

**File Unit - 002/002.01-17935.00.01**



**Series Nbr:** 002.01  
**File Unit Nbr:** 17935.00.01  
**Catalog #:** STEA 7158  
**Accession #:** STEA-00033  
**Category:** CORRESPONDENCE  
**Dates:** 1900-1918

**Extent**

<b>Count</b>	[Count]1
<b>Extent</b>	[Extent]
<b>Type of Unit</b>	[Type of Unit]FOLDER

**Title:** DL&W RR--Correspondence--General Superintendent--17935: Side Tracks--Kingsford Boiler Company--, Oswego, NY

**Add By:** RED  
**Add Date:** 9/8/2009 5:03:23 PM  
**Change By:** RED  
**Change Date:** 9/8/2009 5:08:28 PM  
**Location:** 002/002.01-B17-049

**Proc By**

<b>Processed By</b>	Pat McKnight
<b>Processing Date</b>	September 2009

**Record Id:** 50615

17935

October 24, 1918.

17935:

Mr. Nat Duke,  
General Freight Agent.

Dear Sir:

Replying to yours October 8, and returning enclosure, with regard to track extension requested by the Kingsford Boiler Company, Oswego.

I understand from Superintendent Cizek that they wish this extension in order to stand a car on track opposite the flue house. which will leave the car on the frog. It would, therefore, be necessary for us to handle car with a cable and we would not, under any circumstances, approve of an operation of this kind; in fact we would not ordinarily approve a switch-back arrangement, even though a car were not to be placed on the frog.

Yours truly,

HHS-4

New York, October 23, 1918

File MDI-2419

Mr. H. H. Shepard:-

On 8th instant we referred to you papers with respect to application of the Kingsford Boiler Company at Oswego for extension of track serving their plant.

Are you now in position to let us have your recommendation with respect thereto from an operating department viewpoint?

*Nat Drake*

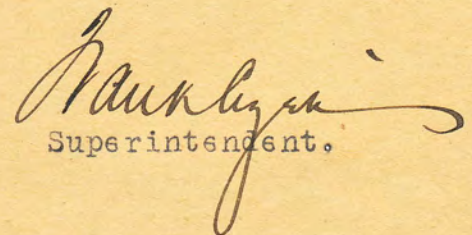
Binghamton, New York,

October 22nd, 1918.

Mr. H. H. Shepard:

Returning file sent me with your letter of the 9th, file 17935, with regard to building a spur for the Kingsford Boiler Company at Oswego.

I am opposed to the construction of this spur from an operating standpoint after finding out just how these people intend to use same. The intention of the Boiler Company is to have a car placed opposite the flue house, which will leave center of car standing on frog. In order to do this it will be necessary for us to pull this car to this position with a cable and when car is unloaded it will have to be staked back into clear before it can be coupled onto. We have a similar mess on our hands now at Oswego, viz; Oswego Machine Works, and it is the worst possible kind of an arrangement and I do not want to see any more of them put in, as it is unreasonable to expect us to operate a track of this kind and for that reason I am not in favor of it and trust you will turn it down.

  
Superintendent.

17935

October 9, 1918.

17935.

Mr. Frank Cizek,  
Superintendent.

Dear Sir:

Referring to enclosure from General Freight Agent  
Duke request from the Kingsford Boiler Company for extension  
of track at Oswego. With return of enclosures please let me  
have your recommendation on the proposition.

Yours truly,

1-G

17935.

New York, October 8, 1918

File MDI-2419

Mr. H. H. Shepard:-

Please note enclosures with respect to track extension requested by the Kingsford Boiler Company at Oswego.

Would thank you to advise, with return of all papers, whether there is any objection to this layout from an operating department viewpoint.

*Pat Drake*

4204, 18c 2

LACKAWANNA  
GEN'L SUPPLY

DELAWARE, LACKAWANNA & WESTERN RAILROAD CO



INDUSTRIAL DEPARTMENT,  
26 Exchange Place, New York City.

W. P. COLTON,  
Industrial Agent.

17930  
IN YOUR REPLY PLEASE REFER TO

FILE NO. 2419

November 22nd, 1905.

Mr. L. Bush,  
Chief Engineer.

Dear Sir:-

Herewith our file 2419 relative crossing frog at plant of Kingsford Foundry and Machine Company, Oswego, the placing of which, at the expense of the Machine Company, has the approval of Vice President Caldwell. You will note that in giving this approval Mr. Caldwell expresses the hope that you can find it convenient to put in this frog at once.

