# I.C.C. Valuation Engineering Field Notes

## Elmira & Williamsport Railroad (Pennsylania R.R.)

Collected and Edited by James J. Anderson
Last Revision December 22, 2000

1. Introductory Remarks

These notes are extracts from the Interstate Commerce Commission's Railroad Valuation performed on the Elmira & Williamsport Railroad (part of the Pennsylvania Railroad). Most of those records are dated 1915. Specifically, these notes were extracted from the "Engineering Field Notes". These ICC records are stored in the National Archives, at Archives II, in suburban Washington, D.C.

These notes were obtained in a one-day, 6-hour visit to Archives II on August 28, 1998. Since photocopying is not allowed at Archives II, so as to avoid damage to the originals, all notes were copied by hand. The notes were double-checked at the time against the original, but the constraints of time and method means that errors may have been missed in the manual transcription. When the handwritten notes were transferred to computer, the output was checked very carefully against the notes, to ensure that that part of the transcription process was as accurate as possible. Therefore, there may be errors remaining in this data, especially from the handwritten transcription process. It will take additional trips to the Archives to check the accuracy. Those trips could be done by other people, copying the same material. We could then compare notes and correct errors in these computerized notes. Expanding the scope of these notes to include more of the PRR's Elmira Branch is also possible. I was mainly interested in the section between Trout Run and Roaring Branch, in Pennsylvania, for modeling purposes. These notes reflect that interest.

Drawings are NOT to scale, but then the originals were not drawn to scale, either. The original drawings were in-the-field "sketches" done on graph paper, with major dimensions noted.

In the notes, **bolded text** is used to indicate material that was not in the originals. Sometimes this "added material" is explanation or clarification of something in the original. Sometimes it is just a question that I thought of at a later time.

The use of the term "accounts" in the original reflects the purpose of these notes: to establish a value for the railroad, to be used by the I.C.C. in determing rates. Since this is mainly an accounting exercise, the notes were grouped together in "accounts." We might think of these "accounts" as "categories."

There are also "station" numbers at various places in the text. These are distances, measured in feet, from a particular point on the railroad (usually a major station or junction point). These appear as 1406+07, for example. This would be read as 140,607 feet. These "stations" allow us to determine the position of things (like buildings) on the railroad, relative to each other. Since bridges are usually listed with their beginning "station" and ending "station", as in 1069+38 – 1070+62, we can use simple subtraction to determine the length of a bridge (in the example given, it would be 124 feet).

On the day I was at Archives II, I did not think to ask David Pfieffer if there were any photographs that were taken as part of the ICC Valuation of the Elmira & Williamsport RR. I likewise forgot to ask if there were Valuation records on the shortline Susquehanna and New York RR, which ran between Williamsport and Towanda. Perhaps if someone else visits Archives II before I do again, they can find out if such materials exist.

2. Summary Notes

**2.1 Traffic Notes**

**dated** June 29, 1915
North from Williamsport – daily 4 passenger trains; S&NY 2 trains
North from Williamsport – 2nd and 3rd class trains, 7 daily; S&NY 2 trains

South from Elmira – daily 4 passenger trains; S&NY 2 trains
South from Elmira – 2nd and 3rd class trains, 7 daily; S&NY 1 train

Total freight cars moved north in 1914:
Loads 98,466 Empties 14,462
Total freight cars moved south in 1914:
Loads 33,869 Empties 76,850

Trains usually have 20-30 cars
Daily average is 13 trains
Largest part of traffic is northbound coal

**2.2 Structure Built Dates**

**Page dated** May 4, 1915

| | |
|---|---|
| Hepburnville | 1911 |
| Cogan Valley | 1890 |
| Haleeka | **no date listed** |
| Powys | 1890 |
| Trout Run | 1885 |
| Grays (S&NY) | 15 yrs ago **(1900)** |
| Bodine | 1890 |
| Marsh Hill Junction | |
| | Car inspector's office boxcar @ 1905 |
| | Blacksmith shop & office added @1913 |
| Roaring Branch | 1872 – extensive rebuild 1895 |
| Ralston | 1885 – 32 feet added to freight end in 1907 |
| Penbryn | 35 yrs ago **(1880)** |
| Grover | 1905 |
| Canton cattle pen | 1895 |
| Canton | 22 yrs ago **(1893)** |
| Canton freight station | 25 yrs ago **(1890)** |
| Alba milk station | 1914 |
| Alba | 1901 |
| Cowley | 1890 |
| Cowley cattle chute | 1900 |
| Troy | 1890 |
| Troy freight station | 1890 |
| Troy cattle pen | 1908 |

**2.2 Structure Built Dates (continued)**

| | |
|---|---|
| Columbia X-roads cattle pen | 1909 |
| Columbia X-roads | 1890 |
| Sneidiker | 1909 |
| Gillett | 1890 |

