

File Unit - 002/002.01-18002.00.01



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Extent

Count	[Count]1
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Title: DL&W RR--Correspondence--General Superintendent--18002: Side Tracks--Utica Knitting Company--Clayville, NY

Add By: RED
Add Date: 9/8/2009 5:03:23 PM
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Proc By

Processed By	Pat McKnight
Processing Date	September 2009

Record Id: 50623

18002
2867

October 14th, 1914

Mr. Quentin McAdam, Treas. & Gen. Mgr.,
Clayville Knitting Company,
Utica, N.Y.

Dear Mr. McAdam:

I have your letter of September 30th and note what you say about the track layout for your Clayville plant, namely, that it will be satisfactory to allow this matter to rest until another year, this decision due to general business conditions, and that you hope and expect to take the matter up next season and put it through.

Yours very truly,

CC - E.M. Rine ✓
File 18002
G.J. Ray
File 5474
Frank Cizek

Industrial Commissioner.

JPK

18002

Binghamton, New York,

September 30, 1914.

Mr. E. M. Rine:

Your letter August 24th, file 18002, with regard to proposed new track to serve Utica Knitting Company, Clayville, and returning Mr. Ray's letter to Industrial Commissioner Keefe, dated August 21st.

Mr. McAdam of that concern was to notify our company after taking matter up with his directors if it was "OK" to proceed with the proposition but, not hearing from him, Mr. Keefe has advised him that owing to lateness of the season, our people would prefer to let this matter go over until first thing next spring and I do not think the Knitting Company will have any serious objections to this program.


Superintendent.

18002.

August 24, 1914.

18002: Clayville, Facilities, Utica Knitting Company.

Mr. Frank Cizek,
Superintendent.

Dear Sir:

I enclose copy of letter from Chief Engineer Ray to the Industrial Commissioner, dated August 21, about postponing until next year construction of track at plant of the Utica Knitting Company, Clayville, N. Y.

Please let me have your opinion on putting this over until next year.

Yours truly,

1-G

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD

DEL. & W. R.R.
GENL. SUPT'S OFFICE
AUG
24
1914
FILE 18002

Office of CHIEF ENGINEER.

Hoboken, N. J. File=5474

G. J. RAY,
Chief Engineer.

August 21, 1914.

Mr. J. B. Keefe,
Industrial Commissioner,
New York City.

Dear Sir:-

I am enclosing herewith additional copies of estimate covering construction of track at plant of the Utica Knitting Company at Clayville.

I am today writing Mr. Rine with a view of determining whether or not this work cannot be postponed until next year. As you are aware, we have reduced our forces to nine hours per day and five days per week, and we should not attempt to start any work which could just as well be postponed until another season.

I will advise you as soon as I hear from Mr. Rine.

Your file 2867, letter of August 20th.

Yours truly,

G. J. Ray
Chief Engineer.

cy EMR - Can this work go over for another year.

18002

August 16, 1914

18002: Clayville, Facilities, Utica Knitting Company.

Mr. J. B. Keefe,

Industrial Commissioner.

Dear Sir:

Replying to yours August 11, file 2867, and returning blue print relative to track layout at Clayville for the Utica Knitting Company.

I am willing to proceed with the arrangement now suggested, viz, the Knitting Company to give us an easement to as much of their land as in the judgment of our Engineering Department is necessary to take care of future requirements for team track deliveries at that point, the expense for the side track and trestle facilities to serve their plant to be divided equally between the Knitting Company and the D.L.& W.R.R.Co. Blue print returned herewith.

Yours truly,

1-B

Binghamton, New York,

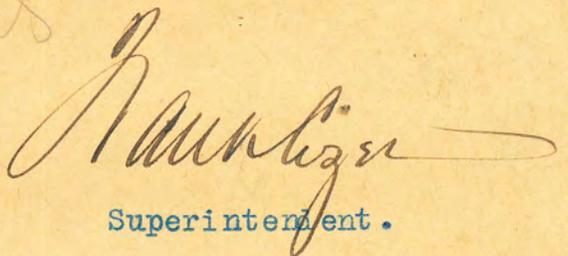
August 14, 1914.

