

File Unit - 002/002.01-08053.00.02



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File Unit Nbr: 08053.00.02
Catalog #: STEA 7158
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Category: CORRESPONDENCE
Dates: 1911-1912

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-F011

Proc By	
Processed By	Pat McKnight
Processing Date	September 2009

Record Id: 49812

Old-Post 120

001
8053

Berwick, Nescopeck Railway.

Scranton, Pa. Apr. 26, 1912.

LACKAWANNA R.R.
GEN'L SUPT'S OFFICE
APR 26 1912
FILE 8053

AWO

F. M. N.

Re. attached, I went to Berwick on No. 715 this AM and looked into the matter of over-time being made by our engine crew working at that point.

Engineer E. Norris advised me that engine has been called at 6 AM instead of 7 AM for sometime past, crew taking their meal hour between 12 noon and 1 PM and continued working until 6 PM, working 11 hours. Norris has been turning this in on time slip, waiving his rights to claim meal hour, according to agreement, on account of working 6 hours before getting time to eat.

I was unable to see yardmaster Frey as he is out of town for a few days, but, his Chief Clerk, Mr. Hendricks, advised me that time for engineers and switchmen working in Berwick, was handled by Mr. Frey, and, while our engine crew were working 11 hours, the balance of the engines, including the one manned by the S. B. & B. R. R., were working from 11 to 18 hours daily. This statement was corroborated by his time books, which, he permitted me to examine. Books showed that some of the switchmen had 58 and 60 hours over-time, and, this was without engines working Sundays.

I then called on Gen. Superintendent Johnson of the A. C. & F. Co. and talked the matter over with him. He stated that this was handled by the yardmaster, and, no doubt, same was necessary on account of heavy rush of business. He also stated that they had put on an extra crew recently, working them nights, so as to overcome this over-time. He also promised that he would look into this matter with his yardmaster, and, personally, watch same so as to eliminate over-time with our engine crew in the future.

H. J. M.

*EMR four 1/2 AM
notes from
will advise if any
changes in effect
HJM
4-26*

Scranton, Pa., April 19, 1912.

1953-88

Mr. E. M. Riney

General Superintendent.

Dear Sir:

The A.C. & F. Company, Berwick, recently instructed that Engineer Norris of Berwick switch engine work from 6.00 a.m. to 6.00 p.m., instead of from 7.00 a.m. to 6.00 p.m., requiring us to pay engine crew one hour overtime each day. I am giving you below statement showing number of cars loaded and empty delivered to and received from the A.C. & F. Company, which, in my opinion, does not justify this overtime:

	Delivered		Received		Total
April 1st.	17 LD	14 MTY	8 LD	18 MTY	57
2nd	8 "	12 "	4 "	18 "	42
3rd	9 "	12 "	13 "	10 "	44
4th	7 "	27 "	19 "	16 "	69
5th	15 "	13 "	9 "	9 "	46
6th	13 "	20 "	8 "	14 "	55
7th	9 "				9
8th	4 "	37 "	16 "	18 "	75
9th	13 "	1 "	8 "	15 "	37
10th	7 "	20 "	16 "	20 "	63
11th	3 "	15 "	5 "	22 "	45
12th	4 "	8 "	10 "	9 "	31
13th	9 "	17 "	14 "	5 "	45
14th	9 "	9 "			18
15th	3 "	3 "	8 "	4 "	18

Do you desire to take matter up with A.C. & F. Company, or would you prefer that I handle direct?

Yours truly,

E. M. Riney
 Superintendent.

LACKAWANNA R.R.
 GEN'L SUPT'S OFF.
 APR 20 1912
 FILE 8653

From
1953-88
Mr. E. M. Riney
General Superintendent.
Dear Sir:
The A.C. & F. Company, Berwick, recently instructed that Engineer Norris of Berwick switch engine work from 6.00 a.m. to 6.00 p.m., instead of from 7.00 a.m. to 6.00 p.m., requiring us to pay engine crew one hour overtime each day. I am giving you below statement showing number of cars loaded and empty delivered to and received from the A.C. & F. Company, which, in my opinion, does not justify this overtime:

BOROUGH OF BERWICK, PA.