## 3. Detailed Records

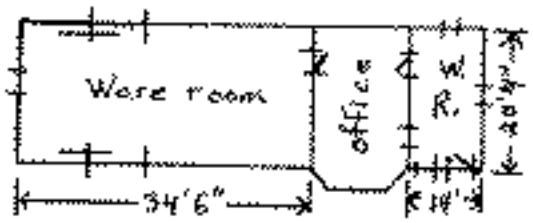
3.1 Structures Account

Cogan Valley, Pa
V Signal Tower installed 1917
8’ x 10’ x $\frac{25’ + 28’}{2}$
platform 5’ x 20’
**does not appear on 4/10/1907 track schematic in PA Archives**

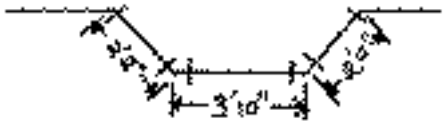
Haleeka, Pa (Halecka) 9-29-20
Pass. Platform Type G1
7’ x 33’
Curb CW1 (Hemlock)
15-152 (6” x 8” x 73”)
Slatted bench 12” seat, 15” back
1 Type A passengers train signal
1 Type C platform lamp
**no notes on any building**

Powys, Pa
Station 24’ 3” long 12’ 3” wide
2/3 waiting room
1/3 office

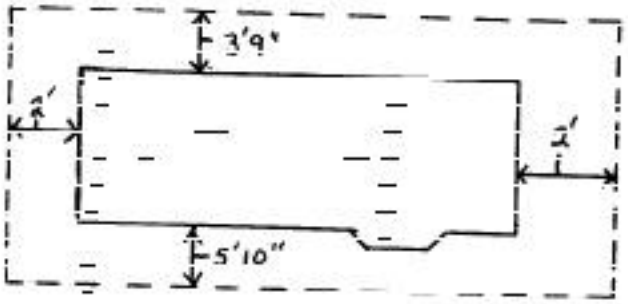
Trout Run, Pa
Passenger station




**Bay dimensions**




**Platform dimensions**




5/3/1915

Combination station Type W103 **(in type book)**
4 foot roof overhang
roof ridge line 21' 4"
wall elev. 16' 10"
found. elev. 1' 0"
2" Y. Pine 3' high **(wainscoting??)**
7" x 9" chestnut posts
4" x 8" joists
2" Y.P. siding around posts
Construction same as Cogan Valley

1 scale – Fairbanks Platform no. 4
1 Type A mail crane **(in type book)**
2 oil platform lights
1 Type **(??)** passengers train signal

Passenger station toilet
Type 7 except 9'-6" x 5'-3" x 8'-0" wall 10' 4" ridge **(not in type book)**
Untreated cedar shingles **(on roof only?)**
Screen – 34' 0" x 6' 2" high
Lattice work, plain
Separator screens 3' 0" x 6' 4"

Section Tool House
20' 6" x 16' 6" x 10' 8" wall 15' 6" ridge
floor elevation 2' 0"
roof overhang 14"
slate roof **(!)**
platform in front 10' x 16' 6" x 2"
handcar rail – 60 linear feet 60# rail

Bunk House Type W21A **(not in type book)**
16' x 30' x $\frac{10' + 14'}{2}$

Toilet Type W61 **(in type book) (separate from passenger toilet; for bunkhouse denizens)**
4' x 5' x $\frac{7' + 8'}{2}$

Section Tool House **(another one, also at Trout Run)**
16’ 7” x 12’ 0” x 14’ 1” wall + 18’ 1” ridge
found. 6’ 0” elev.
overhang 1’ 0”
upright board/batten
sheet iron roof
w.p. shingles **(w.p.=white pine, but where, if sides are board/batten and roof is sheet iron…?)**
2 single-hinged 4 lt windows 36” x 80”
platform 16’ 6” x 15’ 0” x 2” y.p. **(yellow pine)**
60” rail, hand car rails

Station platform at Fields, Pa. 5/8/1915
150’ x 13’ x 1’ deep cinders
1 Type A flag station signal
1 Type A mail crane **(in type book)**
1 Type D station oil light
1 coal box 14’ 0” x 5’ 0” x 5’ 0” **(why a coal box if no station??)**

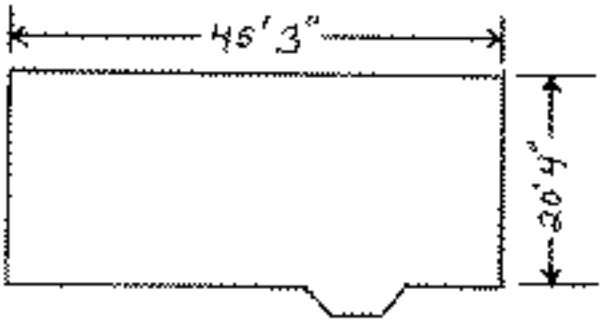
building not owned by RR
**(they used a store!)**