Mr. E. M. Rine:

Returning papers sent me with yours 13th, file 18002, with regard to additional track facilities for Utica Knitting Company, Clayville.

I know of no reason why we should insist on that company deeding us any property for a future team track but, on the other hand, we should be satisfied with an easement as suggested by Industrial Commissioner Keefe and which Mr. McAdam stated to us when we talked to him on this subject they would be perfectly willing to give us.

This will answer our every purpose and we should let it go at that.

②
W. M. C. 8

Superintendent.

18002

August 13, 1914

18002: Clayville - Facilities, Utica Knitting Company.

Mr. F. Cizek,

Superintendent.

Dear Sir:

Referring to yours June 26, no file, about proposed side track facilities at Clayville, for Utica Knitting Company.

You will note from letter from Mr. J. B. Keefe, dated August 11, file 2867, attached, that he had no understanding with the officers of the Company that they were to convey the property to us by deed on consideration of our providing the facilities requested, but that they are willing to give us easement to the land in question. With prompt return of papers let me have your recommendations on the proposition.

Yours truly,

1-B

The Delaware, Lackawanna & Western Railroad Company.

INDUSTRIAL DEPARTMENT

File 2867

August 11th, 1914

18002

Mr. E. M. Rine:

Referring to your file 18002, about track layout at Clayville, for the Utica Knitting Company. I hand you, herewith, copy of blue print prepared by the Engineering Department showing the area of land required by us for team track purposes.

In your letter of July 6th, you state your willingness to join in recommending a certain division of the cost of providing tracks for the Knitting Company if they will deed to us the necessary land required for our purposes; we had no understanding with the officers of the Knitting Company about conveying by deed any land, but we do understand that they are willing to give us easement to this land which will answer our purpose equally as well and lighten our tax burdens, in other words, the owners will pay the taxes and we will have the use of the land.

Is the layout as shown by the attached blue print satisfactory to you and are we authorized by you to continue negotiations with the Knitting Company on basis of acquiring the land by easement rather than by deed?

J B Keefe ✓

18002

July 6, 1914.

18002: Clayville, side track Utica Knitting Co.

Mr. J. B. Keefe,

Industrial Commissioner.

Dear Sir:

Replying to yours July 1, file 2867, about division of expense in connection with side track and trestle at Clayville to serve the Utica Knitting Company.

I have had no conversation with the President on this subject, so that I do not know from him personally his opinion as to how he desires the expense divided. I would recommend, however, that we divide the expense equally, providing the Knitting Company will give us deed without cost to as much of their land as in the judgement of our Engineering Department is necessary to take care of future requirements for team track deliveries at that point.

Yours truly,

l-p

18002

The Delaware, Lackawanna & Western Railroad Company.

INDUSTRIAL DEPARTMENT

File 2867

July 1st, 1914

Mr. E. M. Rine:

Your two letters of June 27th and 30th, file 18002, first one quoting letter from Superintendent Cizek as to the conclusions reached by the President in relation to this trackage and division of cost. According to the last estimate prepared by the engineers, dated June 19th, 1914, the track itself--total length 1060 Ft.--will cost \$3731.35 less credit of \$102.08 for scrap rails and fastenings coming out of existing trackage, total \$3629.27. The cost of the trestle--252 feet-- is \$2838.13.

I am not clear from either of your letters mentioned that it was the President's plan that we were to join in assuming any share of the cost of the trestle work, and Mr. Cizek's letter does not seem to be quite clear on this point.

While nothing specific was covered in the conference we had with Mr. McAdam, I think it is perhaps in his mind that we will divide the total cost equally, in return for the use of his land and other considerations, and I would like to know if we are privileged to represent that you concur in this arrangement.

Please advise promptly, in order that we may present this matter to Mr. Flynn.

J B Keefe ✓

18002.

June 30, 1914.

18002: Clayville, side track Utica Knitting Co.

Mr. J. B. Keefe,
Industrial Commissioner.

Dear Sir:

Replying to yours June 29, file 2867, side track facilities at Clayville for the Utica Knitting Company. I think your Department is in a better position to judge as to the proportion of this expense to be borne by the Knitting Company.

Yours truly,

1-p

The Delaware, Lackawanna & Western Railroad Company.