SECRETARY'S OFFICE

December 26, 1911.

D. L. & W. R. R. Co.,
Scranton, Pennsylvania.

Gentlemen:-

I quote you below copy of resolution passed by Borough of Berwick Council at their meeting of the 22d inst.

Moved by Roup seconded by Karchner that the D. L. & W. R. R. Co., be notified to move their engine which they have standing on their tracks on Oak Street at nights and which is annoying residents, to their engine house.

Please acknowledge receipt of this letter.

Yours truly,

F. N. Ritter
Secretary.

[Handwritten initials]

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY,

Legal Department

WILLIAM S. JENNEY,
Vice-President and General Counsel,

DANIEL R. REESE,
General Attorney.

Scranton, Pa. Dec. 23, 1911.



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

Dear Sir:

As I advised you on the telephone today, we procured a preliminary injunction to restrain the Berwick & Nescopeck Street Railway Company from crossing our tracks at grade. Therefore, you may discontinue any further expense in connection with this matter.

Yours truly,
[Handwritten signature]

R/D

Copies to F.M.N.
L.L.T.



The Delaware, Lackawanna & Western Railroad Co.

006
Form T. D. 5
6-11

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

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

BE BRIEF.

From Scranton Pa Dec. 23 1911

191

To

F M Nowell, Scranton

Confirming verbal advice. You may discontinue effective tonight placing engineer and fireman on engine at Berwick to protect against crossing being put in by the Berwick and Nescopeck Ry, and may also discontinue having regular engineer and fireman on the Berwick engine work Sunday or holidays for the same purpose. Acknowledge.

E. M. Rine

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF CHIEF SPECIAL AGENT,
SCRANTON, PA.

F. H. SCHOEFFEL,
Chief Special Agent.

007
LACKAWANNA R.R. OFFICE
1911
FILE 8053

*1911
Lackawanna
car familiar with
this car*

December 20, 1911.

20118 - Berwick, Nescopeck & Berwick Street Railway.

Mr. T. E. Clarke,
General Superintendent.

*gsc note
Lackawanna
12/20*

Dear Sir:-

The Nescopeck & Berwick Street Railway left an empty car at the end of the line last night. They may have placed it there to use as a waiting room, but it was not lighted.

The councilmen, surveyors and Avery Sickles, General Foreman of the Railway Company, are having meetings every day and evening. We heard it rumored that Sickles intends to fight this company in court and not on the street. We also heard gossip to the effect that he is trying to get men to work for him at the rate of \$3.00 per day while putting in the proposed crossover. However, these rumors are not very substantial, for one can hear almost anything in that vicinity.

Yours truly,

F. H. Schoeffel
Chief Special Agent.

k-g

Copy EMR
DRR
GJR

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF CHIEF SPECIAL AGENT,

SCRANTON, PA.

F. H. SCHOEFFEL,
Chief Special Agent.

December 20, 1911.

20118 - Berwick, Nescopeck & Berwick Street Railway.


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General Superintendent.

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Yours truly,


Chief Special Agent.

k-g

Copy EMR ✓
DRR
GJR

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF CHIEF SPECIAL AGENT,
SCRANTON, PA.

F. H. SCHOEFFEL,
Chief Special Agent.

December 19, 1911.

20118 - Berwick, Nescopeck & Berwick Street Railway.

Mr. T. E. Clarke,
General Superintendent.

Dear Sir:-

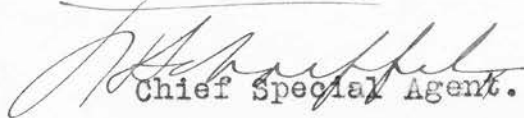
Referring to our previous reports in above subject.

The following from Special Officer Michaels at Berwick, dated December 18th:

"Avery Sickles of Berwick Railway and George Sterner, his general foreman, were down to the proposed crossover at 4:00 PM today and measured the rails and distance from the rail now in place to the crossover. Everything quiet at 8:00 PM.