796+39 **(“station”; haven’t plotted this yet to figure out where it was)**

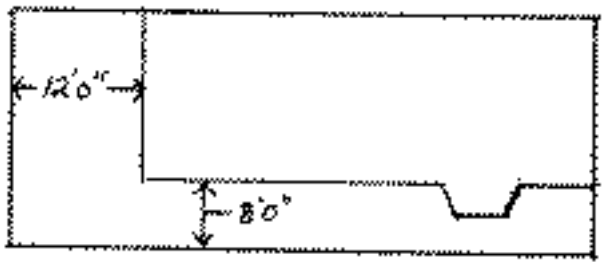
Bridge Forces Tool House
14’ 10” x 7’ 10” x 7’ 3” wall 9’ 10” ridge
elev found 1’ 0”
board/batten not painted
2’ wide door board/batten

Passenger station at Bodine, Pa.

May 1915




**Platform dimensions**




Type W103 **(in type book)**
Foundtn. Elev 2' 0"
Platform 2' 8" high
Floors same elevation in all rooms
2" Y.P. platform
same as Trout Run
4 foot roof overhang

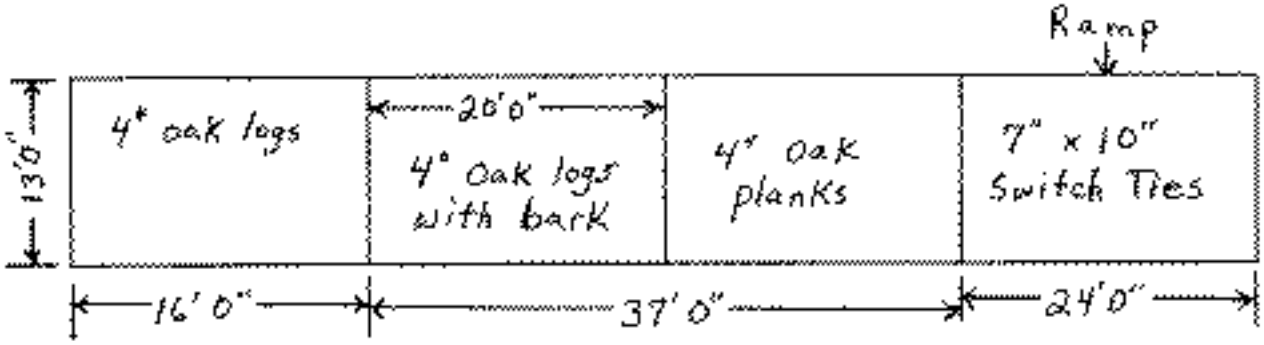
1 – 2 wheel baggage truck
2 – 2 wheel hand trucks
1 – oil skid **(??)**
1 – platform scale Durvee & Forsyth Rochester NY
supported on 4 oak ties

Toilet one compartment
4' 8" x 3' 10" x 8' 6" 9' 9" ridgeline (roof)
Hip roof
Lattice screen 7' 8" x 6' 4"

1 platform lamp
1 Type A mail crane **(in type book)**
1 Type **(??)** flag station signal

Loading platform at Bodine

type W2




Tool House at Bodine
20' 6" x 16' 6" x 10' 6" wall 15' 6" ridge
elev found 2' 0"
slate roof **(!)**
planking in front 7' 0" x 4' 0"

