

## JAMESTOWN AND LAKE ERIE RAILROAD.

(Inspection made by Mr. Frank M. Baker, Commissioner, August 31, and September 1 and 2, 1897.)

**Track.**—This line extends from Jamestown to Mayville Junction, a distance of 21.17 miles, where trackage arrangement is made with the Western New York and Pennsylvania Railroad to Mayville, from which a branch is extended to the Chautauqua Assembly Grounds, a distance of 2.68 miles. There is also a branch from the Junction to Falconers, a distance of 3.39 miles, where connection is made with the Dunkirk, Allegheny Valley and Pittsburg Railroad. This makes a total in main track of 27.24 miles, including switches and sidings. The weight of rail is 60 pounds. The ties are principally 6 by 8 inches and 8 feet long, and consist of 30 per cent. hemlock and the balance oak and chestnut. The majority of the hemlock ties have been in use some time, and are consequently badly decayed, and need renewal. Twelve thousand ties have been placed this season, and at least 15,000 more should be placed early in the spring to keep this road in safe operating condition. The ties on the branch, Mayville to Chautauqua, are badly decayed, and if the line is continued in operation at least three-quarters of them should be renewed. The business of this branch is largely composed of passenger traffic between Mayville and Chautauqua during the summer months, and it is important that prompt attention is given this line at once. The switch ties and connections are in bad condition. The targets are in good condition.

**Trestles and bridges.**—There are 80 trestles and bridges on this line. Considerable attention has evidently been given to the larger ones, but the smaller ones have been neglected. Two covered culverts are in very bad condition, as the timbers are badly decayed and the openings partially filled. Careful examination was made of each structure, and the attention of the manager called to the immediate necessity of renewal of them. The trestle on what is called the Steele Street track demands immediate repairs, as the piles are settling.

**Stations.**—The stations are in fairly good condition, but some need repairs at once. In many cases the planking is badly decayed, though the remainder of the building showed evidence of recent repairs. Several abandoned stations were noticed, the doors of which were off, glass out, and they presented a dilapi-

dated appearance. There is an improvement in the appearance of the depot at Jamestown.

Right of way.—Brush and weeds have been partly cut, and the remainder should be attended to at once. The fences are in fairly good condition. In many places the crossings are obscured by trees and brush. Considerable rubbish and wreckage was piled along the track, which gives the road a neglected appearance. The line from Clifton Junction to Falconers has been recently rebuilt in a substantial manner. The stations are provided with water coolers for drinking purposes. The stations having agents, present a neat appearance. Time tables are posted, and all passengers who purchase tickets are provided with checks. The joints in the track are in good condition.

Equipment.—The equipment is in fair condition. Several new coaches have been added since the last inspection, yet the attention of the management is called to the open cars, which on account of not being housed or protected from exposure to the weather are apt to be decayed and weakened. As a rule, the locomotives are in good repair. Improvements were noticed in the engine house and shed at Jamestown.

Recommendations.—All the cut brush should be burned; also decayed ties. Decayed ties piled near the platforms of several stations should also be burned. All abandoned platforms should be destroyed, and all rubbish under trestles removed. Barrels of water should be placed on the large trestles, for use in case of fire. Each station gang should be provided with a red lantern and red flag for danger signals. Whistle posts should be placed 80 rods from each crossing. At each crossing care should be taken to cut down all trees that obstruct a view of the track. All trees near the track should be removed.