

File Unit - 002/002.01-16971.00.02



Series Nbr: 002.01
File Unit Nbr: 16971.00.02
Catalog #: STEA 7158
Accession #: STEA-00033
Category: CORRESPONDENCE
Dates: August 1912 - September 1920

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

Title: DL&W RR--Correspondence--General Superintendent--16971: Side Track, Kingsland, NJ, Other

Add By: RED
Add Date: 9/8/2009 5:03:22 PM
Change By: RED
Change Date: 9/8/2009 5:08:22 PM
Location: 002/002.01-B15-080

Proc By	
Processed By	Pat McKnight
Processing Date	September 2009

Record Id: 50508

Commonwealth Warburton Co

H Bridgman Smith Co

Nitro Chemical Co

NY & NJ Brick Co

Louis Kiese wetter

Frank L Randel & Co

Ringsland
Side Tract 9

16971

16971

September 29, 1920.

16971:

Mr. J. F. Muller,
Industrial Agent.

Dear Sir:

Answering your letter September 16, file MI,
and returning print of proposed switch to serve the
Commonwealth Warehouse Company at Kingsland, N.J.

See no objection to the proposition from an
operating standpoint. Estimate and blueprint returned
herewith.

Yours truly,

1-G

16971

~~THE~~ DELAWARE, LACKAWANNA & WESTERN RAILROAD ~~CO.~~

OFFICE OF SUPERINTENDENT,

HOBOKEN, N. J.



R. M. White

~~J. E. CLEMENT~~

~~C. J. PHILLIPS, H. H. SHEPARD,~~

Superintendent.

September 23rd, 1920.

Mr. H. H. Shepard,

General Superintendent.

Dear Sir:

Your letter of September 16th, File 16971 in re proposed track facilities for the Commonwealth Warehouse Company at Kingsland.

I see no objection to this from an operating standpoint.

Yours truly,

A handwritten signature in blue ink, appearing to be "R. M. White".

Superintendent.

OK

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY

September 16th 1920.

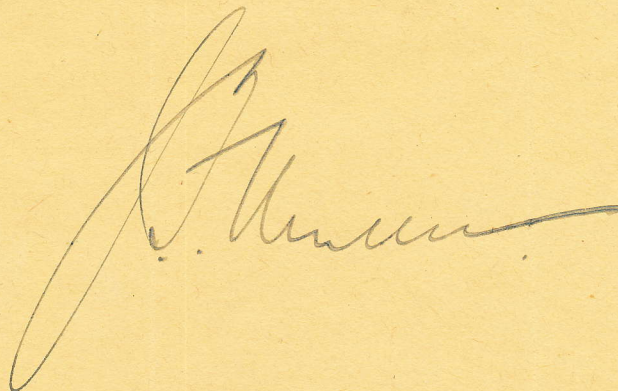
File MI-

Mr. H. H. Shepard:

Understand Mr. Ray has sent you copy of blueprint showing proposed switch to serve the Commonwealth Warehouse Company at Kingsland, N. J.

Mr. Pierce looked this proposition over with us on the ground and said that he could see no objection to such a layout. Mr. Barton also happened to be present who likewise said that he had no objection to this layout. As you know switching will have to be done over the shop track.

Will you please let us have your recommendation and oblige

A large, stylized handwritten signature in dark ink, likely belonging to a company official, is written over the bottom right portion of the letter. The signature is fluid and cursive, with a prominent loop at the end.

16971.

September 16, 1920.

16971:

Mr. H. M. White,

Superintendent.

Dear Sir:

Herewith correspondence from Chief Engineer Ray regarding proposed track facilities for the Commonwealth Warehouse Company at Kingsland, N.J.

Please advise if you see any objection to the proposed plan.

Yours truly,

1-G

16971
THE DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY

September 15th. 1920

Mr. J.P. Muller,
Industrial Agent

Dear Sir:-

I am enclosing blueprints and estimate covering proposed track for the Commonwealth Warehouse Company at Kingsland, N.J.

We can furnish the rail and metal fastenings, except spike, all other material and labor to be provided by the industry.

On the above basis there is no objection from an Engineering standpoint.

I am sending copy of blueprint and estimate to Mr. Shepard for his information.

Yours truly,


Chief Engineer.

✓
Copy HHS.

16971
December 20, 1919.

Mr. Nat Duke,

Freight Traffic Manager.

