

Western New York and Pennsylvania Traction Company August 13, 1907 Inspection Report

WESTERN NEW YORK AND PENNSYLVANIA TRACTION COMPANY.

I have made an inspection of the Western New York and Pennsylvania Traction Company's system (August 13, 1907), and submit the following:

Bolivar Division.

This division, which is single track, extends from Olean to Bolivar, 18 miles, 4 miles of which is on private right of way. On the line there are 14 turnouts. On the private right of way turnouts are equipped with switch stands and targets, no signal lights; switches are not locked. From Olean to Portville, 6½ miles, the track is constructed of 60-lb. T rail; from Portville to Bolivar, 11 miles, it is constructed of 58-lb. rail. All the track between Olean and Bolivar has four-bolt splices. Oak, chestnut, and cedar ties, 6 x 7-in. face by 8 ft. Ballasted with gravel and cinders.

Portions of the right of way are fenced, and there are some cattle guards. There are rail braces and guard rails on some of the curves. There are six crossings of steam tracks: one over, one under, and four at grade. The maximum grade on the line is 6 per cent. for 700 feet.

The company owns, available for operation, 52 cars: 21 closed, double truck; 4 double truck, open, twelve-bench; 6 single, open; and 21 single truck, closed; all closed cars are vestibuled; all double truck cars have air brakes and sand boxes; all cars have arc headlights; the tread of wheels is 3 in.; flange, ⅞ in. The company has sufficient cars for maximum requirements of operation; cars are housed, cleaned, inspected, and repaired in Olean.

Cars on this line are operated on one hour and twenty minute headway; running time, one hour and fifteen minutes. Two cars are required on the schedule, and in addition there are two cars of the Shingle House line operated between Olean and Ceres, making at times four cars in operation on portions of this division; cars meeting at arbitrary meeting points. Company has a book of rules and printed schedule. There is no telephone system. The line is equipped with manual block signal system. Riverhurst, a picnic ground, is located $3\frac{1}{2}$ miles from Olean. At times of heavy travel, cars are run between these points on fifteen-minute headway. The spacing rule is 2,000 ft. Cars are equipped with oil tail-lights. Twenty-two crews are required in the operation of the whole system. The more experienced men are placed on the suburban lines.

The company has a power plant at Ceres: two gas units, 500 hp. each. Transmission is made at 19,100 volts; transmission line is on a separate pole line around all villages, and is not on any of the principal streets in the city of Olean. The company has a reserve of two units of 225 kw. each at Ceres, and one unit of 250 hp. at Olean. They are putting in two units of 500 hp., and when these latter are completed, the company will have sufficient power for the maximum requirements of operation.

A large portion of track of this division has recently been surfaced and aligned. On the date of inspection a gang of fourteen men were surfacing and aligning track and ballasting, with a work train. The track between Olean and Ceres is in good condition. From Ceres to Bolivar it is in poor condition of alignment and surface. At very few points is the grass above the rail, but it needs weeding. A large portion of the ties are in good condition. A large number of new ties have been put in, these are all standard sizes, oak and yellow pine.

The examination of structures was commenced at the Bolivar end of this line, and they are numbered consecutively from that point. The steel bridges on this line are at present being examined by a bridge expert. A detailed description of them and the expert's report on their condition will be submitted later.

1. (In Bolivar) thirty-five-foot opening, two 12-in. iron girders under each rail with lateral braces, mason work abutments alongside highway bridge; opening on tangent; the structure in good condition; should be equipped with guard rails.

2. Eight-foot opening, 12 x 12-in. stringers on timber bents; opening on tangent; in good condition.

3. Fourteen-foot opening, two 12-in. iron girders bolted together on mason work abutments; rail laid and fastened on girder, no cross-ties; in good condition.

4. Eight-foot opening, 12 x 12-in. girders on mason work abutments; opening on tangent; good condition.

5. Fourteen-foot opening, 12 x 12-in. girders on mason work abutments: tangent on 1 per cent. grade; should be equipped with guard rails; good condition.

