053⁰⁵³

October 17, 1904.

8083 - American Car & Foundry Co. matters.

Mr. R. F. Kilpatrick,

Superintendent Motive Power and Equipment.

Dear Sir:

I enclose herewith copy of letter from Vice-President Caldwell addressed to me under date of October 5th, 1904, giving result of final conference* in New York with Mr. Woodin, of the American Car & Foundry Company, relative to handling their output from Berwick, as per your request of the 15th instant.

Yours truly,

General Superintendent.

B-M

054
8053

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



Office of Superintendent Motive Power and Equipment.

In your reply refer to my No.

R. F. KILPATRICK,
SUPT. MOTIVE POWER AND EQUIPMENT.

SCRANTON, PA., Oct 15, 04.

Subject :

Mr. T. E. Clarke,

Gen'L Superintendent

Dear Sir:-

I wish to call your attention to attached letter from Mr. Rine to Mr. Shoemaker. Have you a copy of Agreement entered between the American Car & Foundry Co., and our people at New York. My understanding is that this engine switches entirely for the American Car & Foundry Co. at Berwick. If you have a copy of this agreement, I would thank you to let me have one.

Yours truly

R. F. Kilpatrick

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

E. M. RINE,
Superintendent.

File 12530 - Switching service at Berwick.

Oct. 3rd, 1904.

Mr. H. Shoemaker,

M.M.

Dear Sir:-

Under an agreement entered into on August 6th between representatives of the A. C. & F. Co. and our own in New York, we are required to furnish fuel and supplies for engine 28 in switching service at Berwick. To date this has not been done, but agent at that point advises by wire this A. M. that the A. C. & F. CO. will cease to furnish fuel or oil for yard engine after today. We have therefore arranged to forward a car of lump coal to that point tonight. Will you please arrange for oil and other necessary supplies.

Yours truly,

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

Copy to R.F.K. ✓

056 12530
823

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

EDWIN M. RINE,
Superintendent.

More as you requested
EMR - 4/11

File 1253b - Switching at Chrismans Berwick.

Mch. 29th, 1904.

Mr. G. J. Ray,
Div. Engineer.

Dear Sir:--

Will you please advise whether we have sufficient right-of-way and what it would cost to change the curve in Chrisman's switch so a road engine could be used to place cars there?

Yours truly,

Edwin M. Rine

4/9/04

EMR. As I explained to you this can not be done
J. J. R.

057
8053

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

EDWIN M. RINE,
Superintendent.

File 12530-switching AC&FCO.

Mch. 29th, 1904.

Mr. T. E. Clarke,
General Superintendent.

LACKAWANNA R. R.
OFFICE OF
RECEIVED

MAR 31 1904

GENERAL SUPERINTENDENT,
SCRANTON, PA.

Dear Sir:--

Your letter of the 16th in reply to mine of the 7th regarding the switching service at Berwick. Please note letters of Division Freight Agent Keefe and Agent Macdonald attached. I would recommend that we serve notice on the American Car & Foundry Co. that we will on April 1st discontinue the payment of any portion of the expense for enginemen or firemen on either of their engines, but will continue to loan them engine 28, they in return to place cars on Chrisman's switch without additional charge to either this Company or the consignees. It does not appear to me as though we would be able to secure any portion of the business of the American Car & Foundry Company and its affiliated companies, except what it is absolutely necessary for them to send or receive via our line. Therefore, there is no good reason why we should continue to bear a portion of the expense for handling cars that are being delivered our competitors.

I have asked the Division Engineer to look into the matter of connecting switch with Chrisman brothers so a road crew and engine can place and remove cars. If this can be done I would also recommend the discontinuance of the loan of engine 28 to the car & Foundry Company.

Yours respectfully,

058
125-30

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



Office of Division Freight Agent,

No. 608 MEARS BUILDING, SCRANTON, PA.

J. B. KEEFE,
Division Freight Agent.

IN YOUR REPLY PLEASE REFER TO
6669.
FILE NO.....

March 28, 1904.

Mr. E. M. Rine, Supt.,
Scranton, Pa.

Dear Sir:-

I return herewith correspondence about the American Car & Foundry Co., in relation to the engines and switching service we are providing for them.

If our road crews can do the necessary switching to and from Crisman Bros. switch, I do not believe that we will sacrifice anything if Mr. Clarke's letter of March 16th was followed. I feel like saying, however, that as this matter has been the subject of so much correspondence with our general officers in New York, that Mr. Caldwell would probably be the proper officer to rule upon it finally.

Yours truly,

J. B.K.

A handwritten signature in cursive script, appearing to read "J. B. Keefe", with a horizontal line underneath.

059



The Delaware, Lackawanna & Western Railroad Co.

Berwick, Pa., March 22, 1904.

Mr. J. B. Keefe,
Division Freight Agent,
Scranton, Pa.

MAR 24 1904
6669

Dear Sir:-

Returning all papers in your file #6669 beg to advise that from February 15th to March 22nd. we delivered to Chrismans switch 27 cars and received from there 4 cars, five of these cars delivered were for contractors and builders and the balance for Chrisman Bros.

Under the old arrangement of the A C & F Co they charged Chrisman Bros. \$1.00 per car and any outsider \$2.50 per car, the present charge \$2.50 is assessed to all outsiders for cars placed anywhere on the A C & F tracks. The Berwick Store Co, Berwick Electric Light Co and Berwick Water Co are charged \$1.00 for the service.

We delivered to the A C & F Co during the above period 37 cars for the Berwick Store Co and 2 cars for the Colonial Silk Mill, the latter coal. Of the 37 cars, 7 contained merchandise and 30 coal.

Chrisman Bros also sell coal and of the 27 cars mentioned above 19 contained coal. The community of interest between the Berwick Store Co and the A C & F Co might set itself against handling cars containing coal for sale consigned to Chrismans or doing the same in an indifferent way, stifling their trade, I understand this method was used some years ago. Owing to the sharp curve leading to this switch at Chrismans it takes some little time to change it but I can see no reason why some of the road crews could not do the work there, especially after the coal business eases off a little



The Delaware, Lackawanna & Western Railroad Co.

J.B.K. 2.

Of the last Export(N.Y.) order we received 5 cars the balance 18 or 19 cars going out Via the S.B.& B. While it is true that there is very little business going out it is quite evident that the S.B.& B. get nearly it all and their freight is placed for them on a long lead just outside of the A C & F fence. The Berwick Store Co endeavor to get as much freight over the S.B & B.as they can so I cannot see that what business we get for them would be affected by the change.

The A C & F Co are experimenting on Pea and Buckwheat Coal arriving over the S.B.& B.,3 cars,from Mocanoqua.Pa.

I do not beleive the A C & F Co would consent to do the switching gratis after the withdrawal of the engine 28,

Yours truly,

A handwritten signature in cursive script that reads "J.L. Macdonald".

Agent.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



Office of Division Freight Agent,

No. 608 MEARS BUILDING, SCRANTON, PA.

J. B. KEEFE,
Division Freight Agent.

IN YOUR REPLY PLEASE REFER TO
6669.
FILE NO.....

Personal.

March 21, 1904.

Mr. J. L. McDonald, Agt.,
Berwick, Pa.

Dear Sir:-

Noting the attached papers about switching service account of the American Car & Foundry Co., especially Mr. Clarke's attached letter of March 16th:

I would like to know what business would be affected if the switching service now being rendered was discontinued. By this I mean, the business we are now switching to the Foundry Company's tracks. Would this have the effect of turning any business over to the other line? How many cars would we likely handle in the course of a month, and what charge do the Foundry Co. make?

Yours truly,

J.B.K.

A handwritten signature in cursive script, appearing to read "J. B. Keefe".

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

EDWIN M. RINE,
Superintendent.

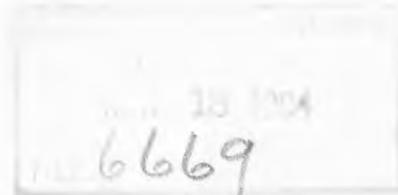
File 12530-Switching AC&FCo.

Mch. 17th, 1904.

Mr. J. B. Keefe,

D. F. A.

Dear Sir:--



Please note the attached. Do you concur in my recommendations made to the general Superintendent March 7th that we should at this time discontinue bearing any portion of the expense connected with the second engine being worked in the American Car & Foundry Co's. yard.

Yours truly,

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

12530 06
THE DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY.

OFFICE OF GENERAL SUPERINTENDENT,

T. B. CLARKE,
General Superintendent.

SCRANTON, PA.

March 16, 1904.

8053 - Berwick, switch engine service, A. C. & F. Co.

Mr. E. M. Rine,
Superintendent.

Dear Sir:-

Your letter of the 7th instant re. above. Is the amount of business we are doing now, to and from the plant of the American Car & Foundry Company, in the opinion of Division Freight Agent Keefe and yourself, sufficient to warrant the D L. & W. bearing the expense it is now standing at that point for switch engines and crews in the service of the Car & Foundry Company. If the business does not, in the judgment of yourself and the Division Freight Agent, warrant the continuance of this service, I know of no good reason why we should not discontinue it; but, before taking such action, I would ask that you go into it very carefully and fully with Mr. Keefe, letting me have joint report and recommendations, bearing in mind the effect of the discontinuance of the service, not only upon the Car & Foundry Company business, but upon the business we are now permitted to switch to delivery tracks on the Foundry Company's property, and which, if we discontinue the engine service, would presumably be handled by the Foundry people on a regular switching charge.

Yours truly,


General Superintendent.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

EDWIN M. RINE,
Superintendent.