INDUSTRIAL DEPARTMENT

File 2887

DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY
GENERAL SUPT'S OFFICE
JUN 30 1914
18002

June 29th, 1914

Mr. E. M. Rine:

Your letter of June 27th, file
18002, about side track facilities, at Clayville, N.Y.

Are we to understand that you approve the
proposition based on our dividing the total cost of this track,
trestle and all, with the Knitting Company, and shall we go
ahead and conclude negotiations on the basis of my letter
dated June 23rd?

J B Keefe

18002

June 27, 1914.

18002: Clayville, side track Utica Knitting Co.

Copy Mr. G.J.Ray

Mr. J. B. Keefe,
Industrial Commissioner.

Dear Sir:

Replying to yours June 23, file 2867, and returning blueprint and estimate of facilities at Clayville to serve the Utica Knitting Company. So far as operations of the track is concerned, there is no objection to the construction as proposed. I had no knowledge personally that the President had considered this matter, and on making inquiry of Superintendent Cizek he advises:

"I heard the President express himself on at least one or two of his trips over the division that it would be very desirable to make some deal with the Utica Knitting Company at that point whereby a track would be built on which to accommodate their business at the mill, thus relieving our team track of said business which would give us ample team track to take care of outside business. On his last trip through Clayville he was informed of our recent negotiations with Knitting Company and of our proposition to them, viz: that we would stand one-half of the expense and he stated that if this could be done, it would be a good proposition for the Company and it should be arranged. At the time, however, we had in mind the first estimate of Engineering Department, which amounted to in neighborhood of \$5,000.00."

In our negotiations with the Knitting Company it should be understood however, in addition to their bearing 50% of the expense, they shall deed to us such land as in the judgment of our Engineering Department as is necessary for team track facilities at that point.

Yours truly,

18002

Binghamton, New York,

June 26, 1914.

Mr. E. M. Rine:

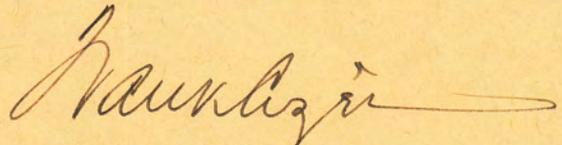
Referring to your letters June 23rd and 24th and returning enclosures sent me with each regarding proposed track to serve Utica Knitting Company at Clayville.

In reply to first letter, would state that there are no objections from an operating standpoint to construction of track as proposed on the blue print.

With regard to inquiry contained in second letter. I heard the President express himself on at least one or two of his trips over the division that it would be very desirable to make some deal with Utica Knitting Company at that point whereby a track would be built on which to accommodate their business at the mill, thus relieving our team track of said business which would give us ample team track to take care of outside business. On his last trip through Clayville he was informed of our recent negotiations with Knitting Company and of our proposition to them, viz: that we would stand one-half of the expense and he stated that, if **this** could be done, it would be a good proposition for the company and it should be so arranged. At the time, however, we had in mind the first estimate of Engineering Department, which amounted to in neighborhood of \$5000.00. //

In closing up the deal with Knitting Company, and I certainly recommend that same be done on basis of fifty percent, we should reserve right to at any future time lay an additional team track on Knitting Company's property between proposed switch and our freight station.

It was distinctly stated by Mr. McAdam at conference I attended with him on this subject that they would be perfectly willing for us to use any of their property for this purpose whenever we so desired, and this should be agreed to in writing at time the deal is made as it may be that at present time we would not want to avail ourselves of the privilege.


Superintendent.

18002

June 24, 1914.

Mr. Frank Cizek,
Superintendent.

Dear Sir:

Please note attached from Industrial Commissioner Keefe in connection with facilities at Clayville account Utica Knitting Company, about which I wrote you yesterday. With respect to Mr. Keefe's postscript: The President has not up to the present time expressed his views of the matter to me and it may be that Mr. Keefe secured his information from you. If this is correct, please advise what Mr. Truesdale's views were and your own recommendations.

Yours truly,

3-J.

18002

June 23, 1914.

18002: Clayville, Facilities, Utica Knitting Company.

Mr. Frank Cizek,
Superintendent.