When the file has served your purpose kindly return together with two copies of the agreement which may be executed by the Machine Works.

As the matter has already consumed considerable time and as applicants are desirous of securing prompt action am transmitting papers by messenger.

WPC  
Copy TEC  
PJF  
CEW  
HHS  
JT

Yours respectfully,  
*W. P. Colton*  
Industrial Agent.



The Delaware, Lackawanna & Western Railroad Company,

(Form G. 11-A)

OFFICE OF SUPERINTENDENT.

4204  
180

Syracuse, N. Y., May 17th, 1900.

Subject: 18 = Oswego, Track into Kingsford's Boiler Works.

Mr. E. G. Russell,  
General Superintendent,  
New York City.

Dear Sir:-

Herewith please find all papers relative to the proposed track to the new boiler works on the Kingsford farm at Oswego.

I have had an interview with Mr. Thos. R. Kingsford to-day and he tells me that they are as yet, undecided as to whether they will rebuild on the location where the old boiler works, recently destroyed by fire, were located, or establish the works on the farm. Both locations have their advantages and disadvantages and it is quite hard for them to decide just what to do. As they are just in the midst of forming a new starch combination, they have been unable to give the boiler works matter proper attention and it will yet be several weeks before they will arrive at a definite decision as to location. Mr. T. R. Kingsford favors the old site, because it would leave the works nearer the Starch Factory and hence of easier supervision for him. This would be better for us too, because by the extension of our tracks at that point, we could give them





## The Delaware, Lackawanna &amp; Western Railroad Company,

OFFICE OF SUPERINTENDENT.

E.G.R.#2=5/17/00.

what facilities they need and our competitors could not get access to the location. Mr. Kingsford will advise us further as soon as they have decided upon the location.

He is pleased with our offer to put in the switch, but thinks that the service for transportation of the men at ten to fifteen cents per capita, too high inasmuch as they will probably have to pay this expense. As soon as they are ready they will further confer with us in regard to the matter.

The distance from our Yard switches at the East end of the Oswego Yard to the new proposed switch, will be only from 1,000 to 1,200 feet and hence all switching can be easily done without additional track facilities at that point.

Yours truly,

A handwritten signature in cursive script, likely of the Superintendent, written in dark ink.

Superintendent.

4204  
180

9

AT BUFFALO, May 15, 1900

Subject: 18, Oswego, Track into Kingsford's Boiler Works.

Mr. A. H. Schwarz,  
Superintendent.

Dear Sir,--

I return you herewith all papers on the subject of a track to the Kingsford farm at Oswego with a view of their establishing a boiler works there. You may say to Mr. Kingsford that we will build the track as per request, and that we will agree to transport his men night and morning at a rate to be made by our passenger Department, which in all probability will be from ten to fifteen cents for the round trip, it being a special service. We don't want to guarantee that we will do this continually, but we are perfectly willing to say that we will do it for one year, and then take the matter up again as that time approaches, with a view of doing what is proper in the matter. We hope, if the business is profitable, that when that time arrives, accommodations for the men will have been made on the grounds. You can put this in a way, I am sure, that Mr. Kingsford will see no objection to it. Let me know as soon as you can if it is acceptable, and when the track is desired, and I will take it up with the Chief Engineer. In advising me of the

A.H.S.-2.

matter, please return all the papers so that I can send them to the Chief Engineer. Have you not forgotten one thing, however,- that this is a long track and it is a long distance from Oswego to go out there to switch, and we should have another little spur on which to switch while we are doing the work for the foundry, in preference to leaving the cars on our main track or running all the way to Oswego. You better look this matter over and see if we won't have to do something of this kind. Yours truly,

Dict. E.G.R.

General Superintendent.

Copy BDC



## The Delaware, Lackawanna &amp; Western Railroad Company.

OFFICE OF SUPERINTENDENT.

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Superintendent.

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## The Delaware, Lackawanna &amp; Western Railroad Company.

OFFICE OF SUPERINTENDENT.

A.H.S.-2.

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Yours truly,

  
General Superintendent.

Dict. E.G.R.

Copy BDC

*E. G. Russell*

New York, May 4, 1900.

Subject: 18, = Oswego, track for Kingsford Company.

Mr. W. H. T.

I think we should put this track in; expense will be \$1300.00, Kingsford Company to furnish any right-of-way needed beyond our land. Think we should also furnish train service to take the employes out in the morning and back in the evening, as suggested by Mr. Caldwell.