COPY

switching AC&F Co.

Mch. 7th, 1904.

Mr. T. E. Clarke,
General Superintendent.

Dear Sir:--

I am informed the American Car & Foundry Co. are working but two engines at Berwick; one engine 28, which is furnished by us, they paying the train crew, we paying engineman and fireman, furnishing fuel in addition to the engine; and the second engine that is being worked we pay \$60.00 toward the expense of the engine crew.

Taking into consideration the fact that we are getting little or no business from that concern at this time, I would recommend that we cut off the expense of the second engine. It will be necessary for us to continue the expense of the first engine on account of the delivery that we make at Chrisman's switch on top of the hill, which for the twenty days ending March 4th amounted to 17 cars.

I do not believe the S.B.&B., who are receiving at least 75% of the business that is coming from the plant, are doing anything toward the expense of operating their switch engines in their own yard, and I know of no reason why our Company should do so.

Yours truly,

(sgd) E. M. Rine

065
8053

March 16, 1904.

8053 - Berwick, switch engine service, A. C. & F. Co.

Mr. E. M. Rine,
Superintendent.

Dear Sir:-

Your letter of the 7th instant re. above. Is the amount of business we are doing now, to and from the plant of the American Car & Foundry Company, in the opinion of Division Freight Agent Keefe and yourself, sufficient to warrant the D L. & W. bearing the expense it is now standing at that point for switch engines and crews in the service of the Car & Foundry Company. If the business does not, in the judgment of yourself and the Division Freight Agent, warrant the continuance of this service, I know of no good reason why we should not discontinue it; but, before taking such action, I would ask that you go into it very carefully and fully with Mr. Keefe, letting me have joint report and recommendations, bearing in mind the effect of the discontinuance of the service, not only upon the Car & Foundry Company business, but upon the business we are now permitted to switch to delivery tracks on the Foundry Company's property, and which, if we discontinue the engine service, would presumably be handled by the Foundry people on a regular switching charge.

Yours truly,

G

General Superintendent.

DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY,

Office of President,

W. H. TPUESDALE,
President,
NEW YORK.

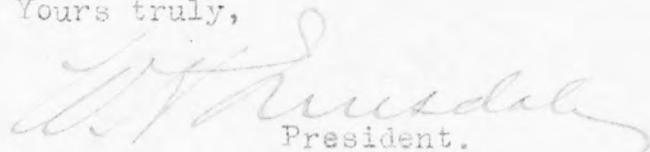
March 11th, 1904.

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

Dear Sir:-

Referring to your letter of the 10th inst., subject, "Berwick, American Car & Foundry matters", is the amount of business we are doing now to and from the plant of the American Car & Foundry Co. in your opinion such as to warrant the expense of maintaining one switch engine with crew entire and donating \$60 per month towards the expense of the other engine? If it does not, I can see no good reason why we should continue doing this.

Yours truly,


President.

8053
067

March 10, 1904.

Subject - Berwick, American Car & Foundry matters.

Mr. W. H. Truesdale,
President.

Dear Sir:-

I am advised that the American Car & Foundry Co. at Berwick are at present working but two switch engines, one, No. 28, furnished by the D. L. & W. free, we paying the engineman and fireman, also furnishing fuel; the other engine being furnished by the Foundry Company, the D. L. & W., however, paying \$60.00 per month toward expense of crew, which I believe covers wages of engineman.

In view of the large decrease in business we are receiving from the Foundry Company, I thought it well to advise you of these facts.

respectfully yours,

General Superintendent.

8053

March 10, 1904.

Subject - Berwick, American Car & Foundry matters.

Mr. W. H. Truesdale,
President.

Dear Sir:-

I am advised that the American Car & Foundry Co. at Berwick are at present working but two switch engines, one, No. 28, furnished by the D. L. & W. free, we paying the engineman and fireman, also furnishing fuel; the other engine being furnished by the Foundry Company, the D. L. & W., however, paying \$60.00 per month toward expense of crew, which I believe covers wages of engineman.

In view of the large decrease in business we are receiving from the Foundry Company, I thought it well to advise you of these facts.

Respectfully yours,

General Superintendent.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

EDWIN M. RINE,
Superintendent.

March 7th, 1904.

Mr. T. E. Clarke,

General Superintendent, Building.

Dear Sir:- I am informed that the American Car & Foundry Co. are working but two engines at Berwick; one Engine 28, which is furnished by us, they paying the train crew, we paying engineman and fireman, furnishing fuel in addition to the engine; and the second engine that is being worked we pay \$60.00 toward the expense of the engine crew.

Taking into consideration the fact that we are getting little or no business from that concern at this time, I would recommend that we cut off the expense of the second engine. It will be necessary for us to continue the expense of the first engine on account of the delivery that we make at Chrisman's switch on top of the hill, which for the twenty days ending March 4th amounted to 17 cars.

I do not believe the SB&B who are receiving at least 75% of the business that is coming from the plant is doing anything toward the expense of operating their switch engines in their own yard, and I know of no reason why our Company should do so.

Yours truly,

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

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

EDWIN M. RINE,
Superintendent.

att
069
8053



File 12530-Switching at Berwick-Hostler.

Jan. 28th, 1904.

Mr. W. F. Lowry, Dist. Mgr.,
American Car & Foundry Co.,
Berwick, Pa.

Dear Sir:--

Commencing Monday, February 1st, we will discontinue the services of the extra hostler who was sent to Berwick to care for the additional engine, used there up until within a short time to help out, going back to the former arrangement, your Company taking care of engine 28 in the same manner as was done before the new arrangement was put into effect.

Yours truly,

T.S.L.

Will you please note and kindly have this man taken away Monday?
E.M.R.

T. E. C. ✓

Please note in reply to yours of the 27th. I do not think there will be any objection on the part of Mr. Lowry, to this.

E.M.R.

8053
070

January 26, 1904.

8053
Subject - Berwick, engine watching.

Mr. E. M. Rine,
Superintendent.

Dear Sir:-

We are keeping at an expense of \$45.00 per month a man watching the engine we have at the American Car & Foundry Company at Berwick. I believe the switching service has been reduced to a minimum there and the Foundry people keep a man there, if so it would seem that if we take our man off they would look after the engine at night, which they should certainly be willing to do, considering the small rate we charge them.

Please look into this and advise early.

Yours truly,

General Superintendent.

Scranton, Jany. 26, 1904.

G A Poore -

Referring to telephone conversation regarding engine watching at the American Car & Foundry Co. Will you please let me know what was done in the matter?

H.F.L.

~~\$165⁰⁰ per mo.~~

8053
073

January 6, 1904.

⁸⁰⁵³
Subject - Traffic at Berwick account A. C. & F. Co.

Mr. B. D. Caldwell,
Vice-President.

Dear Sir:-

For your information I give below memorandum of traffic handled at Berwick, in December, 1903, for American Car & Foundry Company, which shows an average of 49 cars handled per day:

Loads delivered	579
Empties "	10
Loads returned	80
Empties "	432
New cars received	<u>172</u>
Total	1273

Yours truly,

C

General Superintendent.

H.C. Ford

Traffic at American Car & Foundry Co. Berwick, December 1903.

Loads delivered	579
Empties "	10
Loads returned	80
Empties "	432
New cars received	172
	<u>1273</u>

A daily average of 49 cars handled, lowest average previously 66 in November.

$$\begin{array}{r}
 26 \overline{) 273} \\
 \underline{104} \\
 233 \\
 \underline{234} \quad 5
 \end{array}$$

8053 075



C-

December 14th, 1903.

Subject: American C & F business.

Mr. W. H. Woodin,
Assistant to the President,
American Car & Foundry Co.,
25 Broad Street, City.

Dear Mr. Woodin:-

I enclose letter from our General Supt. Mr. Clarke showing business which we handled in connection with your plant at Berwick for month of November and which our people seem to think is at a low ebb.

I was wondering whether you might be willing to send me with return of enclosed a statement of the total business of your plants during that month and which would show us the amount of business handled by the other lines as well as our own. It occurred to me that a statement like this might have better effect in allaying the very general feeling which exists on part of our people that you are discriminating against us than anything else that could be done.

Please consider this as a suggestion only and not as a request.

Respectfully,

T.E.C. ✓

This in answer to yours of 10th
Vice President.

8053
076

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY,

OFFICE OF GENERAL SUPERINTENDENT,

T. E. CLARKE,
General Superintendent.

SCRANTON, PA.

December 10, 1903.

8053
Subject - Interchange business, Berwick.

Mr. B. D. Caldwell,
Vice-President.

Dear Sir:-

For your information I give below statement showing business interchanged at Berwick during month of November, and from which you will note we handled an average of 66 cars per day, the low record thus far. In addition to figures shown below we also weighed for them 190 loaded cars.

Loads delivered	559
Empties delivered	37
Loads returned	107
Empties returned	408
New Cars returned	<u>466</u>
Total	1577

Yours truly,

C

General Superintendent.

Dec. 9th, 1903.

Following traffic interchanged at Berwick month of November:

Loads deliverēd	559
Empties delivered	37
Loads returned	107
Empties returned	408
New cars returned	466
	<u>1577</u>

An average of 66 cars handled per day, the lowest record thus far.
 We also weighed for them 190 loaded cars.

Att

6053

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO. 078



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

EDWIN M. RINE,
Superintendent.



Switching at Berwick.

Dec. 15th, 1903.

Mr. W. F. Lowry, Dist. Mgr.,
American Car & Foundry Co.,
Berwick, Pa.