Dear Sir:

In reply to your file WDI-, relative proposed track for Frank L. Randal & Company, Kingsland, N.J.

We would not favor plan of serving these people on our present track. There is one other concern on the track located west of the track proposed for these people and we also use this track, at times, for miscellaneous business as a ~~term~~ track. For that reason, and in looking toward the future, I think it would be better for them to build an independent track, or at least place any structures sufficiently far away from the present track to provide for a future spur track if the necessity for it should develop.

Yours truly,

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

DELAWARE, LACKAWANNA & WESTERN RAILROAD

Hoboken, N.J., December 19th 1919.

Mr. H. H. Shepard,

General Superintendent.

Dear Sir:-

Referring to your letter of the 13th instant, file 16971, regarding facilities at Kingsland for Frank L. Randel & Company, and returning papers herewith.

There is only one other concern located on track in question west of the point that these people propose to locate and while under present conditions there probably would not be much interference and would not work much to our disadvantage; however, I would recommend that these people provide their own siding leading off the present siding as indicated on the attached blue print. Might add, that we have other property in this vicinity and to serve them from our present siding, might interfere with future developments.

Yours truly,



Superintendent.

16971

Dec. 13, 1919.

16971:

Mr. J. E. Elliott,

Superintendent.

Dear Sir:

Referring to enclosure from Freight Traffic
Manager Duke relative to facilities at Kingsland for
Frank L. Randel & Company.

Please advise if any disadvantage if we
attempted to place cars on this track for private
industry or whether you recommend providing track lead-
ing off from it.

Yours truly,

1-K

DELAWARE, LACKAWANNA & WESTERN RAILROAD

Dec. 8th, 1919.

File
MDI-

Mr. H. H. Shepard :-

We recently had an inquiry from Frank L. Randel & Co., Manufacturing Chemists, as to whether the track leading past our Kingsland Shops, passing certain property, bounded by E. Jersey Street, Valley Brook Avenue and our right of way line, as shown on attached blue print, could be served by private siding branching off track in question.

We submitted the proposition to Mr. Tallyn, calling his attention to the fact that to do so would necessitate crossing a small brook. Mr. Tallyn has now submitted blue print, copy of which you will find herewith, and writes that the property in question could be served by track which we have already in place at that point, but that it would be necessary for these people to lease a small area of land adjacent to our present track. He also suggests that if this track was used, lessee should build a structure over the brook, which, however, should provide proper clearance to permit necessary cleaning, and his thought is that such an arrangement would be better than providing additional track facilities.

Will you please let us have your recommendations at an early date with return of attached, and oblige.

Radcliffe

16971

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS
DELAWARE, LACKAWANNA & WESTERN RAILROAD

New York, December 2nd, 1919.

File MDI-

Mr. L. L. Tallyn:-

We had a call from Mr. Randel, of Frank L. Randel & Co., Manufacturing Chemists, who told us that he had an option on the piece of property at Kingsland, N.J., bounded by E. Jersey Street, Valley Brook Avenue and our right of way line.

He advised us that there is a track leading past our Kingsland Shops which passes this property and he seemed to have an idea that this land could be served by private siding branching off the track in question. To do this, it would be necessary to cross a small brook or creek, running between this track and the property to be served. Will you please advise if this would be feasible, and if not, whether Mr. Randel's business could be handled in any other way over this track which passes our shops.

Mr. Randel tells us that, inasmuch as he is to meet the owners of the property on Friday, he would like to know before that time whether it is possible to work out a scheme whereby his freight can be handled from this property. If you can work up a satisfactory layout, would suggest you forward a copy to Mr. Shepard at the same time you submit it to us, so we may lose no time in obtaining his recommendation from an Operating Department viewpoint.

Your prompt attention will be appreciated.

Copy - Mr. H. H. Shepard. ✓

Handwritten signature/initials

16971

September 16, 1919.

On Line at Hoboken, NJ

Mr. Nat Duke,

Freight Traffic Manager.

Dear Sir:

Replying to your enquiry on foot-note of your letter of September 2nd. to the Nitro Chemical Company, in regard to permitting them to lay a third rail on tracks at Kingeland, beg to say that I am not very favorable to this proposition, the objection being that the use of this track by a narrow gauge operation would offer some element of danger. This could, no doubt, be fully covered by taking track out of standard gauge service, or requiring flag protection by Contractor McGovern while using it.