Bunk House at Bodine

$16' \times 30' \times \frac{10' + 14'}{2}$

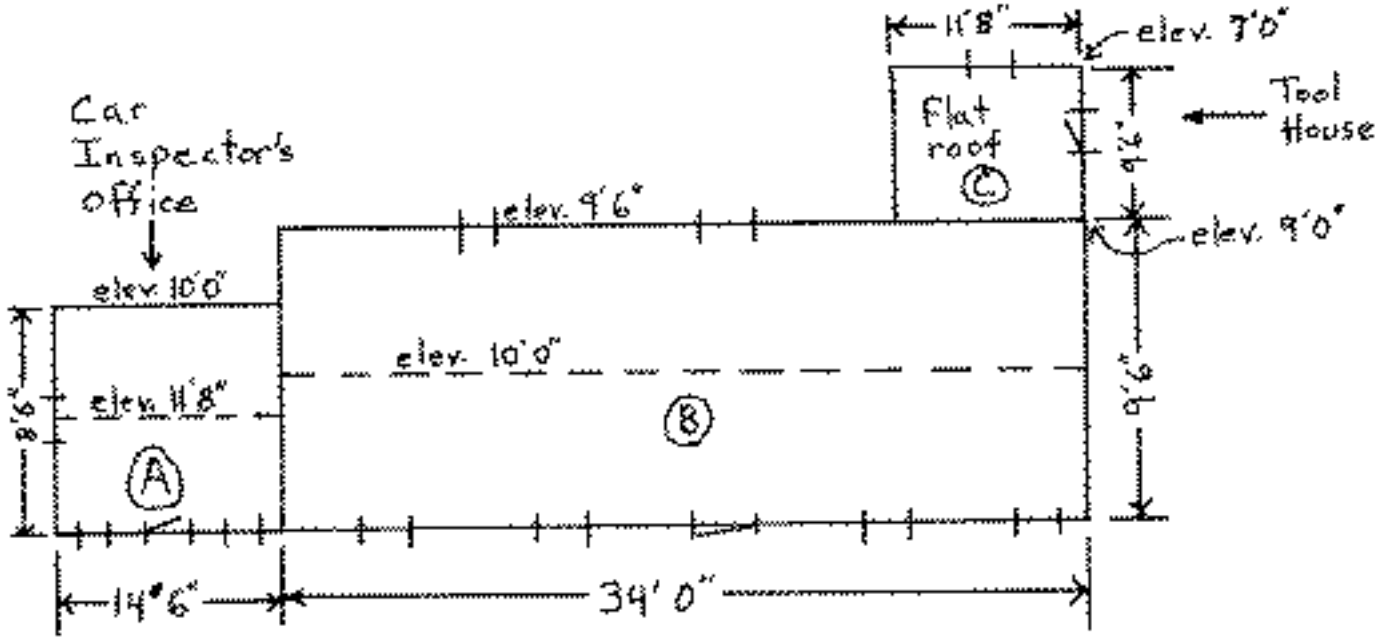
Toilet $4' \times 5' \times \frac{7' + 8'}{2}$

Passenger platform at Marsh Hill Junction, Pa. May 1915

Curbing concrete
3' deep 205' long
cinders 24" deep

2 platform lights iron posts
Type B oil lights
With station sign
1 flag station signal
1 Type A mail crane **(in type book)**

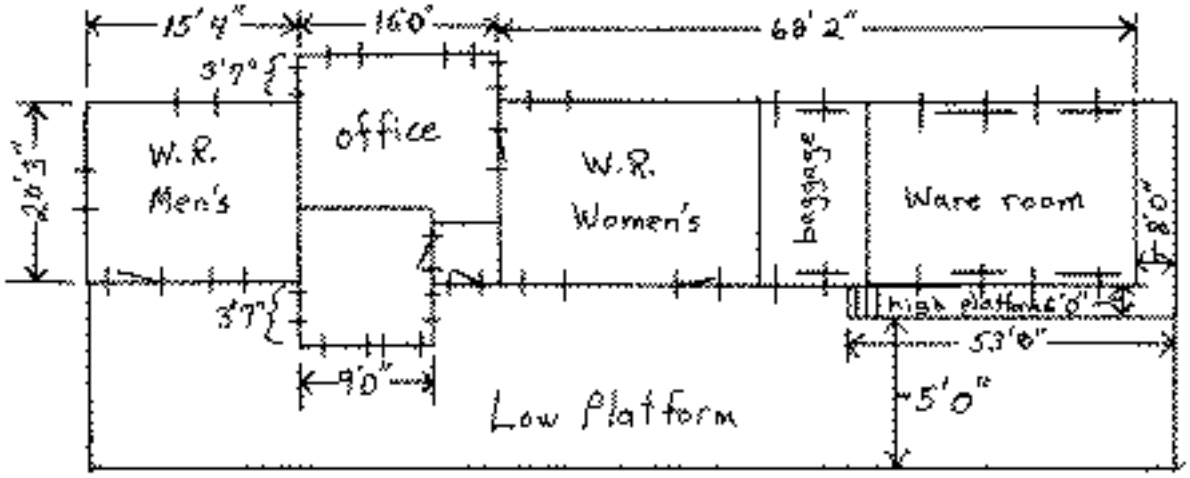
Car Inspector's office at Marsh Hill Junction, Pa. May 1915




Type W22A **(in type book)**
B is old PRR boxcar off its trucks
A + C have board & batten siding
A is painted, C is not

Section B painted
Plain doors and windows
A has cedar shingles
B tin standing seam roof
C two ply tar paper
10 singlehung 4 lt. windows 2’ x 3’
2 doors, 1 panel door (2 glass, 2 wood panels), 1 batten door
**wonder why PRR had Car Inspector’s shop at M.H. when they had no other facilities?**

Passenger station at Ralston, Pa. 5/15/1915




high platform is 3' high
roof overhang at ends is 2' 0"
roof overhang in front and back is 5' 2" roof edge is straight, does not follow wall lines

foundation elev 1' 6"
wall elev 16' 6"
ridge elev 23' 0"

office windows 7' 6" x 2' 0" d.h. 8 lt. sash (w.p.)
w. room windows 7' 6" x 2' 8" d.h. 12 lt. sash (w.p.)
**(d.h. = double-hung, 8 lt. = 8-lite, w.p.=white pine)**
exterior doors 3' 0" x 7' 6"
baggage doors 4' x 7' x 9" **(not sure what the 'x 9"' means; 9" thick??)**