Dear Sir:--

In lieu of the present arrangement at Berwick we will substitute the following:

The pickup now running from Kingston to Rupert daily except Sunday, will run Kingston to Berwick, daily except Sunday, handle to and from your plant what cars we may have for you and take what cars you have for delivery to us. They should be able to give you from three to five hours' service each day. We will withdraw on Thursday, December 17th the engine that is now used for that purpose, there not being business enough to justify us in keeping them longer. There is practically not sufficient work to occupy them more than four hours each day and I know you will not expect us to keep this engine at Berwick when there is not sufficient business to justify it.

Yours truly,

✓
Copy to T.E.C.

8053
079

December 2, 1903.

File 8053, Berwick, A.C.& F. matters.

Mr. B. D. Caldwell,
Vice President.

Dear Sir:-

Your favor of 27th ult. regarding situation at Berwick, which is very bad.

I hope may may confer with the President as soon after his return as possible with a view to curtailing the seeming unnecessary expense. Those people have been imposing upon and deceiving us right along, all in the interest of traffic. I am sorry to say it, but their word is unreliable. They have pulled this Company's leg out of joint.

Yours truly,

Dict.T.E.C.

General Superintendent.

8053
080
THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Traffic Department,

26 Exchange Place, New York City.

2
B. D. CALDWELL,
VICE-PRESIDENT.

C-

November 27th, 1903.

MAILED
BY NO. 48

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

Dear Sir:-

The situation in Berwick as outlined in your letter of the 23rd is not satisfactory and am disposed, unless we can get a satisfactory agreement with these people, to recommend that you be relieved from the expenses you are now incurring in handling that business, at least that it be cut down to what, in your judgment, it would seem proper for us to assume.

I would like, however, if you are willing, not to decide the matter until the President returns, because it involves a great deal, and I think we can put the matter before him in such shape that a prompt decision can be reached.

Respectfully,


Vice President.

8053⁰⁸

November 23, 1903.

Subject - Switching engines for American Car & Foundry Co.
Berwick.

Mr. B. D. Caldwell,
Vice President.

Dear Sir:-

In connection with various other matters now under consideration at Berwick, so far as the business of the American car & Foundry Co. and like industries is concerned, I would state that Mr. Lowery, District Manager of the Car Company, has made request that we use one of our new heavy switch engines of the 50 series in work at Berwick in lieu of the lighter engine, a proposition that we have not acceded to, I thought that you may like be advised of the facts, also to have the following figures which show the expense of switching service in connection with handling the American Car & Foundry Company's business at Berwick which the D L. & W. is at the present time bearing:

Engine 403 - R.A. Drill	
Conductor and Trainmen (26 day mo.)	\$252.98
Engineman and Fireman "	166.40
Fuel (October 1903)	43.50

Engine 28 - Switch	
Engineman and Fireman (26 day mo.)	139.10
Fuel (October 1903) No fuel furnished	

Foundry Co. engine	
Wages of engineman	60.00
Total for October, 1903,	<u>\$661.98</u>

No change will be made in this arrangement until we hear further from yourself or the President in the matter, although it is difficult to understand why under present conditions when the amount of business the American Car & Foundry Company are turning over to other roads is so great, they should call upon us to bear an expense of over \$660.00 per month for switching service of their trains.

Yours truly,

General Superintendent.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

EDWIN M. RINE,
Superintendent.

8053
082
November 25th, 1903.

Mr. T. E. Clarke,
General Superintendent, Building.

Dear Sir:- Mr. Lowery, District Manager American Car & Foundry Co., 'phoned me this morning requesting that we loan them an engine for one week beginning Friday morning next. As we are sending Engine 28 to Berwick to be exchanged for Engine 39, I told him that he could hold the 39 for one week, they to pay the expense of the 28 going down and the movement of the 39 back, including flagman's wages, and pay the same rental for the 39 this time as they paid before, viz,- \$6.00 per day.

I have asked Mr. Lloyd to please see that bill is rendered against the American Car & Foundry Co. for the use of this engine and the expense in running the 28 Scranton to Berwick and 39 Berwick to Scranton, which I hope is satisfactory to you.

Yours truly,

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

FILED 11/23

083
FO-53

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

EDWIN M. RINE,
Superintendent.

File 12530-Switching service at Berwick.

Nov. 10th, 1903.

Mr. T. E. Clarke,
General Superintendent.

Dear Sir:--

The attached letter from Mr. W. F. Lowry of the 9th is respectfully referred to you in connection with my letter of November 1st on same subject. I would dislike very much having to give the A. C. & F. Co. one of our new switching engines to do their work. What they should do, is to provide their own power. I have as yet made no reply to Mr. Lowry.

Yours truly,

AMERICAN CAR AND FOUNDRY COMPANY.

BERWICK DISTRICT.

PRICES ARE SUBJECT TO CHANGE WITHOUT NOTICE.
ORDERS ARE ACCEPTED CONTINGENT UPON STRIKES,
FIRES, ACCIDENTS, DELAYS BY CARRIERS OR OTHER
CAUSES BEYOND OUR CONTROL.

BERWICK, PA. Nov. 9th, 1903.M

Mr. Edwin M. Rime,
Supt., D.L. & W. R.R. Co.,
Scranton, Pa.

Dear Sir:-

Could you conveniently replace No. 39 engine now in service at Berwick, with one of your 50 class engines. The switching around our yards grows heavier constantly, and we find it necessary to duble up our engines frequently to handle our trains. It would be a help to us in this regard if you could ~~make~~ the exchange.

Kindly let me hear from you and oblige,

Yours truly,

Wm. H. Lowrey
District Manager.

8055
085

Berwick, Pa., Oct. 20, 1903.

COPY

Mr. Edwin M. Rine,
Superintendent.

Dear Sir:-

Replying to your letter of Oct 19th attached beg to advise that I understand that up to last PM the A.C.& F. Co. have delivered the S. B. & B. 66 cars of freight and have received 27 cars.

Of the loaded cars 40 were for Buffalo containing lumber for the most part and bolsters and castings. This material is to be used on an order of B.R.&P. cars and the A C & F Co. claim if the freight moves via the S. B. & B. the B. R.& P. will receive a haul out of it.

Of the other 26 cars sent out 8 contained pipe and 18 castings and was consigned to the A. C. & F. CO. Milton, and the Motive Power Department of the Penna Ry. The 27 cars received contained limestone, pig iron, bituminous coal, and one car of castings and came from Turbotville on the S. B. & B., Emporium on the P.R.R. and from the Kettle Creek mines on the P.R.R. respectively. In addition to the above 74 new PRR steel cars were sent out via S.B. & B.

The S. B. & B. deliver their freight on a switch located between the Berwick Malleable Co. and the A.C.& F. Company's steel car shop and the A. C. & F. Co. have to go out after it, if any cars are in the string for the Malleable plant the A. C. & F. Co. switch them out and place them and have occasionally used engine 39 for this service, outgoing cars have to be placed on this switch by the A. C. & F. Co.

Yours truly,
J. L. Macdonald,
Agt

For your information
JLD 10/20/03

W.C.

note Thanks
JLD

8053

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

EDWIN M. RINE,
Superintendent.

Expense for switching service at Berwick.

1 engineman	\$60.00
1 "	100.00
1 Fireman	60.00
1 Conductor	81.25
3 trainmen	162.00
Fuel, oil, waste, etc.	<u>144.25</u>
	\$607.50

*REC
Free use of the 2 Eng
and*

*for noted
M*

Morris
Emm
Emm
Whitely
to
see

E. M. R.

Oct 6th, 1903

Following is statement of business done at Berwick with
A. C. & F.CO. during September:

931	loads delivered
41	empties delivered
251	loads returned
688	empties returned
634	new cars returned
<u>2549</u>	cars handled, an average of 100 per day.
✓ 270	loaded cars weighed.

C. O. H.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

EDWIN M. RINE,
Superintendent.

Nov. 4th, 1903.

Mr. T. E. C.

During the month of October 1903 we handled the following cars at Berwick between our tracks and those of the American Car & Foundry Company:

Loads delivered		658
Empties delivered		58
Loads received from A. C. & F. Co.		228
Empties	" " "	480
New cars	" " "	<u>456</u>
Total cars handled		1880

An average of 70 cars per day compared with 100 for September and 114 for August 1903.

E. M. R.

[Handwritten signature]



The Delaware, Lackawanna & Western Railroad Co.

Berwick, Pa, Nov. 3, 1903.

Mr. Edwin M. Rine,
Superintendent,
Scranton, Pa.

Dear Sir:-

While waiting in the S.B. & B. office to have my interchange report verified I had ample opportunity to scrutinize their Balance Sheet for the month of October and found the following figures:

Prepaid charges on freight forwarded		\$151.92
S.B. & B. earnings on freight received		570.00
Advance charges on freight received		1825.19
Sale of Tickets		<u>40.81</u>
		\$2587.92

Cash collected	50.21	
Uncollected bills	<u>2537.71</u>	2587.92

As the revenue for freight forwarded does not appear on their Balance Sheet could not obtain that but presume their outbound earnings was in excess of the received on account of their moving about 45 cars of lumber to Buffalo as well as 17 cars of bolsters and forgings,

J.C. Eml
10/4

Yours truly,

J.L. Macdonald

Agent.

Copy to J.B.K.

Att to file
THE DELAWARE LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

8053

EDWIN M. RINE,
Superintendent.

File 12530-Switching for A. C. & F. Co.

August 14th, 1903.

Mr. T. S. Lloyd,
S. M. P. & E.