Dear Sir:

I enclose copy of letter from Chief Engineer Ray, dated June 22, file 5474; also blue print of layout for track facilities to serve the Utica Knitting Company at Clayville, N. Y.

Please advise if you see any objection from an Operating standpoint.

Yours truly,

1-G

The Delaware, Lackawanna & Western Railroad Company.

DELAWARE, LACKAWANNA R.R.
GEN'L SUPT'S OFFICE
JUN
24
1914
FILE 18002

INDUSTRIAL DEPARTMENT

File 2867

June 23rd, 1914

Mr. E. M. Rine:

Referring to Mr. Ray's letter of June 22nd, file 5474, sending us blue print and estimate covering track layout to serve the Utica Knitting Company, at Clayville, N.Y.

New estimate shows this new layout to be very much more expensive than the former scheme and before submitting the print to Mr. McAdam, General Manager of the Knitting Company, I would like to know if it is your plan that we divide the entire cost, including the trestle, with the Knitting Company in order that by so doing we may secure necessary team track and other station facilities at Clayville.

We had a conference with Mr. McAdam, March 24th, in relation to the former layout and estimate, two schemes being submitted at that time, one to cost \$5032.36 the other \$4538.01 (these figures including cost of trestle) and at that time Mr. McAdam agreed to divide the cost of the ~~new~~ ~~layout~~ layout equally between his Company and ours, and in the numerous discussions we have had with yourself, ~~and~~ Superintendent Cizek, and others, we gather that this was thought to be a fair proposition for us.

Mr. Wickham's office advised me that the former estimate was prepared on the basis of prices, etc., in 1907, when the estimate was first made.

If you will advise, promptly, your wishes in this matter we will confer with Mr. McAdam and decide, without further delay, what is to be done.

P.S:

J B Keefe

As I recall, it was stated to me, by either yourself or Mr. Cizek, that the President had approved this and felt that an equal division with the Knitting Company would be entirely fair. Mr. Flynn seems to feel that before we can go ahead with the matter it will be necessary to have the President's approval, unless you care to instruct us to proceed with the work.

JBK ✓

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Office of CHIEF ENGINEER,

Hoboken, N. J. File==5474

G. J. RAY,
Chief Engineer.

June 22, 1914.

LACKAWANNA
GEN'L SUPT
JUL 23
18002

Mr. J. B. Keefe,

Industrial Commissioner,

New York City.

Dear Sir:-

Herewith blue print showing track layout to serve the Utica Knitting Company at Clayville, N. Y.

So far as this Department is concerned, there is no objection to the construction of this track, and I am sending copy of this letter together with copy of print to Mr. Rine for his information. I assume that he will advise you if satisfactory from an Operating standpoint.

In negotiating with the Knitting Company for the construction of this track, I assume that you will not overlook the requirements of our Operating Department in the way of team track facilities at this point, and that any arrangement made for the construction of track will give us permission to utilize their property for team track facilities.

Yours truly,

G. J. Ray
Chief Engineer.

cc--EMR

ESTIMATED COST OF PROPOSED TRACK TO SERVE THE
 UTICA KNITTING COMPANY
 CLAYVILLE, N. Y.

.
 Total length 1060 feet.

On R. R. property 60 feet.
 Off R. R. property, 1000 feet.

30 cu. yds. rip-rap	@	\$1.00	\$ 30.00
4066 " embankment,		.50	2033.00
25.50 tons 80# relaying rail,		20.00	510.00
71 prs. angle bars,		.60	42.60
426 track bolts,		.03	12.78
426 nut locks,		.0054	2.30
1092 lbs. track spikes,		.02	21.84
456 Second class track ties,		.92	419.52
546 cu. yds. ballast,		.25	136.50
820 ft., labor laying and surfacing,		.18	147.60
240 " labor laying,		.15	36.00
			\$3392.14.

TRESTLE WORK.

Length of trestle 252 feet.

2640 lin. ft piling (88 - 30' piles)		.35	\$ 924.00
31190 ft. B. M. timber,		48.00	1497.12
3200 lbs. spikes, bolts, washers etc.,		.03	96.00
1800 ft. BM. planking in driveways,		35.00	63.00
			\$2580.12.

Engr., Supts., etc. 10%

\$5972.26.
 597.22

\$6569.48.