4 platform lights oil lamps
1 flag station signal
2 2-wheel baggage trucks

platform 317' long, 8' wide, 12" cinders **(apparently cinders 12" deep)**

toilet Type 7
8' 5" x 5' 0" x 8' 4" wall 9' 10" ridge
overhang 8" hip roof

1 toolbox 2' 10" x 3' 4" x 7' 10"

**Ralston, Pa. (continued)**

Yard Office Type W21A 6/30/1918
15’ x 24’ x $\frac{10’ + 14’}{2}$

Hose House Type W61 **(not in type book)**
6’ x 8’ x $\frac{8’ + 9’}{2}$
board construction

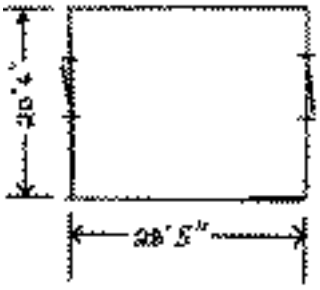
Bunk House Type W21A **(nitb)** installed 1917
16’ x 30’ x $\frac{10’ + 14’}{2}$
Toilet Type W61
4’ x 5’ x $\frac{7’ + 8’}{2}$

Bunk House Type W21A **(nitb)** installed 1917
17’ x 60’ x $\frac{10’ + 14’}{2}$
Toilet Type W61
4’ x 5’ x $\frac{7’ + 8’}{2}$

Watch Box Type 6 **(nitb)** (used by switchman)
9’ 6” x 7’ 5” x 13’ 7” wall 16’ 0” ridge
planking in front 8’ 0” x 8’ 0”
coal box 8’ 0” x 5’ 0” x 4’ 0”

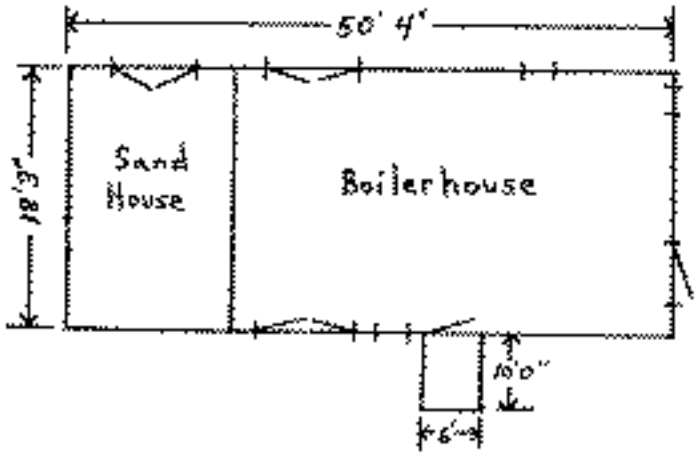
**Ralston, Pa. (continued)**

1232+00
Ice House for supplying cabin cars installed 1913



Wall elevation 15’6”
Ridge elevation 22’8”
Roof overhang 1’0”
German siding
Smooth ready roofing, 3 plies
Also a coal box for supplying cabin cars 8’ x 5’ x 5’

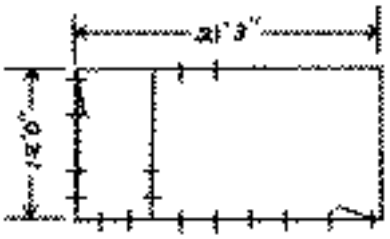
1232+98
Power House installed 1899




Wall elevation 15’ 3”
Ridge elevation 20’ 8”
Roof overhang 1’3”
18” diameter boiler stack, 40’ high
German siding
Slate roof
3 single-sash 10-lite windows 4’8” x 2’0”
2 double-sash 12-lite windows 2’4” x 5’2”
1 Type 7 toilet 4’0” x 4’0” x 6’0”

**Ralston, Pa. (continued)**

1233+48
Oil House installed 1909



Foundation 6”
Elevation wall 11’2”
Elevation ridge 15’2”
Roof overhang 1’0”
German siding, painted
Slate roof
12-lite windows 2’8” x 6’0”
3-foot doors, wood panel

1233+70
Ashpit and pneumatic ash hoist installed 1899

122’0” x 4’0” x 4’0” deep base
brick walls

1233+90
Jail in Ralston yard installed 1909

9’5” x 7’5” x 8’6” wall
10’10” ridge elevation
Foundation elevation 1’0”
Roof overhang 1’6”
Smokestack
Tin standing-seam roof
2 single sliding sash 4-lite windows 3’2” x 2’0” iron bars _” diameter

