

File Unit - 002/002.01-16810.00.39



Series Nbr: 002.01
File Unit Nbr: 16810.00.39
Catalog #: STEA 7158
Accession #: STEA-00033
Category: CORRESPONDENCE
Dates: December 20, 1939 - January 9, 1940

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

Title: DL&W RR--Correspondence--General Superintendent--16810?: Restoration of track 4, Pocono Summit
Add By: RED
Add Date: 9/8/2009 5:03:22 PM
Change By: RED
Change Date: 9/8/2009 5:08:21 PM
Location: 002/002.01-B15-059

Proc By	
Processed By	Pat McKnight
Processing Date	September 2009

Record Id: 50487

THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY

G. W. Morgan

To note EBM

1/15

noted Jmm 15

January 9, 1940

✓ Mr. G. W. Morgan.
Mr. G. E. Lowe.

From appearances at Pocono Summit it looks to me like the contractor is still far from the point of completing work on the southside to permit restoration of track 4.

As I advised you it is important we get this track back in service quickly.

E. B. Moffatt.

ebm/k

EBM
It looks like
about-Thursday Jan 18
H.E.P.

Scranton, Pa., December 26, 1939

File 1063

Mr. E. B. Moffatt:

Referring to the attached, and replying to your memorandum no file, of December 22.

It is a difficult matter to say just how much of this overtime is due to track No. 4 being out of service between Tobyhanna and Pocono Summit, as we have a great many delays at that point, also there is a slow order in effect on tracks 1 and 2. Unless we can get track 4 into service before severe weather I am afraid that we will be tied up at Tobyhanna some night at the cost of a lot of money and overtime. If a train stood at that point very long in a snowfall it would be so snowed in that it could not get out, and as per our conversation this morning something should be done to get this track into service as soon as possible.

GWM

G. W. M.

December 22, 1939

Mr. G. W. Murphy:

To note.

How much of this do you figure
is due to the loss of the slow track
between Tobyhanna and Pocono.

ebm/k

Scranton, Pa., December 20, 1939.

1053-1063

Mr. G. J. Ray,
Vice President,
New York, N.Y.

Dear Sir:-

Referring to General Superintendent's instructions, relative to furnishing amount of payrolls and amount of money paid for overtime to engineers and firemen, conductors and trainmen, foremen and helpers, hostlers, switchtenders and retarder operators.

I am showing below, figures for the month of November, 1939, as compared with same month previous year:

<u>PAYROLL</u>	<u>TOTAL PAYROLL</u>	<u>TOTAL OVERTIME</u>	<u>PER CENT</u>
Engineers & Firemen			
November 1938	\$72,069.03	\$6,455.31	8.9%
November 1939	78,297.03	7,595.41	9.7%
Conductors & Trainmen			
November 1938	50,266.49	3,140.99	6.2%
November 1939	52,759.46	4,008.56	7.6%
Foremen & Helpers			
November 1938	27,654.12	949.72	3.4%
November 1939	30,900.59	1,333.20	4.3%
Hostlers			
November 1938	250.00	--	--
November 1939	290.63	--	--
Switchtenders			
November 1938	4,906.13	--	--
November 1939	5,032.86	--	--
Retarder Operators			
November 1938	1,257.00	--	--
November 1939	1,265.38	--	--

EBM

Yours truly,

G. Murphy
Superintendent

EBM
% of overtime going up. GR