Less Credit
 6.38 tons scrap rail and fastenings, 16.00

102.08

TOTAL. \$6467.40.

NOTE: The labor charge on this estimate is based on ordinary weather conditions during the season of construction. It does not include breaking frost, shoveling snow or extra labor involved in laying tracks in winter weather. All extra labor performed on account of adverse weather conditions as above cited will be an addition to the above estimate.

Original 1907.
 Division Engineer's Office,
 Binghamton, N. Y.
 June 19, 1914.....RWA. revised.

✓

RECEIVED
DIVISION OF
APR
20
1914
File 2867 18002

April 17, 1914

Mr. G. J. Ray:

Your letter of April 16th, about track layout at Clayville, N.Y., for the Utica Knitting Company.

Through oversight, we failed to send you copies of our correspondence which has been largely conducted with Superintendent Cizek and Division Engineer Wickham. Some time ago we received from the Division Engineer plan showing layout which would serve the Knitting Company, as well as take care of our own wants at Clayville: the estimated cost of one plan was \$5032.36 known as line "A", and the other plan \$4538.01 known as line "B". We submitted blue print to Mr. McAdam, on the occasion of a recent personal call we made on him, at Utica, and he desired to lay the matter before his Board of Directors, which was afterward done. We then received information from Mr. McAdam that neither one of the plans was just what they wanted, and since then the Knitting Company's engineers have been on the ground and submitted a tracing, showing their wants, and this was sent to Mr. Wickham under date of April 15th with copy of Mr. McAdam's letter telling just what they wished to have worked out.

Both Superintendent Cizek and Division Engineer Wickham thought that if we could get the consent of the Clayville people to assume fifty per cent. of the cost of track layout, in addition to their providing right-of-way beyond our property, giving

Mr. G. J. Ray - Sheet No. 2 - April 17, 1914

us the right to use this track layout for teaming purposes, etc., etc., which would include driveway and crossings and whatever might be necessary, that we would be providing proper arrangements on very favorable basis, and Mr. McAdam has already agreed with us to assume fifty (50%) per cent. of the cost, when it is determined just what the requirements are.

We will follow the matter up, actively, and will hereafter keep you fully advised of developments.

J B Keefe

Copy - Mr. E.M. Rine (Personal)

Our recent conversation.

JBK ✓

18002

Binghamton, New York,

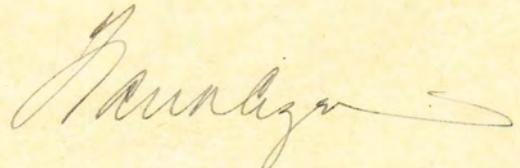
April 2nd, 1914.

Mr. J. B. Keefe:

✓
Answering your joint letter 31st, addressed to Division Engineer Wickham and myself, with regard to tracks to serve Utica Knitting Company, Clayville.

Am prepared to join you in recommendation that track as proposed by constructed, each party to assume one-half the cost thereof, in view of decided advantage it will be to our company and increased facilities we will secure thereby at Clayville, which are now very badly needed.

I am glad to note definitely that Mr. McAdam has accepted our offer for his company.



Superintendent.

CC-EMR
CEW

18052
Binghamton, New York,

March 27th, 1914.

Mr. Keefe:
As information
J.C.
Mr. J. B. Keefe:

Replying to your letter 26th, file 2867, asking for information with regard to station facilities at Clayville.

For several years we have been badly cramped for room at this station, both in our freight house and on team track, the latter holding but five cars and, in addition, we can place four team track cars on passing track, making total of nine.

Seventy to eighty percent of our team track business is for Utica Knitting Company. If we build a track such as is now proposed to serve Utica Knitting Company, it will relieve the situation so far as team track cars are concerned and it will not be necessary to provide any more facilities, which it is at the present time, and with room for nine team track cars we can take care of our town business at Clayville for sometime to come.

By building this proposed track to Utica Knitting mill, it will do away with present coal trestle located south of our station and, if at any time in future it is deemed advisable or necessary to build an additional team track, one can be laid on the site of this trestle to hold eight or ten cars and, as you will recollect, Mr. McAdam stated at our recent conference that there would be no objection on their part to giving us right to lay such a team track.