1236+80
Paint Store House installed 1895
9’6” x 6’3” x 6’0” wall elevation
7’6” ridge elevation

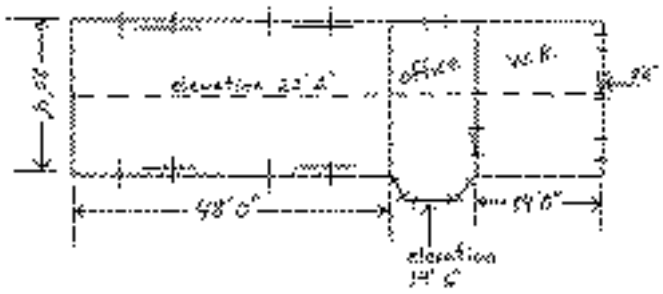
**Between Ralston, Pa. and Roaring Branch, Pa.**

1406+07
Watch Box at dangerous cut
7’ 4” x 5’ 5” x 11’ 4” wall 13’ 2” ridge
overhang 18”

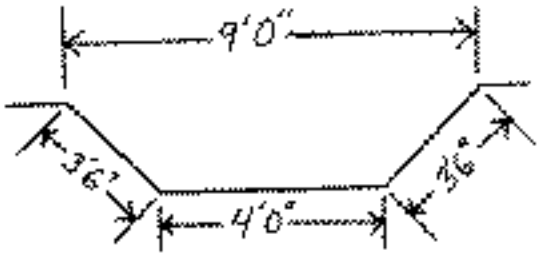
1555+36
Watch Box at dangerous cut
7’ 0” x 5’ 0” x 13’ 6” wall 15’ 0” ridge
tin standing- seam roof
grass plot 320’ x 30’
15 bushes, 6 ft. high

**Roaring Branch, Pa.**

Passenger station at Roaring Branch, Pa. 5/13/1915




**Bay dimensions**




Similar to Trout Run station

4’ 0” roof overhang

1 Fairbanks scale #9
1 2-wheel hand truck

platform had concrete curb
228’ 0” long by 9’ 6” wide
3’ 0” deep cinders

1 flag station signal Type A
2 Type B oil platform lamps cast iron brackets

toilet – 4’ 3” x 5’ 4” x 7’ 0” wall + 8’ 9” ridge
one compartment
cedar shingles

**Roaring Branch, Pa. (continued)**

1695+33
Section Tool House Type 2 **(nitb)**
20’ 3” x 16’ 2” x 8’ 9” wall 14’ 8” ridge
18” overhang
slate roof
Platform 7’ x 12’

1616+73
Watch Box at dangerous cut near Roaring Branch
7’ 0” x 5’ 0” x 13’ 6” wall 15’ 0” ridge
tin flat- seam roof
grass plot 210’ x 25’

3.2 Signals Account

**Page dated:** April 29, 1915
**Signal notes were written in several different hands, and in differing degrees of detail.**

| Mile | Station | Description |
|---|---|---|
| 1 | 2416 | Signal bridge |
| | 15477 | One-arm semaphore, ladder |
| | 44+53 | One-arm semaphore, ladder |
| 2 | 64+46 | "RG" tower and accessories |
| 4 | 167+14 | "NE" tower and accessories |
| | 195+77 | Telephone box |
| 6 | 306+95 | One-arm semaphore |
| 7 | 350+70 | One-arm semaphore |
| | 359+49 | Telephone box |
| | 395+10 | Telephone box |
| 8 | 416+52 | One-arm semaphore |
| 11 | 537+17 | "US" tower and accessories |
| | 571+17 | Telephone box |
| 12 | 592+16 | One-arm semaphore |
| 15 | 777+38 | One-arm semaphore |
| 16 | 796+09 | One-arm semaphore |
| | 799+10 | "FI" tower and accessories |
| | 821+77 | Telephone box |
| | 846+63 | One-arm semaphore |
| 17 | 898+05 | One-arm semaphore |
| 19 | 1003+15 | Telephone box |
| 20 | 1026+03 | "Q" tower and accessories |
| | 1038+52 | Telephone box |
| | 1055+12 | Dist. Signal connected to s.w. **(?)** |
| 21 | 1070+95 | Interlocking tower and accessories **(?)** |
| | 1102+70 | Dist. Signal connected to s.w. |
| 22 | 1147+76 | Telephone box |
| 23 | 1195+26 | Telephone box |
| | 1215+12 | Telephone box |
| 25 | 1274+83 | Tower "M" and accessories |
| | | Dist. Signal for "M" tower |
| 27 | 1397+69 | Dist. Signal |
| | 1414+67 | Derail pipe connected to p.s. **(passing siding)** at sta. 1412+62 |
| 28 | 1465+84 | Dist. Signal on left |
| **??** | **??** | **Gap in original records. No pages missing, it just "skips" from milepost 28 to milepost 51 with no explanation. Handwriting is different from that in previous section in original.** |
| 51 | 2588+03 | Telephone box |
| 52 | 2604+20 | Telephone box |
| 56 | 2844+84 | Telephone box |