There were about four or five men in the office of the Nescopeck & Berwick Street Railway at Market St., Berwick, looking over some charts at 8:20 PM."

Yours truly,


Chief Special Agent.

k-g

Copy EMR
DRR
GJR

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF CHIEF SPECIAL AGENT,
SCRANTON, PA.

F. H. SCHOEFFEL,
Chief Special Agent.

December 19, 1911.

20118 - Berwick, Nescopeck & Berwick Street Railway.

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Yours truly,


Chief Special Agent.

k-g

Copy EMR ✓
DRR
GJR

Subject.....

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



WATER SUPPLY DEPARTMENT

L. L. TALLYN,
Supt. Water Services.

Handwritten signature/initials

SCRANTON, PA.,

December 16th, 1911.

Mr. G. J. Ray,
Chief Engineer.

Dear Sir:

In regard to the grade crossing which the Berwick & Nescopeck Street Railway Company want to establish over the tracks of this company leading into the works of the American Car & Foundry Company at Berwick.

On November 29th, these people took the matter of a crossing up with Attorney Reese, stating that they would be ready to make this crossing in one week from that date. On December 13th, after taking the matter up with the Legal Department, we advised Mr. Avery Clinton Sickels, President of the Street Railway, as follows:

" Referring to your request for permission to cross over switch track leading to the American Car & Foundry Company's plant at Berwick, by the tracks of the Berwick & Nescopeck Street Railway Company at the intersection of Oak and Second Streets, would advise that we have taken this matter up with our company and it has declined to grant this permission.

Yesterday Mr. Sickels and the mayors of the two towns, Berwick and West Berwick, called, I believe, on Mr. Jenny at New York. Last night I had a 'phone message from your office to meet these same gentlemen at 10:00 a.m. in the Mayor's office at Berwick.

Mr. Mitchel, from General Attorney Reese's office, and

G. J. Ray -#2-

myself met these gentlemen and went over the matter on the ground, also Mr. A. C. Jackson, who is this company's legal attorney as well as being Borough Solicitor and I think, also, in some matters represents the Street Railway Company, went over the situation also on the ground with us.

I am sending you a blue print which shows the tracks which this company maintain. This is as per an agreement dated the 21st day of July 1910, but I do not know whether it has been executed or not, the crossing at Oak and Second Streets being the one which they want to put in at this time.

The situation, as I understand it is this, although I got it from the Street Railway people, Mr. Jackson and the two mayors. Certain of the officials of the American Car & Foundry Company own a tract of land to the northwest of this crossing which they wish to have developed and for this and probably other reasons they are in favor of this ^{line} land being built and operated. The mayors of Berwick and West Berwick seem to be extremely anxious to have this crossing made also.

Mr. Sickels' belief was that if this company would not enter into an agreement covering this crossing, that they would procede at once to take the matter in court and obtain permission in this way. You will note that on the next street south of Second or Front Street, there is already a crossing of the Columbia & Montour Electric Railway which is an entirely different concern from the Berwick & Nescopeck. It would seem that the

G. J. Ray -#2-

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G. J. Ray -#4-

& Foundry Company which would enter into this and which you
might want to consider farther.

Yours truly,

L. L. Tallyer.
Division Engineer.

t

Cy to Mr. E. M. Rine. ✓

8053⁰¹⁰

December 16th, 1911

8053

Mr. G. J. Ray,
Chief Engineer.

Dear Sir:

I have copy of Mr. Tallyn's letter to you today regarding grade crossing which the Berwick & Nescopeck Street Railway Company wish to establish over tracks of this Company leading to works of the American Car & Foundry Company, Berwick.

To forestall any attempt at crossing tracks on the part of the Street Railway Company, we are nightly providing engine crew at cost of \$7.68, they remaining on engine, ready to run on crossing if such an attempt is made. In addition to this, crew is also provided Sunday at cost of \$6.40.

Anything you may do to hurry decision so this department will be relieved of this expense, will be appreciated.

Yours truly,

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF CHIEF SPECIAL AGENT,
SCRANTON, PA.