Their finished product and also some of their raw material, which is now handled through our freight house, can be handled direct to new warehouse which will be located on this new track and thus materially reduce congestion in our small freight house at this point.

From an operating standpoint, it is important therefore that this track to serve Utica Knitting Company be built so as to afford the necessary relief and obviate necessity of hauling cars by Clayville, which we are continually doing on account having no room to place them, making it necessary to bring cars back next day after room is made.

This is one of the most congested points on account of lack of facilities that we have on the division.

As information, our gross freight earnings at Clayville last month were \$3827.60 and of this the Utica Knitting Company's business amounted to \$2703.20.

CC-BMR ↙

Superintendent.

Side track at Clayville 18002

Binghamton, New York,

February 7th, 1914.

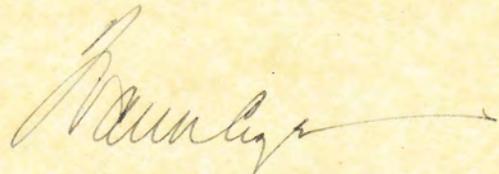
Messrs

J. B. Keefe

C. E. Wickham

Mr. McAdam of Utica Knitting Company can see us at his office, Utica, 2.00 P. M. Wednesday next, 11th inst., and I take it from previous advice from both you gentlemen that this is satisfactory for you to be on hand at that time, and it will so be understood.

If Mr. Keefe will come up on No. 15, we can go up on No. 815 together.


Superintendent.

EMR
CC-CLB

File 2867

February 3, 1914

Mr. Frank Cizek:

Referring to your letter of the 1st instant about accompanying yourself and Division Engineer Wickham to Clayville, in order to decide on layout for the Utica Knitting Company.

Owing to other engagements, I will not be able to get up-state this week, but if yourself and Mr. Wickham will fix a definite date for next week, I will be on hand.

Please advise.

CC - E.M. Rine ✓
C.E. Wickham

J B Keefe

JMK

Binghamton, New York,

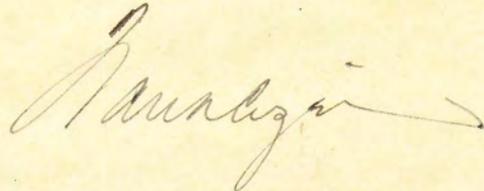
February 1, 1914.

Mr. J. B. Keefe:

I trust you can make it convenient to go to Utica with Division Engineer Wickham and myself in near future to go into Utica Knitting Company's side track proposition. *Clayville*

This is particularly important at this time in view of fact that the old church adjoining our depot property at Clayville was recently burned down and we might make a deal with Knitting Co. for this property, which both Mr. Wickham and myself consider important for this company to own when lining up for future depot facilities at that point which we are in bad need of.

So far as I am concerned, can go any day this week after Tuesday.



Superintendent.

CC-EMR ✓
CEW

18007

December 6, 1913.

Subject: Clayville, side track, Utica Knitting Company.

Mr. J. B. Keefe,

Industrial Commissioner.

Dear Sir:

Referring to Mr. Ray's letter to you dated December 1, his file 1448-94, with blueprint and estimate of side track to serve the Utica Knitting Company at Clayville, N. Y. I see no objection to the construction from an operating standpoint.

Yours truly,

l-w

Copy to GJR

222
Binghamton, New York,

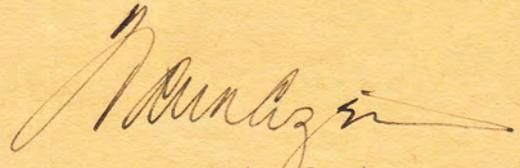
December 5, 1913.

Mr. E. M. Rine:

Your letter 3rd, file 18002, and returning enclosures.

Industrial Commissioner Keefe will call on Utica Knitting Company shortly and go into matter of proposed side track.

I am very much in favor of building a track of this kind as it will bring us the necessary relief, and I think you understand this situation fully after looking over the ground other day.


superintendent.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Office of CHIEF ENGINEER,

Hoboken, N. J.

File==1448-94

18002

G. J. RAY,
Chief Engineer.

December 1, 1913.

Mr. J. B. Keefe,
Industrial Commissioner,
New York City.