3.2 Signals Account **(continued)**

| Mile | Station | Description |
|---|---|---|
| 61 | 3120+59 | Telephone box |
| 64 | 3267+60 | Telephone box |
| 69 | 3495+**??** | Telephone box |
| **??** | **??** | **Then the original jumps back to milepost 46, and again there is a change in the handwriting, but no explanation.** |
| 46 | 2370+48 | Dist. Signal connected to switch at sta. 2351+30 |
| 51 | 2561+29 | Dist. Signal connected to switch at sta. 2579+05 |
| 52 | 2600+65 | "DN" tower and accessories |
| | 2602+06 | Dist. Signal connected to switch at sta. 2651+36 |
| 53 | 2669+07 | Dist. Signal connected to switch at sta. 2685+02 |
| 56 | 2816+10 | Dist. Signal connected to switch at sta. 2842+15 |
| 61 | 3086+11 | "S" tower and accessories |
| 64 | 3246+16 | Distant signal connected to switch at sta. 3266+14 |
| | 3273+32 | Distant signal connected to switch at sta. 329+25 **(probable error in my transcription)** |
| 65 | 3292+35 | Distant signal connected to switch at sta. 3295+50 |
| 68 | 3478+10 | Distant signal connected to switch at sta. 3493+80 |
| 69 | 3517+07 | "F" tower and accessories |

3.3 Bridges & Buildings Account

**Page dated:** April 26, 1915

| Mile | Station | Description |
|---|---|---|
| 2 | 54+05 – 56+82 | Bridge over Lycoming Creek 2 span thru-truss, bridge #1 **(277 ft. long)** |
| 3 | 110+68 – 110+87 | Culvert, I-beam stringers, bridge #1-A **(19 ft. long)** |
| | 138+28 – 140+57 | Plate girder and thru-truss, bridge #2 **(229 ft. long)** |
| | | **Next line was crossed out in original; I copied it exactly as it appeared** |
| 4 | ~~16~~ | ~~"NE" tower~~ |
| | 186+53 | Section foreman's building |
| | 202+12 – 203+85 | Steel truss bridge, bridge #3 **(173 ft. long, bridge near Cecilia's house)** |
| 6 | 274+24 – 277+06 | Plate girder bridge, bridge #4 **(282 ft. long)** |
| | 280+20 | Culvert |
| | 282+00 | Hepburnville station, signal and mail crane |
| 7 | 320+06 | Watch box and toilet |
| | 329+08 – 330+67 | Bridge #5, steel truss **(159 ft. long)** |
| | 346+13 – 348+18 | Bridge #6, plate girder **(205 ft. long)** |
| | 352+51 | Cogan Valley station |
| | 355+34 | Tool house |
| 8 | 406+74 | Haleeka, signal lamp post, platform |
| | 412+47 – 414+48 | Plate girder bridge, bridge #7 (7a) **(201 ft. long)** |
| 9 | 460+46 | Tool house |
| | 461+48 | Open culvert 10' span bridge #7b |
| 10 | 494+30 | Powys station |
| 11 | 534+87 – 535+18 | Bridge #7c **(31 ft. long)** |
| 12 | 606+63 – 606+92 | Bridge #7d **(29 ft. long)** |
| 13 | 663+21 – 663+61 | Bridge #8, plate girder **(40 ft. long, this is bridge over Trout Run)** |
| | 669+19 | Trout Run station, 2 tool houses and water tub |
| 14 | 733+82 – 735+53 | Bridge #9, truss **(171 ft. long)** |
| 16 | 796+29 – 797+95 | Steel truss bridge, bridge #10 **(166 ft. long)** |
| | 798+39 | Tool house |
| | 814+30 | Tool house, signal, etc. |
| | 824+83 – 825+19 | Plate girder bridge, bridge #10a **(36 ft. long)** |
| 17 | 865+70 – 867+75 | Plate girder bridge, bridge #11 **(205 ft. long)** |
| | 876+94 | Field station and section house |
| | 883+19 – 885+17 | Plate girder bridge, bridge #12 **(198 ft. long)** |
| 18 | 911+10 – 913+27 | Plate girder bridge, bridge #13 (**217 ft. long)** |
| | 924+50 | Section dwelling |
| | 929+86 – 931+39 | Truss bridge, bridge #14 **(153 ft. long)** |
| 19 | 978+55 | Bodine station, etc. |
| | 982+05 – 984+04 | Plate girder bridge, bridge #15 **(199 ft. long)** |
| | 985+76 | Tool house |
| | 999+85 – 1000+19 | Plate girder bridge, bridge #15a **(34 ft. long)** |