Dear Sir:--

The American Car & Foundry Co., Berwick, advise that they will be through with engine 39 at the close of business tomorrow, Saturday evening, but would prefer to keep engine 39 and return to us engine 28, as the 39, while a smaller engine, will go in certain tracks that the 28 will not. The 39 is the engine that was rented to them on May 18th at the rate of \$6.00 per day and with the return of engine 28 the charge should be discontinued. They seems to have matters well in hand at that place at the present time. Yesterday they cleaned up all incoming loads.

Yours truly,

✓
Copy to T.E.C.

Personal
facilities.
Emb

805

Misc

Don't you think Mr
Levy has become Callow
to such a degree? Wouldn't
it appear be better if you
should see him occasionally,
or frequently?

J
E
/mg

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

EDWIN M. RINE,
Superintendent.



Conditions at Berwick.

July 27th, 1903.

Mr. W. F. Lowry, Dist. Mgr.,
American Car & Foundry Co.,
Berwick, Pa.

Dear Sir:--

Please see my letter of July 24th in regard to the conditions at Berwick. My morning report shows that we have on hand and in transit for you this morning 309 loaded cars.

Yours truly,

Copy to T.E.C., M.B.C.

THE DE AWARE, LACKAWANNA & WESTERN RAILROAD CO. 093



OFFICE OF SUPERINTENDENT,

SCRANTON, PA.

EDWIN M. RINE,
Superintendent.

Conditions at Berwick.

July 24th, 1903.

Mr. W.F. Lowry, Dist. Mgr.,
American Car & Fdy. Co.,
Berwick, Pa.

Dear Sir:--

We had switched out by one of our road crews at considerable expense and placed at the bottom of the Hill this date the following cars: N.C.R. 9862, B.R.&P. 15743, 15019, 15831, N.Y.C.&H. 54415, W. & L.E. 41685, B&O. 69787, P. & R. 20230 and N.Y.N.H.&H. 15508, cars that have been on our tracks for more than thirty days, Per Diem penalty accruing upon them at the rate of one dollar per day each for the last two weeks. In addition to the above the following cars are also under penalty:-- S.A.L. 10572, W.&L.E. 9565, C.L.&W. 6277, N.Y.C. 54415, W.&L.E. 40987, P.R.R. 17152, U.L. 64082, Wabash 50059, S.A.L. 13144, B.R.&P. 9023 and P.R.R. 169331.

There should be a special effort made to release the particular cars referred to. You can readily appreciate the additional expense to which this Company is being subjected on account of your failure to release these cars promptly, not taking into consideration the loss of the use of the equipment, which at this time is badly needed.

Our agent from day to day has reported these penalty cars to one of your representatives, but it seems that efforts put forth to release them have been of no avail. Our records this morning show a total of 280 loaded and 20 empty cars on our tracks for you. Can you say whether we may expect any relief soon and to what extent? Are there not some commodities that should be embargoed in order to give you an opportunity to clean up some of the old loads? It seems to me that you are receiving material faster than it can be used or stored. If that is the case, such of these shipments of which you have a surplus should be stopped.

Referring to your telegram of last P.M. stating that you had some twenty new cars for us that we could not take on account of no room at the bottom of the Hill. I hardly think it fair for you to make a statement of this kind under the present existing conditions. For the last week or ten days we have been making

THE DE. AWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,

SCRANTON, PA.

EDWIN M. RINE,
Superintendent.

Mr. W. F. L. No. 2.

7 24 03.

delivery from your plant to our trains on the main track in order to relieve the situation.

I note also that you continue to load our equipment at Bloomsburg with scrap iron and some of the cars loaded with this material from Bloomsburg have been standing on Briar Creek siding for thirty days with no immediate prospect of relief. Would it not be better to store such scrap at Bloomsburg until such time as you can arrange to unload it promptly at Berwick?

Yours truly,

✓
Copy T.E.C., M.B.C.

8053
094

July 21, 1903.

8053: A.C.&F.Co. using DL&W engine.

Mr. O. C. Post,
General Auditor.

Dear Sir:-

In reply to yours of the 18th instant in relation to arrangement under which we loan one of our engines to the American Car & Foundry Co. at Berwick, would say that we recently arranged to furnish them with engine 39 at charge of \$6. per working day, the American Car & Foundry Co. to pay the train and engine crews and furnish the fuel. Mr. Lloyd advises that bill covering this service is to-day being forwarded in regular order

Yours truly,

General Superintendent.

c

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY.

8053
095

ACCOUNTING DEPARTMENT.

O. C. POST,
General Auditor.

26 EXCHANGE PLACE,

W. C. SWIFT,
Assistant Auditor.

New York, July 18th, 1903

BERTRAM YOUNG,
Auditor Freight and Ticket Acc'ts.

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

Dear Sir:--

I have a recollection of seeing, not long ago, some correspondence regarding one of our engines to be loaned the American Car & Foundry Company, but I have no copy of the papers here. Will you please advise me just what the arrangement is, and the reasons therefor, so that I may have the information on file here.

Yours very truly,

M. I. D.



8053
096

June 15, 1903.

File 8053, Berwick, power furnished A.C. & F.Co.

Mr. W. H. Truesdale,
President.

Dear Sir:-

Replying to your notation on attached letter from Mr. Lloyd regarding time of Engineman George Zehnder, \$60., carried on our enginemen's roll, but employed doing switching at the American Car & Foundry Company's works, Berwick, would say:

An arrangement was made several years ago - 1900, by Mr. Russell, whereby we were to furnish a certain amount of power to assist the Car & Foundry Company, which power has been increased or diminished as business required, except that we have been furnishing one engine and crew and bearing expense of wages of one of their enginemen regularly. At the present time three of our engines are employed at Berwick, as follows: for one, we receive \$6. per working day, the Car Company paying wages of crew, fuel, &c. For the other two we receive nothing and in addition pay wages of both engine crews and also the wages of drill crew to work with the engine used to haul loads up from foot of hill to the works. We also continue to pay the wages of one engineman on the Car Company's engine, \$60. per month.

Respectfully yours,

S

General Superintendent.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,

SCRANTON, PA.

EDWIN M. RINE,
Superintendent.

12530-Switching for A.C.&F.Co.

June 14th, 1903.

Memo. to Mr.T.E.C.

Replying to your memo. of the 13th.

× We furnish engine 39 at a rental of \$6.- per working day,
A.C.&F.CO. pay the train and engine crew and furnish the fuel.

Engine 403 with train and engine crew, fuel used etc.
to haul material from the bottom to the top of the Hill and assist
in switching.

Engine 28, paying the engine crew.

And pay the engineman on one of the A.C.&F.Co. engines
\$60.- per month.

E. M. R.

June 13, 1903.

File 8053, Berwick, switching arrangements with AC&F Co.

E M R

Please let me have memorandum first thing Monday morning showing number of D.L.& W. engines now working at Berwick for the C.& F. Co., and under what arrangement, i.e. how expense is divided.

T EC

8153

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

EDWIN M. RINE,
Superintendent.

✓

File 12530-Switch engine for A. C. & F. Co.

May 23rd, 1903.

Mr. T. E. Clarke,
General Superintendent.

Dear Sir,-

The American Car & Foundry Company have agreed to pay us a rental of \$6.00 per day for the small switching engine furnished them a few days since, also pay for the services of engineman and fireman, furnish the engine with fuel and other supplies.

Yours truly,

DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY,

933
100

Office of President,

W. H. TRUESDALE,
President,
NEW YORK.

May 23 d, 1903.

T. F. C.

Referring to the enclosed from Mr. Rine as to the situation at Berwick, I hope to get this whole matter in shape very soon so that we may go ahead with the contemplated improvements in connection with the American Car & Foundry Co.'s plant at Berwick.

I have virtually reached an agreement with the officials of the Car Co., but it has not been put in such shape as yet so that an agreement can be executed and the work undertaken.

W. H. T.

MBC Report 11/25/12
EMR 7/25/12
note to [unclear] 6/25

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO. 101



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

EDWIN M. RINE,
Superintendent.

Conditions at Berwick.

Handwritten notes:
7/17/03
All Superintending
from hands
JAC

May 11th, 1903.

Mr. T. E. Clarke,
General Superintendent.

Dear Sir,-

We had on hand at Berwick this morning and in transit 398 loaded cars and 220 condemned cars, a total of 618 cars for the American Car & Foundry Company. The situation at that station continues to grow worse instead of better although Mr. Lowry has promised from time to time to relieve it. More facilities are needed and needed badly. That seems to be the chief difficulty in getting rid of the material. More facilities are needed at the top of the hill at the plants of this concern besides the additional tracks at the bottom of the hill.

Yours truly,

Edwin M. Rine

J.P.F.
402

C



May 20th, 1903.

Mr. M. B. Casey,
Superintendent Car Service,
Scranton, Pa.

Dear Sir:-

As to copy furnished us of your letter of the 19th to Manager Lowry regarding the necessity of facilitating the delivery of our cars.

There is no reason whatever, from a traffic standpoint, why you should not insist and secure from this plant fair treatment in the matter of handling our cars and we trust that you will follow the matter to that end.

Will be glad to be advised of the result.

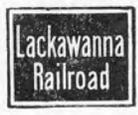
Respectfully,

Vice President.

Copy to T.E.C

P.J.F. Please note.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

EDWIN M. RINE,
Superintendent.



Conditions at Berwick.

March 26th, 1903.

Mr. W. F. Lowry, Dist. Mgr.,
American Car & Foundry Co.,
Berwick, Pa.