Yours truly,

HHS-4

UNITED STATES RAILROAD ADMINISTRATION
Director General of Railroads
DELAWARE, LACKAWANNA & WESTERN RAILROAD

Hoboken, N.J., September 13th 1919.


Mr. H. H. Shepard,
General Superintendent.

Dear Sir:-

Referring to your letter of the 6th instant, file 16971,
and returning correspondence from Freight Traffic Manager Duke,
regarding facilities at Kingsland for the Nitro Chemical Company.

Would state I have gone into this matter and can find no
objections from our stand point, but it should be understood that
this third rail will not interfere with our deliveries to the
Nitro Chemical Company, also feel that it should be understood
that these people will see that their movements are protected in
case we are using this track for delivery to the Nitro Chemical Co.

Yours truly,


Superintendent.

16971

UNITED STATES RAILROAD ADMINISTRATION

DIRECTOR GENERAL OF RAILROADS

DELAWARE, LACKAWANNA & WESTERN RAILROAD

September 2, 1919

File MDI

Nitro Chemical Co.
20 Broad Street,
New York City.

Gentlemen:

We had today a call from Mr. A. A. Cohill, Chief Engineer of P. McGovern, Contractor, 50 E. 42nd St. He told us he would like to make use of the straight track serving your property at Kingsland, by putting in a third rail and extending it to property they have purchased beyond yours, his idea being to convert it into a narrow gauge track to move dirt from their property to a pipe line they are building across the meadows.

Proposition is indicated on attached blue print and we understand that Mr. Cohill has been talking the matter over with Mr. Patterson, your President, also with Mr. Irwin.

It is, of course, understood that no change will be made in the present location of the track and that they are to leave this siding in same condition as they found it.

Please advise with return of enclosure whether you have any objections to this proposition.

Yours very truly,

Freight Traffic Manager

CC Mr. H. H. Shepard:

The contract which these people have will not involve a great deal of freight, and probably less than a total of 50 cars consisting of ~~sand~~ ^{excavation} and contractors outfit. The pipe will come from Paterson by auto truck.

Do you see any objection in permitting these people to putting in a third rail and extending the track as indicated on attached blue print, which would thank you to return with your reply.

72



The Delaware, Lackawanna & Western Railroad Co.

Form T. D. 5
11-17

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 or with INDELIBLE PENCIL. (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
				TIME FILED				

BE BRIEF.

From Scranton Pa Sept. 15, 1919 191

To

J.E. ELLIOTT.....Hoboken, N.J.

File R. Papers in Nitro Chemical Company Case received on number three today. Your letter dated 13th. Investigate and advise where delayed.

H H SHEPARD 4:25 PM



The Delaware, Lackawanna & Western Railroad Co.

Form T. D. 5
11-17

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				TIME FILED M				M

BE BRIEF.

From Scranton Pa Sept. 15, 1919

191

To H.H. SHIPARD.....Hoboken NJ

File R. Papers in Nitro Chemical Company case Kingsland
received on number three today. We are sending to you at
Hoboken tonight.

A.L.R. 4:25 P.M.



The Delaware, Lackawanna & Western Railroad Co.

Form T. D. 5
11-17

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				TIME FILED M				M

BE BRIEF.

From Scranton Pa Sept. 15 1919 191

To

H.H. SHEPARD.....Hoboken NJ

File R. Mr. Duke's office asking for return of papers
re facilities at Kingsland for the Nitro Chemical Company
sent to Mr. Elliott September 6. Have instructed
Mr. Elliott's office to send papers to the car today.

A.L.R. 11:00 AM



The Delaware, Lackawanna & Western Railroad Co.

Form T. D.
11-17

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				TIME FILED				

BE BRIEF.

From Scranton Pa Sept. 15, 1919 191

To J E ELLIOTT... Hoboken NJ

File R. My letter September 6, re facilities at Kingsland for Nitro Chemical Company. Deliver papers to car Lake Forest today with your recommendation so they can be returned to Freight Traffic Manager tonight.

H H S 11:00 AM

16971
September 6, 1919.

16971:

Mr. J. E. Elliott,
Superintendent, Hoboken.

Dear Sir:

Herewith correspondence from Freight Traffic
Manager Duke, regarding facilities at Kingsland for the
Nitro Chemical Company:

What is your recommendation with respect to
providing trackage requested?

Yours truly,

l-v.

16971

July 31, 1919.

16971:

Mr. L. L. Tallyn,

Acting Chief Engineer.

