

Delaware, Lackawanna & Western Railroad Co.

of Side Track Laid at Paucoast on Main Line Division, Month of January, 1905

AMOUNT	STATION	Station—Name or number of track	RATE	COST
77	Feet at <u>Paucoast</u>			
127	Connection to <u>Deranton Coal Co's Supply Track.</u>			
15	Feet of rail used—Height	5" 1.51 tons		
	" " " " "	" 1.18 "		
	" " " " "		22. ⁰⁰	33 27
	" " " " "		"	396
	Track ties—Kind	(none)		
	" " "			
	" " "			
1	Sets switch ties—Kind #8 Chest.	Ft. B. M. 2485 ft.	16. ⁰⁰	39 76
	" " " "	" "		
	Head blocks—Size			
1	Frogs—No. 2	Length 12'		
	" " "	" "		
	" " "	" "		
	Guard rails—Height of rail	Height of rail 5"		
	" " "	" " "		
	" " "	" " "		
	" " "	Length		
	" " "			21 50

Feet at Saucor	Station—Name or number of track	RATE	COST
	Connection to <u>Scranton Coal Co's Supply Track</u>		
127	Feet of rail used—Height 5" 1.5' tons	22. ⁰⁰	33 27
15	" " " " " " Guard Rails	"	3 96
	Track ties—Kind (none)		
	" " "		
	" " "		
1	Sets switch ties—Kind #8 Check. Ft. B. M. 2425 ft.	16. ⁰⁰	39 76
	Head blocks—Size		
1	Frogs—No. 2 Length 12' Height of rail 5"		21 50
	" " " " " " " " " "		
	" " " " " " " " " "		
	Guard rails—Height of rail Length		
	" " " " " " " " " "		
20	Guard rail braces—Kind 5"	18 [¢]	3 60
	" " " " " " " " " "		
4	Guard rail fillers—5 inch	15 [¢]	60
	" " " 4 1/2 inch		
4	Guard rail filler bolts—Size 7/8" x 8"	4 [¢]	16
	" " " " " " " " " "		
1	Switch stands—High Style Rawapo		16 00
	" " " " " " " " " "		
	" " " " " " " " " "		
	" " " " " " " " " "		
	Pairs of switch points—Height Length		
1	Point " Switch, complete, 5"		24 00
	Split switch side plates		
	Split switch connection rods—Length		
	Stub switch connection rods—Length		
	Stub switch spread rods		
	Split switch spread rods		
6	Pair—Angle bars—Size 5"	75 [¢]	4 50
	" " " " " " " " " "		
	" " " " " " " " " "		
	" Fish plate splices		
	" Offset splices—Size		
	" " " " " " " " " "		
	Tie plates		
	" " " " " " " " " "		
36	Track bolts—Kind and size 4 1/8"	3 [¢]	1 08
	" " " " " " " " " "		
36	Nutlocks—Kind and size	3/4 [¢]	27
	" " " " " " " " " "		
400	Pounds of track spikes	2 [¢]	8 00
	Cost of labor grading, by Company men		26 15
	" " " " " paid by voucher		
	" " " " " laying		14 97
	" " " " " surfacing		4 73
	Total cost of siding		202 50
	Proportion of cost to be charged to other parties (none)		

map
mark A

V.R.
✓

When second-hand material is used, note same on report.
 Make sketch of side track laid on back of report, giving distance head-block is from some known point.
 Give number of feet of above track on Railroad Company's property, and number of feet on outside property with name of person to whom property belongs.

On R. R. Co's property

01231

January account

Feb. 2, 1905.

Mr. M. Gill,

Roadmaster.

Dear Sir:

Referring to construction report received from you covering connection for the Scranton Coal Co.'s supply track at Pancoast. Beg to advise that I took the matter up with Div. Engr. Ray relative to right of way on Pancoast Branch where this switch was placed and he advises me that he cannot exactly tell as to right of way where this switch is located at the time of his writing but from all indications, we have a 30 ft. right of way at this point and the switch would therefore be on our right of way and that we have a right of way over the greater part of the Pancoast Branch and I think all of the Pennsylvania Coal Company's property. On this account, I am passing this construction report and will include same as on Railroad Company's property.