Dear Sir,-

At 8 oclock this A.M. we had 133 cars of freight on hand
for you on Briar Creek siding and 104 cars at the foot of the Hill.
Will you kindly advise when we may expect some relief?

Yours truly,

Copy to T.E.C., M.B.C.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

104



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

EDWIN M. RINE,
Superintendent.



Conditions at Berwick.

March 19th, 1903.

Mr. T. E. Clarke,
General Superintendent.

Dear Sir,-

At 8 oclock this A.M. we had 89 loaded cars in Briar
Creek Siding and 70 loaded cars at the foot of the Hill for the
American Car & Foundry Company.

Yours truly,

Copy to M.B.C

8113
(Form M. L. 2-E.)
105

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

EDWIN M. RINE,
Superintendent.

Conditions at Berwick.

March 18th, 1903.

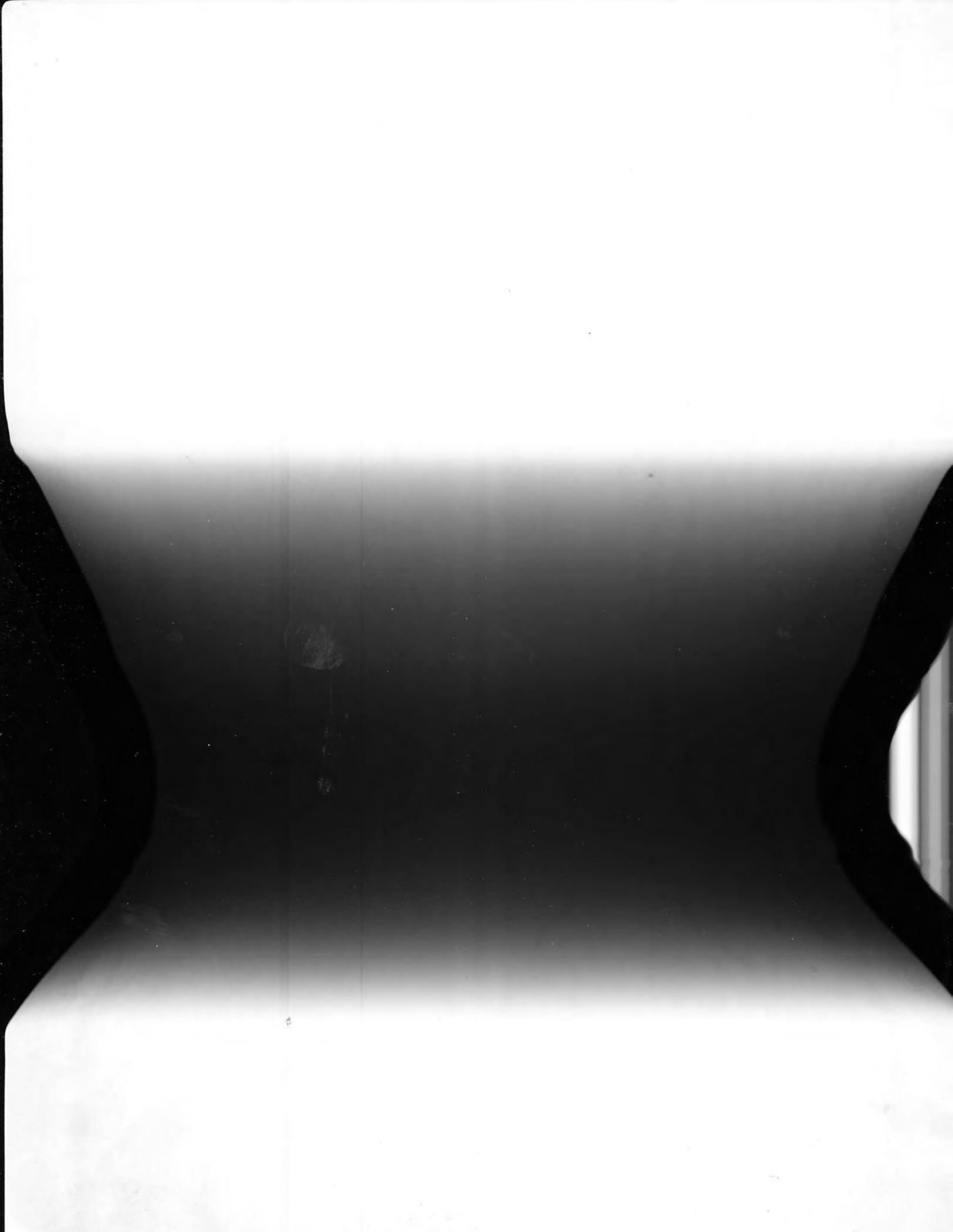
Mr. T. E. Clarke,
General Superintendent.

Dear Sir,-

At 8 oclock this A.M. we have 64 loaded cars at the foot of Berwick Hill and 110 loaded cars in Briar Creek siding for the American Car & Foundry Company.

Yours truly,

Copy to M.B.C.



8033
(Form M. L. 2-B.)

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

106

EDWIN M. RINE,
Superintendent.



Conditions at Berwick.

March 16th, 1903.

Mr. W. W. Lowry, Dist. Mgr.,
American Car & Foundry Co.,
Berwick, Pa.

Dear Sir,-

At 8 oclock this morning we had 116 loaded cars and 15
condemned at Briar Creek and 88 loaded cars at the foot of the Hill
for your company. Will you kindly advise when we may expect
relief.

Yours truly,



Copy to T.E.C.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

107

EDWIN M. RINE,
Superintendent.



Conditions at Berwick.

March 13th, 1903.

Mr. W. F. Lowry, Dist. Mgr.,
American Car & Foundry Company,
Berwick, Pa.

Dear Sir,-

My report this morning shows 195 loaded and 16 condemned cars at the bottom of the Hill for your Company, which would indicate that cars are coming in faster than you are disposing of them. Will you please advise when we may expect some relief or is there any commodity of which you have a surplus that could be shut off temporarily.

Yours truly,

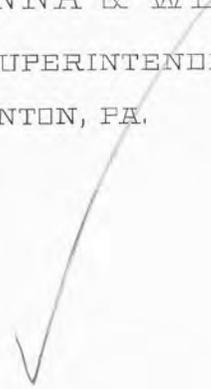
Copy to Mr. T. E. C.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

EDWIN M. RINE,
Superintendent.



Copy

Conditions at Berwick.

Mch. 12th, 1903.

Mr. W. F. Lowry, Dist. Mgr.,
American Car & Foundry Company,
Berwick, Pa.

Dear Sir,-

I wish to advise that at 8 oclock this morning we had
172 loaded cars at the foot of the Hill for your works.

Yours truly,

A handwritten signature in cursive script, reading "Edwin M. Rine".

Copy to Mr. T. E. C. ✓

8053

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

109

EDWIN M. RINE,
Superintendent.

Conditions at Berwick.

Mch. 10th, 1903.

Mr. T. E. Clarke,
General Superintendent.

Dear Sir,-

Referring to my letter of a few days since in regard to the conditions at Berwick. Our records show that for the month of January 1903 we delivered 1627 loaded and 57 empty cars, also 215 condemned cars to the American Car & Foundry Company and 42 cars to Chrisman Brothers switch, which is adjacent to this plant. This morning we have on hand for them 223 loaded and 19 condemned cars. I visited Mr. Lowry last Saturday and he advised then when they had only 126 loaded cars that he would release them promptly, but they have not been doing as well as he expected. I have conferred with him again this morning.

Yours truly,

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

8053
110

October 23, 1902.

8053: Berwick, switching service performed by AC&FC

Mr. J. B. Keefe,

Division Freight Agent, Scranton.

Dear Sir,-

I return herewith your entire file in above subject, which you kindly sent me with yours of the 2nd inst., file 6274, and for which I thank you.

Yours truly,

General Superintendent.

C.

October 23, 1902.

~~1902~~: Switching service performed by AC&F Co., at Berwick.

Mr. W. H. Truesdale,
President,
New York City.

Dear Sir,-

Referring to your notation on my letter of the 14th instant, returned herewith, in relation to above subject, in which you state that you do not understand just what is referred to as "switching" question in connection with above.

There are two or three sidetracks on top of the hill at Berwick leading out of the track of the American Car & Foundry Company, on which freight is frequently placed for other shippers, and as there is a great deal of building going on there this fall, and will be next spring, we will receive many requests to place shipments of lumber, etc., on such tracks. Heretofore, the American Car & Foundry Company have switched such cars and made switch charge, in which the D.L.& W. does not participate, sometimes, we understand, favoring one shipper more than another, and the question is to secure proper arrangement under which we can make deliveries on these tracks with our engines and apply regular switching charge. Mr. Lowry told our agent at Berwick that he would welcome such innovation, as it would relieve them of many requests from outside concerns for the placing of cars about their plant, adding that he considered the switching they were doing for outside concerns was done at a loss to them.

Respectfully yours,

General Superintendent.

8053¹¹²
THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Office of Chief Engineer,

W. K. McFARLIN,
Chief Engineer.

Hoboken, N. J., October 18th, 1902.

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

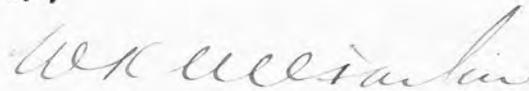
Dear Sir:-

Answering yours of October 16th regarding the proposed track for the American Car & Foundry Co. at Berwick.

I sent all papers in regard to this matter to Mr. Truesdale, and supposed he was making the negotiations. I have no doubt but that he will refer it to the Traffic department before anything definite is done.

Yours truly,

WKM



8053
113

October 16, 1902.