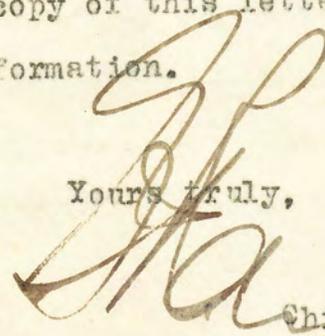
Dear Sir:-

Mr. Wickham has referred to me the attached blue print and estimate of proposed track to serve the Utica Knitting Company at Clayville, N. Y. This is the same scheme that was up in 1907.

I presume you will handle in the usual way, and if satisfactory understanding is reached with the Knitting Company that we will be advised in due time.

I have sent copy of this letter and blue print to Mr. Rine for his information.

Yours truly,



Chief Engineer.

cc==EMR

ESTIMATE OF COST PROPOSED TRACK AND TRESTLE TO SERVE
UTICA KNITTING COMPANY

CLAYVILLE, N. Y.

.....

LINE "A"

Track Work.

Length 1056 ft., of which 240 ft. is on trestle

21 cu. yds. rip-rap	@	\$1.00	\$ 21.00	
3436 " embankment		.40	1374.40	
454 track ties-seconds-side track		.77	349.58	
23.57 tons 75# relaying rail		20.00	471.40	
71 prs. angle bars		.60	42.60	
284 track bolts		.03	8.52	
1648 lbs. track spikes		.02	32.96	
326 cu. yds. ballast		.25	81.50	
816 ft., labor laying and surfacing		.18	146.88	
240 ft., labor laying		.15	36.00	\$2564.84

Trestle Work.

2240 lin. ft. piling		.35	784.00	
26722 ft. BM. timber		48.00	1282.66	
1515 lbs. spikes, bolts, washers, etc.		.03	45.45	2112.11

Less Credit

6.38 tons scrap rail and fastenings	16.00			<u>102.08</u>
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4574.87

Engr., Suptc., etc. 10%

457.49

Total \$5032.36

-o-

LINE "B".

Track Work.

44 cu. yds. rip-rap	1.00	44.00	
2255 " embankment	.40	902.00	
454 track ties-seconds-side track	.77	349.58	
23.57 tons 75# relaying rail	20.00	471.40	
71 prs. angle bars	.60	42.60	
284 track bolts	.03	8.52	
1648 lbs. track spikes	.02	32.96	
326 cu. yds. ballast	.25	81.50	
816 ft., labor laying and surfacing	.18	146.88	
240 lin. ft., labor laying	.15	36.00	2115.44

Trestle work 2112.11

4227.55

Less Credit (Line A) 102.08

4125.47

Engr., Suptc., etc. 10% 412.54

Total \$4538.01

18002

December 3, 1913.

18002: Clayville, Side Track, Utica Knitting Company.

Mr. Frank Cizek,
Superintendent.

Dear Sir:

Herewith correspondence from Chief Engineer Ray, request of the Utica Knitting Company for side track facilities at Clayville.

As stated, this subject was up in 1907 - see letter from your office dated September 20 of that year, file 05, addressed to Industrial Agent Fox, copy to this office.

What is your opinion on construction of the track at this time?

Yours truly,

1-G

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



OFFICE OF SUPERINTENDENT,
SYRACUSE, N. Y.

H. H. SHEPARD,
Superintendent.

RECEIVED
SEP 21 1907
FILE 18002

0 5.- Proposed track layout at Clayville a/c Utica Knitting Co.

September 20, 1907.

Mr. F. P. Fox,
Industrial Agent.

Dear Sir:-

Returning herewith blue print and profile of proposed track to serve the Utica Knitting Company at Clayville, N. Y., beg to advise that while the layout proposed is not an ideal one by any means from an operating stand-point, yet we are in such need of increased facilities at Clayville and the Utica Knitting Company are so desirous of obtaining these facilities that I am prepared to approve from an operating stand-point, on the ground that the proposed layout is probably the best that can be obtained.