Yours truly,

P. A. E.

C

AMOUNT	Feet at	Station—Name or number of track	Connection	RATE	COST
77	Feet at	Pancoast	Station—Name or number of track		
127	Feet of rail used—Height	5" (1.51 tons)	for the Scranton Coal Co.'s Supply Track	22.00	33.22
	" " " " "				
	" " " " "				
	Track ties—Kind	None.			
	" " "				
	" " "				
1	Sets switch ties—Kind	Chest. Ft. B. M.	2485	16.00	39.76
	" " " " "				
	Head blocks—Size				
1	Frogs—No.	8	Length 12 ft. Height of rail 5"	21.50	21.50
	" " " " "				
	" " " " "				
2	Guard rails—Height of rail	5"	Length 7 1/2 ft.	3.50	7.00
	" " " " "				
20	Guard rail braces—Kind	5"		.18	3.60
	" " " " "				
4	Guard rail fillers—5 inch			.15	.60
	" " " 4 1/2 inch				
4	Guard rail filler bolts—Size			.05	.20
	" " " " "				
1	Switch stands—High	Style Ramapo		16.00	16.00
	" " " " "				
	" " " " "	Low			
	" " " " "				
1	Pairs of switch points—Height	5"	Length 15 ft.	24.00	24.00
	" " " " "				
16	Split switch side plates				
1	Split switch connection rods—Length	8 ft.			
	Stub switch connection rods—Length				
	Stub switch spread rods				
3	Split switch spread rods				
6	Pair—Angle bars—Size	5" - 2nd class		.65	
	" " " " "				
	" " " " "				
	" Fish plate splices				
	" Offset splices—Size				
	" " " " "				
	Tie plates				
	" "				
36	Track bolts—Kind and size	4 1/8"		.03	1.08
	" " " " "				
36	Nutlocks—Kind and size	7/8"		.0075	.27
	" " " " "				
400	Pounds of track spikes			.02	8.00
	Cost of labor grading, by Company men				26.15
	" " " " paid by voucher				
	" " " laying				14.97
	" " " surfacing				4.73

Total cost of siding

Proportion of cost to be charged to other parties

When second-hand material is used, note same on report.
 Make sketch of side track laid on back of report, giving distance head-block is from some known point.
 Give number of feet of above track on Railroad Company's property, and number of feet on outside property with name of person to whom property belongs.

See attached letter.

Lackawanna
RailroadG. J. RAY
J. N. F. FIEBEL

Division Engineer

Scranton, Pa., Feb. 1, 1905.

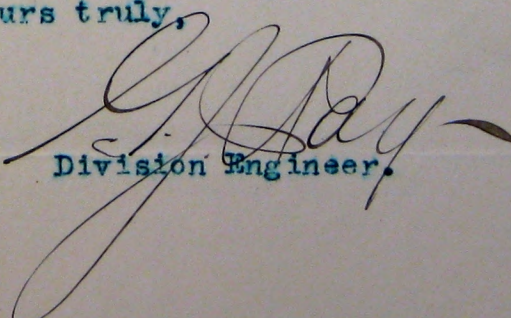
Mr. A. J. Neafie,
Prin. Asst. Engineer.

Dear Sir:-

Answering yours of the 21st and 30th ult., relative to right of way on the Pancoast Branch where switch was placed for the Scranton Coal Co., beg to state that I cannot ~~tell~~ exactly tell as to the right of way where this switch is located, at this writing, but from all indications we have a 30 ft. right of way at this point, and the switch would therefore be on our own right of way.

We have a right of way over the greater part of the Pancoast Branch, and I think all of the Pennsylvania Coal Company's property.

Yours truly,



Division Engineer.

GJR-A

Jan. 30, 1905.

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

Dear Sir:

Will you kindly hurry reply to mine of the 21st. inst. relative to construction of connection to Scranton Coal Co.'s supply track at Pancoast; that is, as to ownership of the land on which this track is placed. I am holding up construction report until I hear from you.

Yours truly,

P. A. E.

C

Jan. 21, 1905.