Do you approve?

E. G. Russell.

*E. G. Russell*  
The proposition to  
track in is all right  
don't like the idea of  
taking employes out for  
indefinite periods as proposed.  
So far as I know we have  
coaches which are not arranged

*arrangement over our own  
the various sections of coaches about  
this case regularly I have had to*

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

Office of Traffic Manager,

25 Exchange Place, New York City.

B. D. CALDWELL,  
TRAFFIC MANAGER.

RECEIVED  
MAY 3, 1900.

Mr. E. G. Russell,  
General Superintendent,  
Building.

Dear Sir:-

Returning herewith papers referred to me with your letter of the 12th, subject 18, relative to side track to the shops of the Kingsford Company at Oswego:

We concur in the recommendation of Industrial Agent Hunter in favor of building this switch; also in regard to the transfer practically at cost of their employes morning and evening. When the time comes we can put on commutation tickets which will take care of the latter.

Respectfully,



Traffic Manager.

Copies to P.J.F., T.W.L., A.H.S., W.B.H.

THE DELAWARE, LACKAWANNA & WESTERN RAILROAD CO.

INDUSTRIAL DEPARTMENT,

25 Exchange Place, New York City.



W. B. HUNTER,  
Industrial Agent.

May 1, 1900.

Mr. B. D. Caldwell,  
Traffic Manager.

Dear Sir:-

I return herewith papers covering application of the Kingsford Boiler Works for a switch track and would report as follows:

I called upon Mr. Kingsford a few days ago and talked this matter over with him. The Kingsfords own, a short distance from the end of our yard at Oswego, a large farm upon which is an abandoned car shop building. Having recently been burned out in Oswego, they propose locating their boiler shops in this building. The building is about midway between our tracks and the R. W. & O. The R. W. & O. have already signified their willingness to build to this building. The Kingsfords ask us also to build a switch, which Supt. Schwarz estimates will cost, at the outside, \$1301.44. They ask us also to take out daily and return to Oswego in the evening from two hundred to three hundred of their employes.

The applicants seemed to feel, at first, that we ought to give this service upon their request. Before I left them I had practically their verbal promise that we should get our share of the business from this factory and also that they would pay for carrying the men out to the works and back, at least the cost of this service to us. Supt. Schwarz, who was with me, says this service can be performed by us as there is a switch engine always in the yards and the distance to the works will be not to exceed a mile and a half from our



station. Old coaches that are not fit for any other purpose can be used for this work.

Attached statement of John Taylor, agent at Oswego, shows that the Kingsford Boiler Works during the past twelve months paid us for freight forwarded \$1128. and for freight received \$1032. - a total of \$2160. The factory, before the fire, operated at a decided disadvantage because of its cramped quarters. The Kingsfords expect to very greatly increase their business if they move to the proposed site. In addition to the building now there they will have to build another about 200 x 300 feet. The new plant will employ about three hundred men.

Supt. Schwarz strongly recommends that this track be laid. If we do not lay it, and the factory is located on the proposed site, upon an R. W. & O. switch, we will lose what business we have and our failure to accommodate this industry will have its effect upon the greater starch business controlled by the Kingsfords. While it is true that the Kingsford Starch Factory will soon be merged into the starch trust, the output of which will be routed by a traffic manager, it is also true that the elder Kingsford will be the president of the National Starch Trust and have a decided influence upon the freight business out of Oswego. It is needless to discuss the bearing of Mr. Kingsford's likes and dislikes upon his business.

I would recommend that the Kingsford Boiler Works be given a switch track and advised that we will transport their men back and forth between Oswego and the works at the actual cost of such service to us.

Respectfully, *W. B. Hunter*  
Industrial Agent.

DELAWARE, LACKAWANNA & WESTERN RAILROAD COMPANY,

Office of Traffic Manager,

26 Exchange Place, New York City,

B. D. CALDWELL,  
TRAFFIC MANAGER.

April 13, 1900.

Mr. E. G. Russell,  
General Superintendent,  
Building.

Dear Sir:-

Am in receipt of your letter of the 12th, subject 18, and attached papers, relative to side tracks to the shops of the Kingsford Company at Oswego.

Will have this matter investigated and give you our recommendations as quickly as possible.

Respectfully,

*B. D. Caldwell*

Traffic Manager.

*papers to 20345 5/4/00*

4204

15-c

April 12, 1900.

Subject: 18, = Oswego, side track to shops of Kingsford Co.