011
LACKAWANNA R.R.
GEN. Supt. OFFICE
DEC 16 1911
FILE 8053

F. H. SCHOEFFEL,
Chief Special Agent.

December 15, 1911.

20118 - Berwick, Nescopeck & Berwick Street Railway.

Mr. T. E. Clarke,

General Superintendent.

Dear Sir:-

I enclose clipping from the Berwick Enterprise, 14th instant, referring to above matter as a hold-up on the part of the DL&W in not allowing the street car company to cross its tracks, and stating that Avery C. Sickels, President of the trolley company together with Burgess M. C. Heller, of Berwick, and W. W. Shannon, of West Berwick, left last night for New York to take the matter up with President Truesdale.

The article also states that if the negotiations fail in bringing about an agreement, the councils of Berwick and West Berwick are likely to meet and take up the situation, it being stated that the rights of the railroad company on the street, local violations of borough ordinances and state laws and possible action that could be taken, are subjects which are coming in for considerable discussion in connection with that which is being looked upon as a hold-up on the part of this company.

Yours truly,


Chief Special Agent.

k-g

Copy EMR
DRR
GJR

LOOKS LIKE HOLD-UP
BY D. L. & W. CO.

Make No Agreement With Trolley
Company and Keep Engine and
Detective on Guard.

With no inclination on the part of the D. L. and W. Railroad Company to allow the Berwick and Nescopeck Trolley Company to cross its tracks at Oak street, the situation has taken an interesting turn. Avery C. Sickels, president of the trolley company, together with Burgeses M. C. Hetler, Berwick, and W. W. Shannon, W. Berwick, leave tonight for New York to take up with President Truesdale the question of the division officers' refusal to act. That the situation will clear itself in a short time is the expectation of the trolley people but as to whether the wish is father to the thought remains to be seen. The railroad company, at any rate, is not releasing in the least its vigil at the crossing. Watchman are on hand by day and detectives at night with a switch engine fired up and crew on hand ready to be run over the crossing at a moment's notice.

If negotiations fail in bringing about an agreement, the Councils of Berwick and West Berwick are likely to meet and take up the situation. The rights of the railroad company on the street, local violations of borough ordinances and state laws and possible action that could be taken, are subjects which are coming in for considerable discussion in connection with that which is being looked upon as a hold-up on the part of the railroad company.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY,

Legal Department

WILLIAM S. JENNEY,
Vice-President and General Counsel,
DANIEL R. REESE,
General Attorney.

Scranton, Pa. Dec. 15, 1911.

Handwritten signature/initials

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

Dear Sir:

Replying to yours of the 14th inst. in connection with the Berwick & Nescopeck Railway Company crossing our tracks at grade, would advise that we have already notified the traction company that this company will not permit this grade crossing. Consequently, we may expect that they will take some drastic measures to force their way over, and we want to be fully prepared to protect this company's interests in case they take such steps.

The president of the Traction Company called me on the telephone the other day and said they would go into court and try to get over there. If they adopt that course then we will not need a watchman, nor exercise any other precaution, but if they do not adopt that course, and attempt to force their way over, then we do want to be protected against any such action. I am not in position to advise what other more economical arrangement can be made, but I fully believe that we will not be required to keep up the present arrangement very long.

Yours truly,
Handwritten signature

R/D

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY,

Legal Department

WILLIAM S. JENNEY,
Vice-President and General Counsel,
DANIEL R. REESE,
General Attorney.

Scranton, Pa.

Dec. 15, 1911.

Mr. A. C. Jackson,
Attorney at Law,
Berwick, Pa.

Dear Sir:

The president of the Berwick and Nescopeck Street Railroad Company called me on the telephone yesterday and advised that inasmuch as this company has refused to permit them to cross our tracks at grade, he was going to take the matter into court. I do not know just what action he can maintain in court, but this is to advise you that they are about to take some steps to go over our tracks, so that you will be in readiness in the event they take any action, and notify this office promptly.

Yours truly,



R/D

Copies to E.M.R.
L.L.T.
F.H.S.

8053 016

December 14th, 1911

Mr. D. R. Reese,
Gen. Attorney.

