

Inspection Report

Jamestown and Chautauqua Railroad

June 1899

JAMESTOWN AND CHAUTAUQUA RAILROAD.

(Inspected June 9 and 10, 1899.)

The Jamestown and Chautauqua Railroad extends from Jamestown to Mayville Junction, a distance of 21.17 miles, from which point, by trackage arrangement, its trains run upon the tracks of the Western New York and Pennsylvania Railroad to Mayville, a distance of 1.20 miles. From Mayville the Chautauqua Branch extends to the Chautauqua assembly grounds, a distance of 2.68 miles. Another branch connects with the main line at Clifton and extends to a connection with the Dunkirk, Allegheny Valley and Pittsburg Railroad at Falconer, a distance of 3.39 miles: Making a total in main tracks of 27.24 miles.

The road is single track, standard gauge, and laid with 60-pound steel rail, connected by angle plates 24 inches in length, with 4 bolts. The ties are mostly 6 x 8 inches and 8 feet in length, about equal proportions oak, chestnut, yellow pine and hemlock, and 16 are laid to a 30-foot rail. A large majority of the hemlock ties, as well as quite a proportion of the chestnut,

and some of the oak are badly decayed and need renewing; about 6,500 ties were renewed last year, and at least 16,000 should be renewed this season; in places where there are several rotten ties in a bunch some new ones should be put in very promptly. The ties on the Mayville and Chautauqua branch are especially bad and need attention at once. The switch ties are also getting badly decayed and need renewing. Some sets switch ties are being made ready, and cross ties are being received and put in track. The rail is generally in fair condition, excepting on the Mayville and Chautauqua branch, where it is only medium; the joints are full bolted with very few exceptions, and nuts are screwed up tight. No cracked angle plates were found. The switches are all point, with rigid stands; switch targets are well painted; rigid frogs are used; all frogs and guard-rails are blocked. The joints, line and surfacing of track are only medium; many joints are low, and line and surface irregular. However, there are indications of improvement, and the present management appear to realize the necessity of bettering the general condition of tracks, etc., and are taking necessary measures to accomplish that result.

There are about 60 bridges, trestles and open culverts on the line. They are generally in good condition; many of them were renewed or extensively repaired last season, and repairs are now being made to others, which, when completed as planned, will put all the structures in thoroughly safe condition. Eighteen openings to grade have been closed by putting in iron pipe and filling, and it is proposed to close some others in like manner. The stations where agents are employed are in good condition. A few where there are no agents have windows broken and doors off the hinges, presenting a poor appearance. The platforms are in fairly good repair. Water for drinking is kept in the larger stations. Time tables are posted, and agents can check baggage to points where they sell tickets. The brush and weeds on the right of way are but partially cleared away, and in some cases brush has been allowed to grow so close to the track as to greatly obscure the view around curves and at highway crossings; they should be promptly cut. Some old ties, timber and rubbish on right of way should be burned or removed. The fences are fair. The equipment is in fair condition and consists of 5 locomotives weighing about 45 tons each, 5 coaches, 2 combination cars, 1 baggage, mail and express, and 5 open excursion cars, all provided with automatic couplers and air brakes, heated by steam and lighted by oil lamps.

Recommendations.—That brush and weeds be cut and burned; that all rubbish, old timbers and ties be removed or burned; doors and windows to flag stations be repaired; whistle and mile

posts be erected at proper places; that all trees standing near the track be cut; that very extensive tie renewals be promptly made.

A copy of this report was sent to the company, with a letter making the recommendations of the inspector the recommendations of this Board. The company informed the Board that the recommendations would be complied with.