Mr. B. D. Caldwell,

Traffic Manager, New York.

Dear sir:-

Referring to the attached papers in reference to proposed side track to machine shops of the Kingsford Co. at Oswego.

Will you please let us have your recommendation from a traffic standpoint?

Yours truly,

General Superintendent.



## The Delaware, Lackawanna &amp; Western Railroad Company,

OFFICE OF SUPERINTENDENT.

Syracuse, N. Y., April 11th. 1900.

Mr. E. G. Russell,  
General Superintendent,  
New York City.

Dear Sir:-

Please note within letter from John Taylor, our Agent at Oswego. Last month the boiler and machine works of the Kingsford Co., located near the Kingsford Starch Factory, burned down. Years ago, Mr. Kingsford bought a car shop located just south of our Oswego Yard and city limits which has been lying idle since its purchase. He now proposes to utilize the building for his foundry boiler and machine works and asks if we will build a switch into the same. As the Kingsford people are the largest shippers we have at Oswego, it will be well to give this matter carefull and immediate consideration. By complying with their request, we will get the entire freight, both in and out.

I would also call your attention to the fact that the proposed sight, although much further, can be reached from the R. W. & O. The question of taking the men out to the works and back, could be accomplished by a switch engine. I have had a preliminary map made showing the location and the probable cost of the track in question, which I attach herewith.

Yours truly,

A handwritten signature in dark ink, appearing to be "M. W. ...", written over a horizontal line.

Superintendent.

The Delaware, Lackawanna &amp; Western R. R. Co.