Dear Sir:

Acting upon advice from Legal and Special Agent's Department, to prevent the Nescopeck & Berwick Railway Company from crossing our tracks, Berwick, this department provided engine crews to be held available and run engine on point where crossing was to have been made, as follows:

Saturday night,	Dec.	9th,	engineer	and	fireman
Sunday	"	10th,	"	"	"
" night,	"	10th,	"	"	"
Monday	"	11th,	"	"	"

and nights December 12th and 13th crews were provided.

For each ten hours we hold crew on duty for this purpose it costs the Company \$6.40, not including overtime for time held in excess of ten hours.

Inasmuch as the Nescopeck & Berwick Railway has been advised by our Engineering Department we cannot accede to their request, I would thank you to advise promptly if still necessary for us to continue providing crew, that point, if some other, more economical arrangement cannot be made.

Please advise.

Yours truly,



The Delaware, Lackawanna & Western Railroad Co.

017
Form T. D. 5A
6-11

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

Office Rec'd from	Sent by	Rec'd by	Time Rec'd	TELEGRAM	Office Sent to	Sent by	Rec'd by	Time Sent
			3:47 P					
				TIME FILED				

BE BRIEF.

To

From

191

Arrangements have been made for
 Eng. Crew at Berwick every
 night until further notice

G.W.M.

~~1507~~ 018
853

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF CHIEF SPECIAL AGENT,
SCRANTON, PA.

F. H. SCHOEFFEL,
Chief Special Agent.

December 12, 1911.

Handwritten: Fmk ✓

20118 - Berwick, Nescopeck & Berwick Street Railway.

Mr. E. M. Rine,

Assistant General Superintendent.

Dear Sir:-

In the matter of the Nescopeck & Berwick Railway crossing. I understand that this company's reply to the Railway Company is to be made today or tomorrow by the Legal Department and will be to the effect that they cannot cross our track. We will continue our special officers there day and night, and would suggest that the extra engine crew as arranged last Saturday be also continued.

Yours truly,

Handwritten signature: F. H. Schoeffel
Chief Special Agent.

k-g

Copy TEC
DRR

8053 019

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF CHIEF SPECIAL AGENT,
SCRANTON, PA.

F. H. SCHOEFFEL,
Chief Special Agent.

December 11, 1911.

20118 - Berwick, Nescopeck & Berwick Street Railway.

Mr. T. E. Clarke,

General Superintendent.

Dear Sir:-

The Nescopeck & Berwick Railway Company has the track completed on both sides of Oak Street on Second Street, against the Oak Street sidewalk and the trolley wire is in place. If I am not mistaken, I think there is a law calling for high tension wires to be protected by ~~cable~~ ^{wire} underneath wire where same crosses a railroad. The railway people think they will get permission to cross the tracks by tomorrow.

The engine crew on the AC&F engine worked Saturday night until relieved by an engineer and fireman sent down from Kingston. This operation was repeated last night.

Mr. Avery Siegel came to the crossing about 9:30 PM, Saturday, but made no attempt to do anything and returned to his house. He again looked over the ground yesterday. He appeared to be very anxious to engage in conversation with our special officers there. He stated that he heard the DL&W had watchers on the job, at the same time stated that he had been communicating with DL&W officials daily for the past week, and expected to get permission to get in the cross-over by Tuesday, the 12th. Also stated that the best engineers employed on the DL&W would be there to look after the job, and that the engineers from the Steelton Shops took measurements of frogs, and that he could put the same in place in about one hour.

Yours truly,

Chief Special Agent.

k-g

Copy EMR
DRR
GJR

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF CHIEF SPECIAL AGENT,
SCRANTON, PA.

LACKAWANNA R.R.
GEN'L SUPT'S OFFICE
DEC
8
1911

F. H. SCHOEFFEL,
Chief Special Agent.

December 8, 1911 FILE

20118 - Berwick, Nescopeck & Berwick Street Railway.

Mr. T. E. Clarke,
General Superintendent.

Dear Sir:-

Referring to the matter of Berwick & Nescopeck
Railway at Berwick.