Dear Sir:

Returning papers received with your letter of July 26, regarding change in track that is proposed to serve the H.Bridgeman Smith Company at Kingsland, N.J.

The lay-out is satisfactory as far as I am concerned, but same should have the approval of the Federal Manager.

Yours truly,

HHS-4

F. T. Mott,
Superintendent,
Hoboken, N. J.

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS
DELAWARE, LACKAWANNA & WESTERN RAILROAD
HOBOKEN, N. J.

L. L. TALLYN
ACTING CHIEF ENGINEER

July 26th, 1919.

Mr. H. H. Shepard,
General Superintendent.

Dear Sir:-

On July 11th Mr. Duke took up with us the question of a change in the track that is proposed to serve the H. Bridgeman Smith Company at Kingsland, N. J.

We have worked up a track layout in accordance with the desire of these people as shown on the attached blueprint revised to July 21st, 1919. Before I give Mr. Duke estimate etc. in connection therewith I would like to have your opinion as to the $2\frac{1}{2}\%$ grade which it is necessary to put in if we meet the desire of the industry as to the elevation of the floor of their building.

Yours truly,

L. L. Tallyn
Acting Chief Engineer.

T-n
Copy Mr. Duke.


16971

June 28, 1918.

16971

Mr. E. M. Rine,
General Manager.

Dear Sir:

Herewith  print and copy of letter from the Chief Engineer covering estimate for track facilities to serve the Nitro Chemical Co. at Kingsland.

There are no objections to the proposed layout, with the understanding that cars are not to be spotted for loading or unloading at intermediate points; in other words, the track is so long that if sufficient cars were spotted throughout its length, and it was desired to reach the proposed platform at the end of the track, it would be a very serious switching proposition to dispose of the intermediate cars in order to reach the platform. If placement is required at intermediate points, spur tracks should be placed for this purpose.

Respectfully,

Hoboken, N.J., June 26th 1918.

Mr. C. J. Phillips,

General Superintendent.

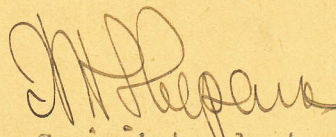
Dear Sir:-

Replying to your letter of the 25th instant and returning blue prints etc., relative proposed track facilities desired by the Nitro Chemical Co., at Kingsland.

There are no objections to the proposed lay-out, with the understanding that cars are not to be spotted for loading or unloading at intermediate points; in other words, the track is so long that if sufficient cars were spotted throughout its length, and it was desired to reach the proposed platform at the end of the track, it would be a very serious switching proposition to dispose of the intermediate cars in order to reach the platform.

If placement is required at intermediate points, spur tracks should be placed for this purpose.

Yours truly,


Superintendent.

16971/

June 25, 1918.

16971: Kingsland Nitro Chemical Corporation.

Mr. H. H. Shepard,
Superintendent.

Dear Sir:

Herewith I enclose blue prints and letter from Chief Engineer Ray dated June 24th covering track facilities desired by the Nitro Chemical Corporation at Kingsland. Quick action is desired, and I will be obliged if you will write me promptly on receipt whether there are any objections from an operating standpoint to the plan as proposed.

Yours truly,

1-8

c.c. J.B. Keefe.

Letter received from Mr. Ray this morning,
our telephone conversation yesterday.

C.J.P.



The Delaware, Lackawanna & Western Railroad Co.

Form T. D. 3
11-17

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				TIME FILED				

BE BRIEF.

From Scranton, Pa., June 29, 1918

191

To Mr. E. M. Rine.....New York

Your message date, about track facilities for Nitro-Chemical Co. at Kingsland. I enclose copy of letter from Superintendent Shepard to me dated June 26, giving his recommendations in the matter. This is embodied in my letter to you yesterday.

C.J. Phillips



The Delaware, Lackawanna & Western Railroad Co.

Form T. D. 5
11-17

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 or with INDELIBLE PENCIL. (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
				TIME FILED M				M

BE BRIEF.

From

191

To

22 R XP New York 1918-105P_m

C J P.

Your letter June 28th file 16971 Re Track facilities for Nitro-Chemical Co. If Mr Shepard has submitted recommendations forward to this office.

E M R

16971
May 7, 1919.

Mr. Nat Duke,

Freight Traffic Manager.

Dear Sir:

Returning herewith papers enclosed with yours April 24, regarding track to serve proposed plant of the H. Bridgman Smith Company, on property adjoining our Kingsland Shop.