6. Twenty-foot opening, one hewed timber under one rail, and two under the other; on timber bent with batter posts; structure on tangent; structure in poor condition; should be repaired immediately, and should be equipped with guard rails.

7. Truss bridge, 14-in. stringers; bridge on tangent; this bridge should be equipped with guard rails.

8. Eighteen-foot opening, hewed timber and four 8 x 14-in. stringers, on pile bents; structure in poor condition; should be repaired and equipped with guard rails.

9. Fourteen-foot opening, 6 x 12-in. stringers on dry wall abutments; on tangent; this structure is not in first-class condition; should be replaced in the near future; should be equipped with guard rails.

10. Ten-foot opening, one hewed timber and one 12 x 12-in. stringer on timber bents; opening on tangent; in fair condition.

11. (In Portville) truss bridge; mason work abutments.

12. Eight-foot opening; on curve; 10 x 14-in. stringers and one 8 x 14-in. under each rail, on pile abutments, with guard rail on inside rail; this structure is at the foot of 2 per cent. grade; good condition.

14. Pony truss bridge, on tangent at the foot of 2 per cent. grade.

15. Eight-foot opening, 12-in. iron girders on mason work abutments; structure on tangent; good condition.

16. Eight-foot opening, 10-in. iron stringers, mason work abutments; structure on tangent; good condition.

17. Five pile bent; two 6 x 14-in. stringers, and trestle laterally braced; structure on a curve; the track on the approaches should be leveled; this trestle is in Olean; good condition.

Eighteen and 19 are bridges in the city of Olean, on which reports will be furnished by the company later.

At the crossing of the two "Y" tracks of the P., S. & N. R. R., where there are cut crossings in good condition, there should be a metal trough on the trolley wire extending over both of these crossings.

The special work of the unused crossing between Portville and Olean should be removed. The crossing of switch tracks of the Pennsylvania railroad near Olean, at which point there is a cut crossing, there should be a metal trough placed on trolley wire extending over the crossing.

There should be derails placed on all switches which have grades descending to the main line track, and on which cars are at times stored.

Bradford Division.

This line, which is single track, extends from Olean to Bradford. Eleven miles of it is located in the State of New York.

It is constructed of 70-lb. T rail, with four-bolt splices, all on private right of way. The maximum grade on line is 3.3 per cent. for about seven miles, except on the curves where the per cent. of grade is less. The total rise from the Allegheny river to the summit, 929 feet. There are a large number of curves, all of which have good alignment and proper elevation; some are equipped with guard rails. The line is equipped with a block signal system. No cars are operated on this line except those equipped with air brakes.

This line has recently been re-located and reconstructed. It is one of the best constructed lines in the State of New York. It is located on the mountains, and in order to make the elevation, is built in the form of a loop. It is well ballasted, a portion of it being ballasted with white, broken stone, which gives the track a fine appearance. There is a derail about half way and above the loop for the purpose of stopping a runaway car. The company intends putting in another derail below the loop.

Cars are operated on hourly headway. Running time from Olean to State line, 45 minutes. Four cars are required on schedule.

The city line consists of 2½ miles of 70-lb. T rail. On it there are no bridges. On Union street it crosses four tracks of the Pennsylvania railroad, with cut crossings and metal troughs. On Main street it crosses one switch track of the Pennsylvania railroad with cut crossing. There is no trough on trolley wire.

The company is at present completing the construction of a line from Olean to Salamanca. It is expected that this line will be in operation in the near future. When cars are in operation on this line, the company will have four suburban divisions, at which time they should arrange a complete system of train dispatching. For this reason, no suggestion on that subject is made in this report, but a supplemental report will be submitted after operation has commenced on the Salamanca extension.