3.3 Bridges & Buildings Account **(continued)**

**Page dated:** April 26, 1915

| Mile | Station | Description |
|---|---|---|
| 21 | 1069+38 – 1070+62 | Steel truss bridge, bridge #16 **(124 ft. long)** |
| | 1073+69 | Marsh Hill station (S&NY owned) |
| | 1093+85 | Mail crane |
| | 1108+22 – 1109+63 | Truss bridge, bridge #17 **(141 ft. long)** |
| 22 | 1121+76 – 1122+41 | Plate girder bridge ,bridge #17-A **(65 ft. long)** |
| | 1139+33 | Watch box |
| | 1129+99 – 1130+34 | Plate girder bridge, bridge #17-B **(35 ft. long)** |
| 23 | 1183+98 – 1184+14 | Open culvert, bridge #17-C **(16 ft. long)** |
| | 1196+26 – 1198+71 | Truss and plate girder bridge, bridge #18 **(245 ft. long)** |
| 24 | 1216+67 – 1218+80 | Truss and plate girder bridge, bridge #19 **(213 ft. long)** |
| | 1226+50 | Ralston station, tool house, water station, coal tipple |
| | 4+81 – 5+06 | Trestle on track I **(this line was copied exactly from the original)** |
| | 1238+65 – 1239+49 | Thru plate girder bridge, bridge #20 **(84 ft. long)** |
| | 1245 | Watch box on right |
| | 1261 | Telephone box on left |
| | 1272+81 | Mail crane |
| | 1325+93 – 1395+67 | Bridge #20A open floor **(there is an error in the "station" numbers, it appears I copied it wrong from the original)** |
| | 1406+87 | Watch box on left |
| | 1414+66 | Telephone booth on left |
| | 1416+96 | Track scale track B |
| 28 | 1441+09 | Roaring Branch station and accessories |
| | 1448+87 | Section tool house on right |

3.4 Water Tanks

**Page dated:** no date

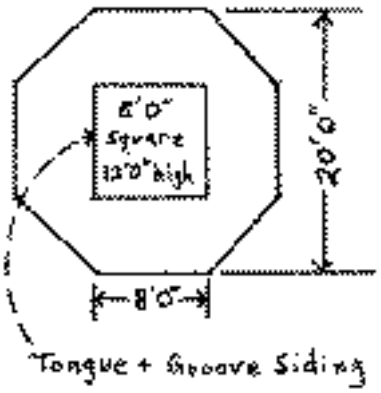
**Not sure if this was a separate "account" in the original or not. My notes are not clear on that point. These water tank notes are on a separate page in my notes. I may have just recorded them separately to "group" the water tank notes together.**

Trout Run, Pa.

35,000 gallon steel tank
Concrete foundations
M.W. plan G0204
18' diameter
H-beam columns
1 10" standpipe, Fairbanks-Morse 1899 design
**Type TS-35 in type book, page 54**

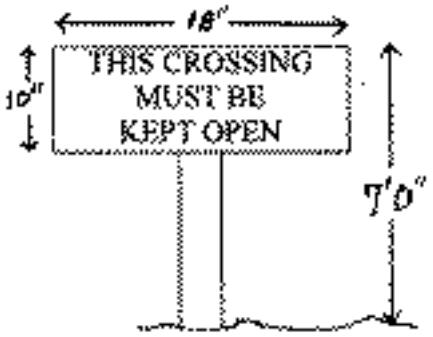
Ralston, Pa.

35,040 gallon wood tank
PRR plan #51227
18' 6" diameter tank, 20' diameter overall
10 flat iron hoops
16' high **(is height of posts (legs) only, from top of foundation to bottom of tank)**
**Type TW-35 in type book, page 53**
Stone piers
Standpipe – old standard standpipe, 9'0" neck

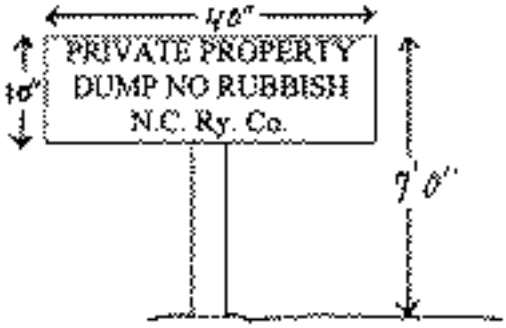


## 4.0 Addendum

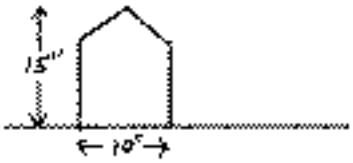
**Some interesting sign drawings copied from the ICC notes on the Elmira & Lake Ontario R.R.**




1" board
4" post




1" board
4" post




Bridge No. Sign
"3 inch thick material"
did not specify the
type of material