Proposed track offers no serious objections from an operating standpoint, although it should be understood that the crossover must be left in where the new track leaves the Kingsland Shop track, already built. In view of the fact that the proposed track will cross our property this matter should receive the Federal Manager's approval before proceeding further.

Yours truly,

HHS-4

16971

April 25, 1919

16971

Mr. J. E. Elliott,
Superintendent.

Dear Sir:

Referring to my letter April 24, enclosing correspondence from the Engineering Department re. proposed track to serve the H. Bridgman Smith Company, on property adjoining our Kingsland Shops.

I now send you herewith blue-print and estimate prepared by the Engineering Department received from Mr. Duke, Freight Traffic Manager, with letter April 24.

Please combine with previous papers and hasten your advice as to whether any objection from Operating standpoint to the proposed lay-out.

Yours truly,

l-m

16971
UNITED STATES RAILROAD ADMINISTRATION
Director General of Railroads
DELAWARE, LACKAWANNA & WESTERN RAILROAD

Hoboken, N.J., May 6th 1919.

Mr. H. H. Shepard,

General Superintendent.

Dear Sir:

Your letter April 25th, file 16971, in reference to proposed track to serve the H. Bridgman Smith Company on property adjoining our Kingsland shops.

There are no objections to this but it must be understood that crossovers must be left in where the new track starts, as the Kingsland shop engine runs around their train on this track each morning.

Yours truly,


Superintendent.

April 24, 1919

16971 - H. Bridgman Smith Company - Kingsland Shops

Mr. J.E. Elliott,
Superintendent.

Dear Sir:

Herewith correspondence from our Engineering Department concerning proposed track for H. Bridgman Smith Company adjoining our shops at Kingsland.

Advise if any objection to this from an operating standpoint and whether or not this is a good switching proposition for use.

Yours truly,

1-j

UNITED STATES RAILROAD ADMINISTRATION
DIRECTOR GENERAL OF RAILROADS
DELAWARE, LACKAWANNA & WESTERN RAILROAD

New York, April 24, 1919.

File MDI-4070

Mr. H. H. Shepard:

Sent you on 11th inst. copy of letter written on that date to Mr. Tallyn regarding track to serve proposed plant of the H. Bridgeman Smith Company on property adjoining our Kingsland Shops.

Now beg to enclose estimate and blue print prepared by our Engineering Department which are self explanatory. Do you see any objections from an Operating Department to this layout which, by the way, was approved by the Operating Department about three years ago.

Please advise with return of attached.

Nat Duke

16971
The Delaware, Lackawanna & Western Railroad Company.

INDUSTRIAL DEPARTMENT

File 3974

March 26, 1918.

Mr. G. J. Ray:

Confirming telephone conversation
this PM. Mr. Patterson, President Nitro Chemical Corporation,
Kingsland (plant formerly occupied by Canadian Car & Foundry Co.),
is anxious to have present stub track extended few rail-lengths
and levelled up, to facilitate handling their tank cars.

Understand you will arrange for an Engineer
to be at the plant Wednesday morning, 27th inst., going out on
No. 1, look the situation over and thereafter furnish usual data
as promptly as may be possible. Mr. Patterson will instruct the
plant Superintendent, with whom your representative should confer,
as to what is wanted.

We are told this additional facility is
urgently needed in connection with handling of Government contracts.

Copy - Mr. C. J. Phillips. ✓

J B Keefe

16971

May 12, 1916.

16971: Kingsland, H. Bridgman Smith Co.

Mr. J. B. Keefe,

Industrial Commissioner.

Dear Sir:

Referring to your letter May 5, file 4070, extension of siding for H. Bridgman Smith Company, at Kingsland. From an operating standpoint, see no objection to the extension, with the understanding that a connection to this siding be made off the lead as indicated on blueprint herewith, dated April 25, 1916. With this lead connection we will be able to serve the industry on the new siding without interfering with our Kingsland Shop operations.

Yours truly,

l-p

Copy GJR, CJP.

Hoboken, N.J., May 11th, 1916.

File 10551

Mr. E. M. Rine,

General Superintendent.

Dear Sir:

Acknowledging receipt of your favor May 6th,
file 16971: Kingsland, extension siding for H. Bridgman
Smith Co., and returning to you all attachments.

We see no objection to the extension of the sid-
ing as shown by the blue print, with the understanding that
a connection to this siding be made off the lead as we have
indicated on the blue print herewith dated April 25th, 1916.