I am in receipt of the following report from
Special Officer Michaels, dated 7th instant, whom we have
stationed at that point days to guard against any attempt
on the part of the Railway Company to cross our track.

"Everything up to present OK. The contractor is
laying the rails today about five hundred feet from DL&W
tracks, and will probably have them laid up to the place
where the crossing is supposed to be put in. I was informed
today that he would probably attempt to put the crossing in
Saturday and Sunday, as there will be no engines passing there
on Sunday or on Saturday, if the American Car & Foundry Co.
plant does not work. They have been working some Saturdays
recently, so that he may do something this Saturday night
and Sunday. He is waiting for permission to cross our tracks,
or atleast that is what he told the section foreman today.
I think it would be a good idea to have Engineer Harry Norris,
working on DL&W engine 2, hauling cars from the shops to the
Berwick Yard, instructed to be out and run his engine back
and forth over the crossing, which will give us more time
to act, in the event that they make an attempt to tear up
the tracks to place the cross-over." I know where this
Engineer lives, but he should be notified through the Supt's
office."

Have you any instructions in the matter?

Yours truly,

F. H. Schoeffel
Chief Special Agent.

k-g
Copy EMR
DRR
GJR
PD

EMR
Major
adolph
extreme
if necessary
this
we shall
be advised
today
by phone
He is
with the
board
12/19

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF CHIEF SPECIAL AGENT,
SCRANTON, PA.

F. H. SCHOEFFEL,
Chief Special Agent.

James

December 8, 1911.

20118 - Berwick, Nescopeck & Berwick Street Railway.

Mr. T. E. Clarke,

General Superintendent.

Dear Sir:-

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"Everything up to present OK. The contractor is laying the rails today about five hundred feet from DL&W tracks, and will probably have them laid up to the place where the crossing is supposed to be put in. I was informed today that he would probably attempt to put the crossing in Saturday and Sunday, and there will be no engines passing there on Sunday or on Saturday, if the American Car & Foundry Co. plant does not work. They have been working some Saturdays recently, so that he may do something this Saturday night and Sunday. He is waiting for permission to cross our tracks, or atleast that is what he told the section foreman today. I think it would be a good idea to have Engineer Harry Norris, working on DL&W engine 2, hauling cars from the shops to the Berwick Yard, instructed to be out and run his engine back and forth over the crossing, which will give us more time to act, in the event that they make an attempt to tear up the tracks to place the cross-over." I know where this Engineer lives, but he should be notified through the Supt's office."

Have you any instructions in the matter?

Yours truly,

F. H. Schoeffel
Chief Special Agent.

*All arranged for Eng and fireman to stay on job - 10
Supt's office
JHS*

k-g
Copy EMR
DRR
GJR
FD

To: Rins

We requested the Recce
to have watchmen placed
on this crossing. You have
this matter in hand and
will advise you freely
later.

1 Jan 1942

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF CHIEF SPECIAL AGENT,

SCRANTON, PA.

LACKAWANNA R.R.
DEC 5 1911
FILE 15402

F. H. SCHOEFFEL,
Chief Special Agent.

December 5, 1911.

20118 - Berwick, Nescopeck & Berwick Street Railway.

Mr. T. E. Clarke,
General Superintendent.

Dear Sir:-

On receipt of telephone advice this afternoon from General Attorney Reese that the Nescopeck & Berwick Street Railway had graded their track to conform to grade of our track leading to the American Car & Foundry Works at Berwick, and that the matter should be watched, pending an answer from this company to the Street Railway Company, relative to permission to cross our tracks, I sent a man there on No. 703 with instructions to watch out, and if any attempt was made to cross our tracks to immediately notify Judge Hinckley, at Danville, who is fully informed of the subject. The day man to remain there until relieved by night man, both to board at Berwick.

On inquiry of Mr. Reese as to how long our men will be required there, he was not able to say, adding that the matter had been referred to Mr. Ray.

I merely write this for the purpose of showing the expense of two men boarding at that point and for your information.

Yours truly,

F. H. Schoeffel
Chief Special Agent.

K-g Copy DRR

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