8053, Berwick, new connection with A.C.&F.Co.

Mr. W. K. McFarlin,

Chief Engineer.

Dear Sir:-

I am requested by our Freight Traffic Department, with reference to proposed new tracks to be constructed to reach the new plants of the American Car & Foundry Company, Malleable Iron Company, and other proposed industries in the same locality at Berwick, to bear in mind that the question of switching should receive due attention in any contract which we may make with the A.C.&F. Company. They wish to have a voice in the matter.

Yours truly,

Diet.T.E.C.

General Superintendent.

8053
114

October 14, 1902.

8053, Berwick, new connection with A.C. & F. Co.

Mr. W. H. Truesdale,
President.

Dear Sir:-

I am requested by our Freight Traffic Department, with reference to proposed new tracks to be constructed to reach the new plants of the American Car & Foundry Company, Malleable Iron Company, and other proposed industries in the same locality at Berwick, to bear in mind that the question of switching should receive due attention in any contract which we may make with the A.C. & F. Company. They wish to have a voice in this matter.

Yours respectfully,

Dict. T. E. C.

General Superintendent.

115
8053

October 14, 1902.

8053, Branch connecting with A.C. & F. Co. at Berwick.

Mr. J. B. Keefe,

Division Freight Agent.

Dear Sir:-

Returning papers received with your favor of 2nd instant file 6274, with reference to switching arrangements to reach various firms located on tracks of the American Car & Foundry Company at Berwick. Your suggestions are carefully noted and will be borne in mind as requested.

Yours truly,

Dict. T. E. C.

General Superintendent.

8053
Form D. F. A. 2.A.
5-02

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



Office of Division Freight Agent,

No. 608 MEARS BUILDING, SCRANTON, PA.

J. H. KEEFE,
Division Freight Agent.

12

Oct. 2, 1902.

IN YOUR REPLY PLEASE REFER TO
FILE No. 6274.....

Mr. T.F. Clarke,

Gen'l Supt.

Dear Sir:-

In order that you may have full advice on the question, I submit herewith my file of correspondence about the switching arrangement at Berwick to reach various firms located on the tracks of the American Car & Roundry Co.

Mr. Flynn suggests that we arrange with you to take notice of the matter if a new contract is drawn between the company and the Foundry people. I would thank you to return our correspondence after it has served your purpose.

Yours truly,

D.F.A.

DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY, 8053
117

W. H. TRUESDALE,
President,
NEW YORK.

✓ Office of President,
Truesdale

att
August 7, 1902.

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

Dear Sir:

I duly received your note enclosing clipping from Bloomsburg paper, with reference to the new line into Bloomsburg and Berwick. I have written Mr. Woodin, asking him a direct question as to whether their people are back of this enterprise, and will let you know what he says. I note what you say as to the letter written by Superintendent Lowery of the American Car & Foundry Company the day after you were at Berwick and confirming our verbal agreement on car service and the Per Diem question. I understand, of course, that you did not accept any interpretation of this arrangement by Mr. Lowery which eliminated car service and Per Diem entirely. The impressions I formed of Mr. Lowery when at Berwick (I had never seen him before) conform to your estimate of him, set forth in your note. He certainly is not a very broad-guaged individual. I believe, however, that Mr. Woodin will be disposed to do what is right in the matters we discussed when we were at Berwick recently.

Yours truly,

W. H. Truesdale
President.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

OFFICE OF SUPERINTENDENT,
SCRANTON, PA.EDWIN M. RINE,
Superintendent.

File 9731 - Switching at Berwick.

August 7th, 1902.

Mr. J. B. Keefe,
Div. Freight Agent.

Dear Sir,-

Please see your letter of July 21st in reference to switching charge on certain cars arriving at Berwick consigned J.W. Roberts for delivery on the tracks of the American Car & Foundry Co. I note that Agent Macdonald advises that Mr. Roberts was charged \$2.50 per car for the delivery of two cars on a certain track and that Chrisman Bros. were charged but \$1.00 per car for delivery of cars on the same tracks. It seems that all the cars referred to were delivered on what is known as the Chrisman Bros. switch, which, however, so far as we are able to learn, belongs to this company, but leads off from the main track leading to the American Car & Foundry Co's. Plant and the main track is owned by the A.C.&F.Co., so Div. Engineer Riegel advises.

Since the receipt of your letter the question of switching service has been raised with the A.C. & F.Co. in an informal way and while Mr. Lowry, the District Manager states they have no rules or special instructions governing switching, they will place cars at any point on their tracks for, as a rule, \$2.50 per car. He also states that they have a special arrangement with the Berwick Store Co., Berwick Electric Light Co., Berwick Water Co., Chrisman Bros. and one or two other concerns where the charge is but \$1.00 per car.

As this seems to be a Freight Dept. matter, I return to you Agent Macdonald's letter of July 20th together with a letter addressed to myself from him dated July 29th. I think for the present we had best let the matter stand as it is, unless General Freight Agent Flynn and yourself think a conference with the A.C.&F.Co. officials is necessary. A considerable amount of building is to be done in what is known as West Berwick and all deliveries of building material will probably be made from A.C.&F.Co's. tracks, the haul being too long from our tracks.

In case our Company decides to build a new track to connect with the new plant of the A. C. & F. Co., the plant of the Malleable Iron Company and other proposed industries in that vicinity, our Freight Department should consider the matter carefully and if possible have a contract executed with the A.C.&F.Co. covering the use of the new tracks and to include the switching on the old tracks if possible, as there is no question in my mind, but that we are in no position at the present time to dictate the matter of switch-

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

EDWIN M. RINE,
Superintendent.

Mr. J.B.K. #2--8-7.

ing service upon any of the tracks, but should consider our present experience as a difficulty that should be guarded against in case, as explained above, improvements in the way of additional tracks are made.

Yours truly,

A handwritten signature in cursive script, appearing to read "Edwin M. Rine". The signature is written in dark ink and has a long, sweeping underline.

Copy to T.E.C., P.J.F.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO. 119



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

July 12, 1902.

EDWIN M. RINE,
Superintendent.

Engines at A.C.&F.Co.

Memo. to General Supt. Clarke.

Referring to the attached. Yes sir, I have looked into this matter carefully myself a number of times. When the fourth engine was first put on, I went to Berwick and investigated as to its necessity and again after it had remained there ten days or so, going over the entire proposition with the Yardmaster, General Superintendent of the Foundry, as well as consulting with Mr. Lowry, District Manager.

I went to Berwick again this morning and went over the entire situation, conferring with Mr. Lowry and his General Superintendent, as well as their yardmaster, and in that conference I suggested to Mr. Lowry that he take up with their president the question of a more equitable division of the expense, since the fourth engine has been added on account of additional tracks and increased work, and as they are doing the work for the Malleable Iron plant that is being erected, also their very large steel plant that is under construction, in addition to the work that they had formerly. Mr. Lowry promised to take the matter up with Mr. Eaton, their president within the next week or ten days and submit a proposition to me. I do not see how we can get out of furnishing them one engine at the bottom of the hill to deliver stuff to the top as they want it. The other three engines will be required by them for switching purposes in their yard. As you no doubt know, they have some 40 cars of their own that are loaded at different points in their yard and switched around to different plants for their use in addition to the other switching service that is necessary.

If Mr. Lowry in his proposition will agree to pay the engineman who runs American Car & Foundry Co. engine #3 and is carried on Mr. Lloyd's rolls for \$60.00 per month, and the engineman and fireman on D.L.&W. engine #28, as well as pay the rental for the latter engine, I think it would be a fair proposition; but as stated to you personally, these people are not inclined to stand any crowding in matters of this kind and I refrained from going into it very deeply, leaving it entirely in their own hands and giving them their own time to submit the proposition, which, as stated above, Mr. Lowry will do shortly, when I will again confer with you.

I also went over the matter of more prompt release of foreign cars. Mr. Lowry has promised to renew their endeavors in this line and help us all possible.

I did not bring up car service matters with them.

E. M. R.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO. 120



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

EDWIN M. RINE,
Superintendent.

Engines at A. C. & F. Co.-Berwick.

July 8, 1902.

Mr. T. E. Clarke,
General Superintendent.

Dear Sir,-

Referring further to our conversation regarding matters in connection with the American Car & Foundry Co. at Berwick. As stated in my letter to you yesterday we are furnishing them an engine and crew paying all the men employed thereon in addition to the three engines now used by that company. Of the three referred to we furnish one engine, pay the engineman and fireman and the engineman's salary on one of their own engines, which is a total of \$200.00 per month outside of the additional or fourth engine.

Yours truly,

Edwin M. Rine

*EMR
Have you ever looked into this matter regarding this work to see whether it is done as expeditiously as should be? Seems to me that the road service management with 9 very important things to be done in this matter. I think you should do so soon.
29*

8053
(Form M. L. 2 A.)

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

121



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

EDWIN M. RINE,
Superintendent.

File 9070 - Delay to cars at Berwick.

July 7, 1902.

LACKAWANNA RAILROAD
OFFICE OF
SUPERINTENDENT
JUL - 9 1902
SCRANTON, PA.

Mr. T. E. Clarke,
General Superintendent.

Dear Sir,-

Please note attached request from Mr. W. F. Lowry, Dist. Mgr. of the American Car & Foundry Co. for an additional engine to take care of the business to and from their works. I have advised him that we have placed an engine at the foot of the hill temporarily. We noted going down the Bloom Saturday that about 100 cars were on hand for them that they are unable to get up. As Mr. Lowry has added several miles of track around his different plants, this is no doubt what has caused so much extra switching.