With this lead connection we will be able to serve
the industry on the new siding without interfering with any
of our Kingsland Shop operation.

Yours truly,

A handwritten signature in dark ink, appearing to be 'C. J. P.', written in a cursive style.

C J P

A faint, circular stamp or mark, possibly a date or initials, located at the bottom center of the page.

The Delaware, Lackawanna & Western Railroad Company.

INDUSTRIAL DEPARTMENT

File 4070

May 5th, 1916

Mr. E. M. Rine:

Note Mr. Ray sent you copy of his letter to undersigned dated 4th instant, about proposed extension of track at Kingsland, account H. Bridgman Smith Company, who propose to erect factory buildings on property if we can serve them with siding.

Will you kindly advise your wishes early as possible, as they are urging us for a decision?

J B Keefe

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Office of CHIEF ENGINEER

Hoboken, N. J.

G. J. RAY,
Chief Engineer.

May 4, 1916.

Mr. J. B. Keefe

Industrial Commissioner.

Dear Sir:

I am sending you copy of letter from Mr. Hand, dated May 1st, with reference to proposed track to serve H. Bridgeman Smith Company, adjoining our Kingsland Shops. I agree with Mr. Hand that this matter should be carefully considered before an agreement is reached covering track to serve the industry at the point in question. Our Mechanical and Operating Departments should have due time to pass on this question.

So far as the Engineering Department is concerned, at the present we have no plans which would seriously interfere with the construction of this track.

A detailed estimate of the cost of the track is attached, and you will note the total amounts to \$2,049.40.

I am sending copy of plans and estimate to

Mr. Rine.

Yours truly,

Chief Engineer.

RM

Cy EMR

COPY.

May 1st, 1916.

Mr. G. J. Ray.

Chief Engineer.

Dear Sir:

I am returning correspondence attached to Mr. Keefe's letter to you of the 20th ult. with reference to proposed siding to serve new buildings to be erected for the H. Bridgeman Smith Company adjoining our Kingsland Shops property. I am attaching hereto copies of blue print dated April 25th, 1916, showing in red the proposed track, and copies of estimate No. 637 indicating the total cost of this work to be \$2049.40.

This proposed track interferes somewhat with the proposed track changes recommended by the Operating Department, which is recommendation No. 19 for 1916 improvements, shown in red on blueprint dated Feb. 4th, 1916, copy of which is attached hereto.

It is a question in my mind whether it is advisable to tie up our shop layout with an industrial connection of this kind, as it will likely interfere from time to time with further improvements of our Kingsland Shop property.

in A connection might be made from our tracks leading/to the Kingsland Yard across the meadows, but this would require a longer track and a large amount of filling, which might also interfere with future development of our Kingsland shop property.

Yours truly,

(Sgd) Geo. T. Hand
Division Engineer.

✓
16971
File 4070

April 20th, 1916

Mr. G. J. Ray:

The H. Bridgman Smith Co., receivers of box board, Brooklyn, N.Y., have an option on about ten acres of land at Kingsland, which land adjoins our shop buildings and is described on the attached blue print as blocks 22, 23, 24 and 25. They propose to erect buildings thereon and give us considerable tonnage, provided we can serve this plot with sidings.

Mr. Alfred H. Crankshaw, whose home is at 281 Livingston Ave., Lyndhurst, N.J., 'phone No. 233 M Rutherford, is handling the matter and is most anxious to get a decision in relation to the siding before their option expires, which runs for about two weeks from this time.

Can you have print and estimate prepared and send to us, promptly, showing how this property could be served with track facility? If your representative would like to have Mr. Crankshaw accompany him, he will be at liberty to go if advised any day this week. He leaves the City next Tuesday to be absent about ten days, and if the matter can be reached before his departure we recommend that it be done.

Copy - Mr. E.M. Rine ✓

J B Keefe ✓

16971
The Delaware, Lackawanna & Western Railroad Company.

INDUSTRIAL DEPARTMENT

File 4070

May 9th, 1916.

Mr. E. M. Rine:

Our letter 5th instant, in connection with
proposed track desired by H. Bridgman Smith Company, at Kingsland.

Understand this matter has been referred to
Superintendent Phillips who will pass upon it and return papers
to you in a day or so, and would appreciate your early advice
as to whether or not the proposition has your approval; permit
me to suggest that you give us wire advice confirming by
regular letter. This for reason that applicants are urging
us for a decision, this week if possible.