I have a letter from Mr. Quentin McAdam, treasurer of the Utica Knitting Company, in which he writes as follows:

"We certainly have got to have some better railroad facilities at this point as they are not now adequate. The railroad people will have to make a much larger freight house or give us a siding and allow us to build a freight house. This is our proposition. This is very important as we are expecting to make very large additions to this plant in the very near future. We are now arranging to bring from 20 to 25 families from northern New York to fill up all of the houses. The help question has been a serious one as it has retarded our progress at this point, but we believe arrangements can be made now to overcome this difficulty, and we certainly trust that the D.L. & W. people will see fit to assist us in every way they can."

Yours truly,

(Sgd) H. H. SHEPARD.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



INDUSTRIAL DEPARTMENT,

~~25 Exchange Place, New York City.~~
80 West Street, New York City.

FRED P. FOX,
Industrial Agent

IN YOUR REPLY PLEASE REFER TO

FILE No. 2867

August 14, 1907.

RECEIVED
AUG
15
1907
FILE 18002

Mr. H. H. Shepard,
Superintendent,
Syracuse, N. Y.

Dear Sir :

Acknowledging yours of the 13th, file O 5,
relative to proposed track layout at Clayville, account
Utica Knitting Company, and your request for a profile
showing the grade of the track. We were only furnish-
ed with one copy of this profile, which was submitted
to Mr. McAdam together with blueprint. I am, however,
sending Mr. Wickham copy of this letter with request
that he send you this information direct.

Yours very truly,

Fred P. Fox
Industrial Agent.

3R ✓
TEC
CEW

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



H. H. SHEPARD,
Superintendent.

OFFICE OF SUPERINTENDENT,
SYRACUSE, N. Y.



O 5.- Proposed track layout at Clayville a/c Utica Knitting Co.

August 13, 1907.

Mr. F. P. Fox,
Industrial Agent.

Dear Sir:-

I have your favor of August 6th with blue print showing proposed layout at Clayville. I am not able to advise you of the practicability of this layout from an operating standpoint unless you can furnish me with a profile showing the grade of the track.

Yours truly,

(Sgd) H. H. SHEPARD.

TEC

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



INDUSTRIAL DEPARTMENT,

~~25 Exchange Place, New York City~~

80 West Street, New York City.

FRED P. FOX,
Industrial Agent

IN YOUR REPLY PLEASE REFER TO

FILE NO. 2867

August 6th, 1907.



Mr. H. H. Shepard,
Superintendent,
Syracuse, N.Y.

Dear Sir:-

Herewith blue print prepared by Division Engineer Wickham showing proposed track layout at Clayville account Utica Knitting Company, indicated on print as Line A in yellow with a possible divergence as shown by Line B in single black line, line selected to be dependent on the location of proposed new buildings.

I have asked Mr. McAdam which of the two layouts he would prefer and with return of print should appreciate advice from you as to the feasibility of both layouts from your standpoint.

Yours respectfully,

Fred P. Fox
Industrial Agent.

Enc BP

F

Copy TEC

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.



INDUSTRIAL DEPARTMENT,
26 Exchange Place, New York City.

W. P. COLTON,
Industrial Agent.



December 16th, 1905.

Mr. H. H. Shepard,
Superintendent,
Syracuse, N.Y.

Dear Sir:-

We are advised by Mr. Quentin McAdam of the Utica Knitting Co. that as a result of the purchase by Mr. W T Baker and himself of the property known as the Empire Woolen Mills at Clayville, referred to in newspaper clipping sent by you to this office, the new concern will be organized with a capital of \$250,000 to operate the plant as a knitting mill. He states further that as soon as possible next Spring they will wish to have the coal switch laid in back of the mill property so that they can get their coal without drawing it by team, also to enable them to handle their product in a more modern way. He expects to start with about 150 hands and seems to feel that this can be increased to 500 or 600 in the near future.

It occurred to me that if you have not already received similar advice from these people regarding desired changes in trackage you might wish to have it in mind on your next trip to Clayville in order that you may let us know at your convenience what, in your judgment, it will be possible to do from an operating standpoint to carry out Mr. McAdam's wishes and whether, in a general way, you see any objection to his plan, the understanding being that if such changes are made the subject of a layout by our Engineering Department same will be submitted to you in the usual way for your final approval.

Yours respectfully,

WPC

Copy TEC ✓

W. P. Colton
Industrial Agent