Yours truly,

8053
122

AMERICAN CAR AND FOUNDRY COMPANY.

BERWICK DISTRICT.

BERWICK, PA. July 3-02.M

Mr. Edwin M. Rine,
Supt., D.L. & W. R.R. Co.,
Scranton, Pa.

Dear Sir:-

The switches at the foot of our hill are congested again with freight, owing to our inability to handle the loaded cars at our various shops with two engines. The long reaches now out to the Berwick Malleable plant and to our new steel plant make it impossible for our two switch engines to get through with the work, and for this reason we must use No. 28 to help out. Please have your second engine come to us Monday morning next.

Yours truly,

W. K. Lowry
District Manager.

June 24, 1902.

8053 Subject - Berwick, engine furnished A. C. & F. Co., &c.
11097 " car service against A.C.& F.Co.

Mr. W. H. Truesdale,
President.

Dear Sir:-

As soon as possible after you return, I should like to confer with you regarding matters at Berwick, in connection with the American Car & Foundry Company, particularly on account of the per diem on foreign cars, of which they constantly have a good many on hand, and as you know are practically paying no car service, which, unless changed to place at least the responsibility for detention with them, will oblige us to incur considerable expense therefor. They are now indebted to us to the extent of about \$4500. for car service, having lately paid \$1400. to cover the last three months of 1901, at the same time filing application for refund. They are now holding off on further payments to see whether the refund will be made. We have favored them for several weeks past with an extra switch engine on account of their getting so far behind with their work, and for mutual advantage, but this is now discontinued while their shipments are materially reduced.

Respectfully yours,

Dict.T.E.C.

General Superintendent.

MEMO.

✓
May 27, 1902.

253
124

Mr. T. E. C.

Last P. M. we had 112 loaded cars at the foot of Berwick Hill for the American Car & Foundry Co., tracks all congested, outbound business being detained badly on account of it. I had the matter up with Mr. W. F. Lowry, Dist. Mgr. of the American Car & Foundry Co., asking when he would relieve us. He stated that he would be unable to do much unless we gave him a little assistance for a day or two in the way of an additional engine. This I have done.

E. M. R.

8053
125

February 28, 1902.

8053, Berwick, engine for American Car & Foundry Company.

Mr. Edwin M. Rine,
Superintendent.

Dear Sir:-

Replying to your's of 26th instant relative to switching facilities required at berwick to satisfactorily handle the business of the American Car & Foundry Company.

In view of the large business we get from these people at the present time I believe we will be justified in putting the additional switch engine on for the period named by you, i.e., a week or ten days, and we will not charge the Car & Foundry Company for the service.

These people have plans in prospect at Berwick which will largely increase their business and which it would be to our advantage to have carried out, making another reason why we should not draw the line too tight in the matter of additional facilities to be furnished at our expense.

Yours truly,

General Superintendent.

8053
126
DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY,

Office of President,

W. H. TRUESDALE,
President,
NEW YORK.

February 27th, 1902.

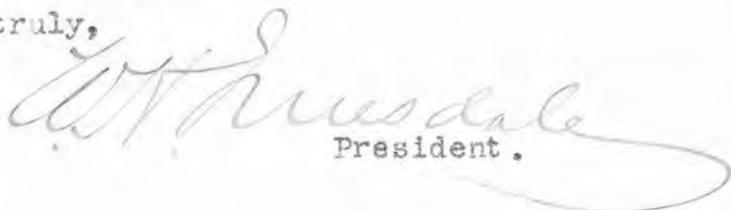
Mr. T. E. Clarke, Gen. Supt.,
Scranton, Pa.

Dear Sir:-

I return you herewith Mr. Rine's letter to you of the 26th with reference to increase in switching facilities desired by the American Car & Foundry Co. at Berwick. I think in view of the large business these people are doing which must pay this Company considerable revenue that we would be justified in putting on the additional switch engine required there for the length of time stated in Mr. Rine's letter to help clear up the situation and do this at our own expense.

These people have some other plans in prospect at Berwick which will largely increase their business there and which it would be very greatly to our advantage to have carried out, and I think this is another reason why just at this time we should not draw the line too fine on them in the matter of furnishing the additional facilities required at our own expense.

Yours truly,


President.

(Enc 6)

8053

(Form M. L. 2-A.)

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

127

EDWIN M. RINE,
Superintendent.

February 26th, 1902

Mr T.E. Clarke,
Gen. Supt.
Building,

Dear Sir:--

We have, at 12:00 o'clock noon to-day, for The American Car & Foundry Co., 194 loaded cars of freight; this is about the maximum number of cars we have had on hand for them for the last several days.

I have taken the matter up with them almost daily, and they promising to do better, at the same time explaining that the snow storm had retarded them to a great extent. They have not taken any condemned cars from us for about three weeks.

In conversation with Mr Johnson of that Company, at Berwick on the 'phone this morning; he requested that we loan him an engine to assist in handling the material from the bottom of the hill to the top of it, and assist also, in the placing the loads, stating that they had more work than their three engines could do; the three engines referred to includes engine No 28 which is furnished by this Company, we furnishing the engine and paying the engine crew, they paying the train crew. I asked Mr Johnson if they would be willing to accept a bill for the use of the engine, but he said that they would not, explaining that he thought this Company should furnish the engine and men free of charge.

There is no question but what they should have an additional engine for a week or ten days. Will you please advise if we shall give them one, and at what rate per day; also whether or not we should pay the train and engine crew. #

Yours truly

Edwin M. Rine

*Please note - msg from
our agt Berwick - re - this
matter*

EMR

2 - 1/2

The Delaware, Lackawanna & Western Railroad Co.

128
Form T. D. 5.

OPERATORS ARE REQUIRED TO WRITE ALL TELEGRAMS IN INK.

Office Rec'd from	Sent by	Rec'd by	Time Rec'd	TELEGRAM	Office Sent to	Sent by	Rec'd by	Time Sent
BR	R	J	4:52 P					
				TIME FILED			M.	



To
CWR

From
Dewick 7/26 1902

Mr. Lowrey declines to participate
in any expense of engine and crew
admitting he can handle sixty cars daily
on top of hill against an average of
32 cars with present facilities

J L M

8053

See 11097

July 13th, 1901.

File 8053.

T. H. C.

Referring to attached letters from Mr. Casey dated June 17th and July 12th, his file D. 402 in relation to request made for refund of car service charges as follows:

American Car & Foundry Co.	\$1,984.00
" " " "	6,525.00
Berwick Store Co. (A.C. & F. Co)	79.00
	<u>\$8,588.00.</u>

As shown in letter from Manager Thompson of the North Eastern Pennsylvania Car Service Association to Mr. Casey, June 30th, car service charges of the American Car & Foundry Co., are handled under a 24 hour average rule, under which rule practically all car service collected has been properly refunded. Their business, however, increased largely, beginning with the early part of the year 1900, and they were blocked with material in May and June of last year, being furnished an engine by the D. L. & W. in July or August to help them out, and under all the facts shown, the Car Service Association considers refund should be made.

The point, however, I wish to draw attention to is the fact that the D. L. & W. is now furnishing, without charge, to the American Car & Foundry Co., one engine with an engineman and fireman who are paid by us, in addition to which we pay \$60 per month of wages of one of their enginemen, making a daily expense to this Company of \$7.20, to say nothing of the value of the engine loaned them free.

On August 21st, 1900 President Truesdale wrote Mr. Russell to the effect that he was not familiar enough with the situation or the amount of service required by the American Car & Foundry Co., at Berwick, to know whether their request for additional engine was reasonable and same should be furnished at the expense of the D. L. & W., but told Mr. Russell that if, after looking into the matter further he considered such action should be taken, he would be authorized to go ahead and do so, in addition to which, authority was given to cancel some bills which had been made against the American Car & Foundry Co., for another engine loaned them while one of their own was undergoing repairs.

Attached hereto is copy of arrangement made on August 28th last.

As I understand the matter, under this arrangement we receive and deliver cars at the foot of the hill, the Foundry Company doing all switching to and from their works at the top of the hill, which, probably, we would be compelled to do if we did not furnish them an engine free.

G. A. P.

8053
S. M. P. & M.
(FORM 98-A.)

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO 130



Office of Superintendent Motive Power and Machinery,

In your reply refer to my No.60.....

T. S. LLOYD,
SUPT MOTIVE POWER AND MACHINERY

SCRANTON, PA.,

July 10, 1901.

Subject:

Mr. T. E. Clarke,
General Superintendent,

Dear Sir:-

Replying to your letter of July 3rd, regarding demurrage charges against the American Car & Foundry Co. We furnish one engine ^{and} + crew which I understand does exclusive work for the American Car & Foundry Co. In addition to this we pay an engineer *\$60.- per month who is running one of the engines belonging to them.

Yours truly,

S.M.P. & M.

L 28 C
 + Engineer \$ 3.25 Per day
 + Fireman 1.95 " " "
 * Engineer \$ 5.20 " " "
 2.00 " " "
 \$ 9.20

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SCRANTON, PA.

EDWIN M. RINE,
Superintendent.

July 8, 1901.

File 2321- Car service vs American Car & Foundry Company.

Mr. T. W. Clarke,
Gen'l Superintendent.