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

Dear Sir:

I have received construction report from Roadmaster Gill covering the construction of connection to the Scranton Coal Co.'s supply track at Pancoast. Attached to the construction report is a letter from Roadmaster Gill in which he advises that he does not know whether there was an agreement drawn up covering the right of way off our Winton Branch and Storrs Branch leading to the Pancoast breaker; that the Pennsylvania Coal Co. originally owned the ground and he thinks they gave our company permission to lay these branches over their ground. This switch at Pancoast turns off from our Storrs Branch leading to Pancoast.

Kindly advise me what you know in this matter.

Yours truly,

P. A. E.

Stroudsburg Station, Jan. 19, 1905.

A. J. Neafis,
P. A. E.,

Dear Sir:

I have understood that no agreement was drawn up for right-of-way of our Winton Branch and Stross Branch leading to Pancoast Breaker.

The Pennsylvania Coal Co. originally owned the ground. I think they gave our Company permission to lay these branches over their ground.

The switch at Pancoast turns off from our Stross Branch leading to Pancoast.

Yours truly,
M. Gill.

A. J. NEAFIE,
Principal Assistant Engineer.

Hoboken, N. J.,

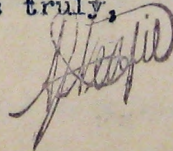
Dec. 17, 1904.

Mr. P. Dowling,
Gen'l Roadmaster.

Dear Sir:

Herewith note correspondence covering simply a switch connection for the Scranton Coal Co.'s tracks at connection with our Pancoast Branch. You will note by Mr. Ray's letter that these people will do all track work with the exception of placing the connection. Kindly arrange to render construction report when the work has been completed.

Yours truly,



P. A. E.

AJN

Completed

L. BUSH,
Chief Engineer.

Hoboken, N. J.

Dec. 14, 1904.

Mr. A. J. Neafie,
P. A. E.

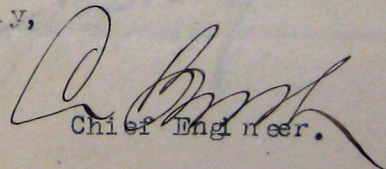
Dear Sir:

I inclose you herewith all correspondence in reference to proposed supply track for the Scranton Coal Co., which proposed track is to be connected with our Panceast Branch.

You will note the Scranton Coal Co. are to construct the track and our company are to simply make the connection which has been estimated to cost \$105., which arrangement has been approved by Mr. Truesdale.

Please arrange to have our part of the work looked after as it appears to be the intention of the Scranton Coal Co. to put in the track themselves at once.

Yours truly,


Chief Engineer.

HL-U

Attach correspondence

LACKAWANNA & WESTERN RAILROAD CO.
Engineering Department.

Lackawanna
Railroad

E. J. RAY,
SIND. T. RIEGEL,

Division Engineer

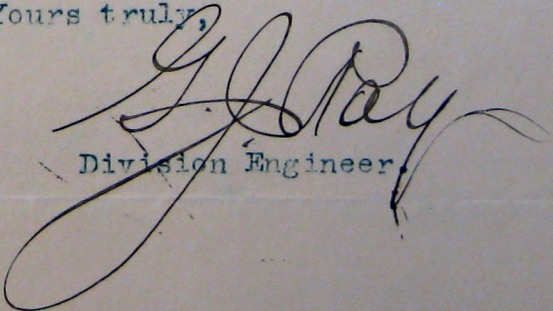
Scranton, Pa., Dec. 13, 1904.

Mr. L. Bush,
Chief Engineer.

Dear Sir:-

Referring to yours of the 10th, relative to proposed supply track for the Scranton Coal Co. on our Pancoast Branch, beg to state that I have seen Mr. Wolfe relative to this track and it will be satisfactory to them for us to put in the switch at the cost of \$105.00, and they will stand the rest of the expense, and in fact will do the track work themselves. All they wish this Company to do is to lay the turnout. They would like, however, to have this put in within the next two weeks, if possible, as they have the grading for their track all completed and would like to make use of track by that time if we can have the switch laid.

Yours truly,


Division Engineer.

GJR-A