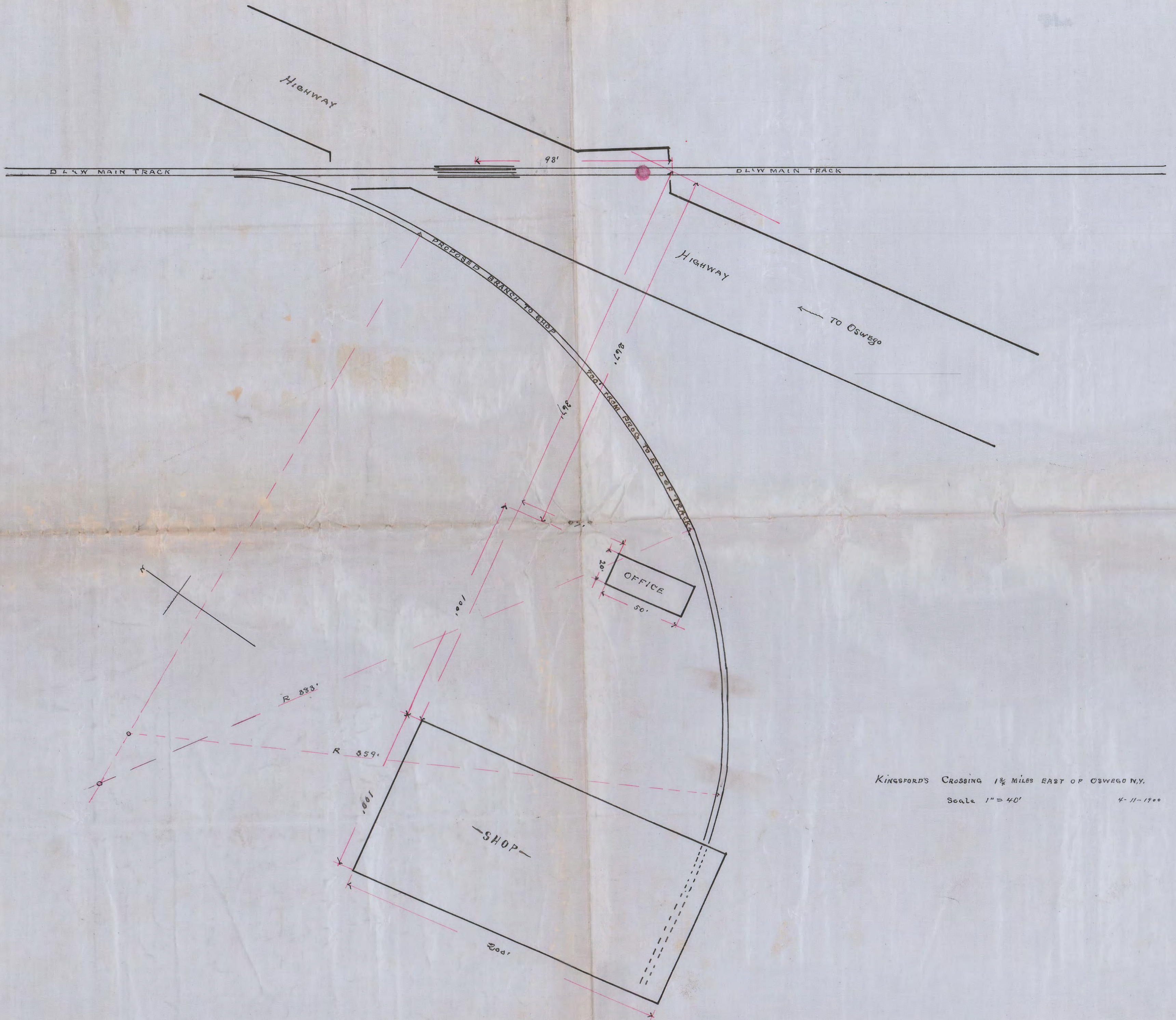
Lackawanna  
Railroad

TRANSPORTATION DEPARTMENT.

Owego Station, April 9<sup>th</sup> 1900J. H. Schwarz Esq.,  
Superintendent  
Syracuse

Dear Sir:-

The Kingsford Foundry & Machine Works people are figuring on building large boiler works, machine shop, etc., on their farm beside our tracks at the old Herri-  
Car Wks. They desire to know soon as possible if we will build a branch from our main track to works, in case they decide to build. They also wish to know what assistance we are willing to offer in the way of running their men out in A.M., and back in P.M. Very truly  
John [Signature]



KINGSFORD'S CROSSING 1 1/2 MILES EAST OF OSWEGO N.Y.  
 Scale 1" = 40'  
 4-11-1900



# The Delaware, Lackawanna & Western Railroad.

C. E. FORM 4.

Report of Side Track Laid at \_\_\_\_\_ on \_\_\_\_\_ Division, Month of April 11 1900

AMOUNT.		RATE.	COST.
800	Feet at <u>Oswego</u> Station—Name or number of track		
1600	Feet of rail used—Height <u>4 1/2" = 16 Tons</u>	@ <u>\$25.00</u>	4000
800	Track ties—Kind <u>#2 Oak</u>	50¢	400 0
1	Sets switch ties—Kind <u>Oak</u> Ft. B. M. <u>3374</u>	\$20.00	674
1	Head blocks—Size		
1	Frogs—No. <u>#10</u> Length <u>15'</u> Height of rail <u>4 1/2"</u>		72 0
2	Guard rails—Height of rail <u>4 1/2"</u> Length <u>15' = .30 Tons</u>	\$25.00	75
10	Guard rail braces—Kind <u>4 1/2" Rail = 200 lbs</u>	2 1/4¢	400
6	Guard rail fillers—5 inch		
6	" " " <u>4 1/2" = 60 lbs</u>	2 1/4¢	135
6	Guard rail filler bolts—Size <u>7/8" = 12 lbs</u>	2¢	120
1	Switch stands—High Style <u>Camapo</u>		18 0
1	" " " " " " " "		
1	" " " " " " " "		
1	" " " " " " " "		
1	Pairs of switch points—Height <u>4 1/2"</u> Length <u>15'</u> East of switch		20 0
18	Split switch side plates <u>and making of same.</u>		12 0
	Split switch connection rods—Length <u>9'</u>		2 0
	Stub switch connection rods—Length		
	Stub switch spread rods		
5	Split switch spread rods = <u>115 lbs. Cost of making</u>	3¢	43
54	Angle bars—Size <u>4 1/2" = 1512 "</u> <u>per 100 lbs 1 1/2"</u>		16 6.
	" " " " " " " "		
	" " " " " " " "		
	Fish plate splices		
	Offset splices—Size		
	" " " " " " " "		
	" " " " " " " "		
	2-way head chairs—Kind		
	3-way " " " "		
216	Track bolts—Kind and size <u>3/4" x 4"</u>	3¢	648
216	Nutlocks—Kind and size <u>Perona 3/4"</u>	Per M. <u>6 75</u>	1452
1750	Pounds of track spikes	1¢	1750
	Cost of labor grading, by Company men		100 0
	" " " " " " " " paid by voucher		
	" " " " " " " " laying		750
	" " " " " " " " surfacing		750
	Total cost of siding.		\$1301 4

Proportion of cost to be charged to other parties.