To increase the safety of operation on this company's system, the following recommendation is made:

That the Public Service Commission of the Second District of the State of New York recommend to the Western New York and Pennsylvania Traction Company, as follows:

1. That it equip all of its grade crossings of steam tracks with metal troughs on the trolley wire.

2. That all of its suburban cars, especially those operated on the Bolivar and Bradford divisions, be equipped with wrecking tools and fire extinguishers.
3. That all of the structures be replaced, repaired, and equipped as suggested in this report.
4. That it equip all highway crossings on its suburban divisions with crossing signs.
5. That all of the facing curves on the Bradford division be equipped with guard rails.
6. That derails be placed on switches as suggested in this report.
7. That the fencing on the Bolivar and Bradford divisions be repaired.

A copy of this report was transmitted to the president of the company, who replied that the improvements suggested would be made.

Salamanca Division.

November 14th I made an inspection of the Salamanca branch of the Western New York and Pennsylvania Traction Company, and submit:

This branch extends from the end of the Allegany line of this company's system at Allegany to Salamanca, a distance of 15 miles, all on private right of way except 3.2 miles on highways and 1.7 miles in the village of Salamanca. It is constructed of 70-lb. T rail, with four-bolt splices; ties, oak and chestnut; gravel ballast. Maximum grade on the line is 4 per cent. for 450 feet, except in Salamanca at the under crossing of the Erie railroad, where it is 5 per cent. for 200 feet; and on New street in that village, where there is a 6 per cent. grade for 200 feet.

On the line there is one grade and two under crossings of steam railroad tracks. The grade crossing, which is at East Salamanca, is protected by derails, and metal trough on the trolley wire. There are five turnout switches and five bridges on the line. All of the bridges are new ones, designed for two 50-ton cars.

Cars run from the Pennsylvania railroad in Olean to the north end of the Allegheny river bridge in Salamanca, 19.1 miles. The track and roadbed of this extension is first class. The company has ordered switch stands and targets for all switches on this extension. The company is completing the construction of cattle guards at highway crossings, also has crossing signs on hand, which will be placed at these points in the near future. The fencing on the right of way is at present being completed. The company should equip all bridges and some of the curves on the high banks and fills with guard rails.

Supplemental Reports.

The single track of the Allegany division of the Western New York and Pennsylvania Traction Company crosses at grade one main line and one siding of the Pennsylvania railroad; 123 feet west of this crossing the electric track crosses one main line track of the Erie railroad. The latter crossing is protected by derails in the electric track on either side of the Erie railroad. A blue print showing the lay-out at these two crossings is submitted.

Safety of operation at these crossings would be increased if the derail on the east side of the Erie crossing was moved to the east side of the Pennsylvania crossing, and the lever for the operation of the same was placed between the Erie and the Pennsylvania tracks, from which point an unobstructed view can be had of the tracks of both railroads.

The recommendation is made that this Commission order the above change.

The Western New York and Pennsylvania Traction Company is extending its track from the present operating terminus of the Salamanca division, in Salamanca, to Little Valley, a distance of 9 miles. When this extension is completed, this system will consist of 105 miles of track, of which 71 miles will be in the State of New York. On the system there are four suburban lines, and five city lines of cars operated: two city lines in Olean, two in Bradford, and one in Salamanca.

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All of the suburban divisions are equipped with a manual operated block signal system, and cars are operated when off schedule time, depending entirely upon the signal system. This is not considered a safe method of operation. The signals should be used only as an auxiliary to a proper method of operating trains by train orders when off regular schedule time.

To improve the safety of operation on this company's system, the following recommendations are made:

That the Public Service Commission, Second District, State of New York, order the Western New York and Pennsylvania Traction Company, as follows:

1. That it prepare and distribute to employees a proper printed running schedule for each suburban division of its system, such schedule to show the time at termini, intermediate, and meeting points.

2. That it prepare a proper method of train dispatching for use on all of its suburban lines, the details of which to be submitted to this Commission for its approval by January 1, 1908.

Copies of these last reports were transmitted to the president of the company, who replied that the company would comply with the recommendations; and later, that improvements had been completed.