J B Keefe ✓

Phorus 5/10

16971

May 6, 1916.

16971: Kingsland, extension H. Bridgman Smith Co.

Mr. C. J. Phillips,
Superintendent.

Dear Sir:

Referring to the enclosed correspondence from Mr. Keefe, together with blueprint and estimate of proposed extension of track at Kingsland, account H. Bridgman Smith Co. Please advise if you see any objection to the arrangement as proposed.

Yours truly,

1-p

16971

November 3, 1913.

16971: Kingsland, sale of land to Brick Company.

Mr. J. B. Keefe,

Industrial Commissioner.

Dear Sir:

Replying to yours of October 25, file 3238, request of the New York & New Jersey Brick Company that we sell to them a certain parcel of land which they are now occupying at Kingsland for brick yard:

I agree with the opinion of Chief Engineer Ray, his letter of November 1, that in view of the possible use by this Company in future of the land in question, we should not dispose of it by sale.

Yours truly,

1-G

Copy GJR

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Office of CHIEF ENGINEER.

Hoboken, N. J.

G. J. RAY,
Chief Engineer.

November 1, 1913.

N. 15 4740
1207
Mr. J. B. Keefe,
Industrial Commissioner,
New York City.

Dear Sir:-

Your letter of October 25th, file 3238. Sale
of land to the Kingsland Brick Company at Kingsland.

I would not recommend the sale of this land.
It is pretty difficult to determine just what ^{the} future
~~development~~ will develop in the way of additional tracks at
Kingsland and vicinity and I think we should retain title
to all the property we now have.

[Signature]
Yours truly,

Chief Engineer.

cc==FMR

The Delaware, Lackawanna & Western Railroad Company.

INDUSTRIAL DEPARTMENT.

File 3238

October 25, 1913

Kelly
Messrs. E. M. Rine,
G. J. Ray:

The New York & New Jersey Brick Company,
located at Kingsland, N.J., occupy seven acres of our land under
lease, which they desire to purchase outright, for reason they
find it difficult to do any financing and raise money for
improvements or betterments, where land is not owned.

Is there any objection to the sale of this
land?

J B Keefe

16971

August 26, 1912.

16971: Side track, Louis Kiesewetter, Kingsland.

Mr. J. B. Keefe,

Asst. General Freight Agent.

Dear Sir:

I have copy of Mr. Ray's letter to you dated August 17 together with blueprint and estimate for side track at Kingsland, to serve property of Louis Kiesewetter, estimated cost of track \$1321.99.

There is no objection, from an Operating standpoint, to the construction.

Yours truly,

1-8

Copy GJR

LACKAWANNA R.R.
GEN'L SUPT'S OFFICE
AUG
25
1912
FILE 16971

Hoboken, N.J., August 25th, 1912.

File 9756

Mr. E. M. Rine,

General Superintendent.

Dear Sir:

Acknowledging receipt of your favor Aug. 19th,
your file 16971; Kingsland, side track, Louis Kieseletter.

I see no objections to construction and operation
of a side track as shown by the blue print attached hereto
from an operating standpoint.

Yours truly,



THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Office of CHIEF ENGINEER,

Hoboken, N. J.

G. J. RAY,
Chief Engineer.

August 17th, 1912.

LACKAWANNA R.R.
CENT. SUPT'S OFFICE
AUG
18
1912
FILE 1671

Mr. J. B. Keefe,

Asst. Genl. Freight Agent.

Dear Sir:

Referring to your letter of July 29th, and returning attachment covering track to serve property at Kingsland which, I understand, is owned or leased by Louis Kieseewetter. Attached you will find blue print and copy of estimate showing siding which can be constructed to serve this land, the estimated cost of which is \$1321.99. There is no objection to the construction of this track from an Engineering standpoint. If there is any permission necessary from the City authorities for the crossing in New Jersey Avenue Mr. Kieseewetter should secure this.

I have sent copy of print and estimate to Mr. Rine for his information.

Yours truly,

Cy. E.M.R.

Chief Engineer.

16971

August 19, 1912.

16971: Kingsland: Side Track, Louis Kiesewetter.

Mr. C. J. Phillips,
Superintendent*

Dear Sir:

I enclose blueprint, estimate and letter from Chief Engineer Ray in connection with proposed side track at Kingsland to serve Louis Kiesewetter, total of estimate \$1321.99.

Do you see any objection to the proposed construction?

Yours truly,