Dear Sir:-

Your letter of July 3rd, File 8053, on above subject. At this time this Company furnishes an engine to American Car & Foundry Company free of charge, they furnishing engine supplies, manning the engine and furnishing train crew. The engine is used for delivery of cars from tracks at the bottom of the hill to tracks of the American Car & Foundry Company at top of the hill, they using in addition to D. L. & W engine, either two or three additional engines to place the cars at their works after delivery at top of hill. The distance from the bottom of the hill to the top is about one mile, and about a two per cent grade. My understanding is that up to a little over a year ago, this Company delivered material for the American Car & Foundry Company on top of the hill, but at that time arrangements such as are in effect at present were made between them and Ex-General Superintendent Russell; copy of the agreement, however, I have been unable to locate.

Yours respectfully,

132
8053

See 11097

July 3, 1901.

8053-American Car & Foundry Co, Demurrage charges.

Mr. T. S. Lloyd,

Supt., M.P. & M.

Mr. B. M. Rine,

Superintendent.

Gentlemen:

We have request from the American Car & Foundry Co. for refund of demurrage charges amounting to almost \$2,000, before passing which I would like to have accurate information showing services we are rendering these people without charge at the present time in the way of furnishing them engines, supplies, or doing switching, together with information as to the point at which we are making deliveries to the Car & Foundry Co., and any other information that may have bearing upon this matter.

Will you kindly give me full report as early as practicable so far as your respective departments are concerned ?

Yours truly,

General Superintendent.



TELEGRAM.

133
FORM 53

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY'S TELEGRAPH.

All Telegrams must be written in ink on these blanks. The exact time sent, time received and initials of sending and receiving operator must be entered in proper spaces in every instance.

After transmitting Telegrams, which in their judgment would have served the Company's interest if sent by train mail, or which appear unnecessarily long, operators are required to forward a copy of same to Superintendent of Telegraph.

Received at 190 Sent by Rec'd by Time

BO OR Berwick dec 27 1900

Te C.

DL&W engine 28 pulls freight from foot of hill to the top and is afterwards handled by the two engines owned by the American Car Foundry Co.,

J G V.

211PM.



TELEGRAM.

(FORM 53.)

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY'S TELEGRAPH.

All Telegrams must be written in ink on these blanks. The exact time sent, time received and initials of sending and receiving operator must be entered in proper spaces in every instance.

After transmitting Telegrams, which in their judgment would have served the Company's interest if sent by train mail, or which appear unnecessarily long, operators are required to forward a copy of same to Superintendent of Telegraph.

Received at Scranton 12-27-00 190 Sent by Rec'd by Time

J G V Berwick

Your wire to Mr. Rine. What engine handles cars up the hill for the A.C. & F. Co. and am I correct in understanding that of the three engines they are working, two belong to the Car Company and one to the D.L. & W.? Waiting at wire for answer.

T E Clarke.



TELEGRAM.

(FORM 53.)

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY'S TELEGRAPH.

All Telegrams must be written in ink on these blanks. The exact time sent, time received and initials of sending and receiving operator must be entered in proper spaces in every instance.

After transmitting Telegrams, which in their judgment would have served the Company's interest if sent by train mail, or which appear unnecessarily long, operators are required to forward a copy of same to Superintendent of Telegraph.

Received at Scranton 12/26 1900 Sent by Rec'd by Time

EMR

yours date. The A.C. & F. Co are working three engines at there plant including D.L. & W. Eng No 28.

1 Eng belongs to A.C. & F. Co.

2 " " " D.L. & W. - No rent charged for either - D.L. & W. pays 1/2 and 7/8 premium standard wages, and \$60.00 per month (old wage schedule) to the Lud Engineer. D.L. & W. maintain

136
F053

Three engines are working on American Car & Foundry Company's tracks. Two of these engines are owned by the A.C. & F. Co.

Third engine, No. 28, is the property of the D.L. & W. No rent is charged for this engine, in addition to which the D.L. & W. maintains it.

The D.L. & W. pays the wages of one engineer and one fireman in the employ of the A.C. & F. Co. on the basis of present wage schedule, also pays \$60.00 per month to a second engineer latter being on basis of old wage schedule.

Engine furnished by the D.L. & W. is used to handle loads from connections up to the works at top of the hill, switching and rounding work being done by the crews on A.C. & F. engines.

(See 11097)

Aug. 28, 1900

American Car & Foundry Co.,
Berwick, Pa.

Gentlemen, --

Your representative, Mr. Woodin, called on me the other day and stated that you expected to increase your plant at Berwick, building an additional plant for the manufacture of iron or steel cars, and that if you did this you would require to put on a third engine, and he asked the question that in case you did have to put on a third engine, if the Railroad Company would stand the expense. I promised to confer with the President on the subject. I have done so, and I am now prepared to say to you, from this Company, with my knowledge of the work at that point, that when you require the third engine and crew and give this Company its share of the business in and out of there, that we will turn over one of our locomotives to your Company, you to furnish the Engineman, Fireman, fuel and oil and render a bill against this Company each month for the wages of the Engineman and Fireman, the coal and oil. This Company will keep the engine in ordinary repair at its expense on notification by your Company. Your Company will, however, be responsible for the operation of this engine so far as accidents are concerned, and you will also be responsible for any personal injury to the employes.

A.C. & F. Co. ---#2.

If this is satisfactory, I send you two copies, on the second please mark, "Accepted" across the face, return it to me and place the other in your files, and I will call upon your people at Berwick within a short time to go over the present switching to see what if any more expense we should stand as our portion of it. Yours truly,

Dict. E.G.R.

General Superintendent.

138
8053

Aug. 25, 1900.

File 8053, Billagst. Amer. Car & Fdy. Co. for eng, Berwick.

Mr. W. H. Truesdale,
President.

Dear Sir:-

Attached hereto please find bill for \$316.80 against the American Car & Foundry Co., Berwick, for use of engine 28 during the month of July, 1900, while there's was disabled.

Request is made that we cancel this bill on similar grounds that we cancelled bill, under your authority, for same service, month of June, i.e. amount of business that Company gives us. I would recommend that such action be taken.

Yours truly,

General Superintendent.

8053¹³⁹

Aug. 23, 00

File #3053.

Mr. O. C. Post,

Gen. Audr., New York.

Dear Sir,--

Referring to attached bill against the American Car & Foundry Company, Berwick, Pa., amount \$155.07, for use of engines and crews during month of June 1900:

In view of the amount of business these people give us, it has been decided to cancel this bill. Will you kindly arrange accordingly?

Yours truly,

General Superintendent.

AMERICAN CAR AND FOUNDRY COMPANY.

BERWICK DISTRICT.

BERWICK, PA. August 22nd, 1900S

Mr. E. G. Russell, Gen'l. Sup't.,
Dela., Lack., & West. R. R. Co.,
Scranton, Pennsylvania.

Dear Sir:-

Enclosed please find bill for use of engine during the month of July from which we would like to be relieved of payment for the same reasons as stated in my letter written in relation to the bill for the month of July and also my personal conversation with yourself.

Yours very truly,

W. J. Woodin
District Manager.

ENC#3

DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY.

Office of President,

W. H. TRUESDALE,
President,
NEW YORK.

August 21st, 1900

141
8053

Mr. E. G. Russell, Genl. Supt.,
Scranton, Pa.

Dear Sir:-

Noting yours of the 20th as to additional switching facilities which the American Car & Foundry people think they may want in the near future.

I am not familiar enough with the situation or the character of the service required at their works at Berwick to know whether their request in case such additional service shall be needed by them that we furnish engine and crew necessary without cost to that company is reasonable or not. If after going over the matter fully you deem the request is a reasonable one, I am willing you should arrange it on the basis indicated in your letter.

Yours truly,

W. H. Truesdale
President.

8053¹⁴³

Aug. 20, 1900

Subject: 14, American Car & Foundry Co., Berwick, switching.

Mr. W. H. Truesdale,
President, New York.

Dear Sir,--

Mr. Woodin, representing the American Car & Foundry Company of Berwick, called on me to-day, on the subject of switching at that point. You will remember down at our main track we have quite a little yard that accommodates the business to and from the Foundry Company's plant, which is situated way up the hill and is reached by a long inclined track. Mr. Woodin tells me that when this plant was first established, the Lackawanna Road furnished an engine and the men to do the switching, and they owned the track. They then made a proposition and turned the track and right of way over to the Lackawanna Road, but for some reason the thing never was consummated, and from time to time the Railroad Co. commenced to drop off what they were doing until it now stands that all the R.R.Co. is doing towards this switching, which occupies two crews and two engines, is to pay \$50. towards one Engineman's salary. The business is increasing so that they expect to require a third engine, and they think that we should furnish the third engine. In addition to this there

W.H.T.---#2.

is a question up with the American Car & Foundry Co., whether they will establish at Beriwck or Detroit, Mich., a steel car plant. These being the two points under consideration. The Berwick plant have made up their plans, specifications and estimates for that point. They feel that Detroit has some advantages over them, and they would like to be able to say, in presenting their prospectus, that the Jackawanna Railroad, in case three engines must be employed there, will pay for the expense of one engine and crew. I told him that I would confer with you and see how you stood upon the matter. I would strongly recommend that we permit him to state that in case three engines must be employed there, we will pay the expense of one. That is, we would let him have one of our engines and we would pay the repairs, supplies and the wages that he would have to pay the men, because we know he would not be required to pay as much as we would have to pay. He will take charge of the engine as his own. It will operate under their instructions, and they will be responsible for any accidents to the men or to the property, that may occur by the operation of the three engines. He states in case this deal is not consummated, we should participate in some of the expense of the present switching. I asked him to tabulate from the date the plant was started to to the present, just what agreements had been in existence, and I would meet him at his plant at any time, on that subject, and decide what we could do in the matter. Will you approve my recommendation?

Yours respectfully,

Dick E. G. P.