

File C-6, 8 - Box 141

Here, among the papers of Superintendent Samuel Jones, are accounts of Garber & O'Connor for transporting "railway iron" from Philadelphia to Ebensburg, to Blair's Gap, and to Hollidaysburg; and accounts and receipts of the railway iron importers, A. and G. Ralston of Philadelphia.

File C-6, 9 - Box 142

Here, under date of 2 January 1834, is the receipt to Superintendent Jones of John Durno for \$2,932.24 for the building of the viaduct over the Conemaugh at the Horse-Shoe Bend by Leslie, Durno, and Snodgrass.

Numerous other receipts are for the laying of track.

File C-6, 10 - Box 142

Here are accounts and receipts, etc., certified by Construction Engineer Sylvester Welch for stationary engines; for the building of sheds for the stationary engines; for weigh scales at Hollidaysburg and at Johnstown; for the building of houses for weighmasters, etc.; for the laying of track; for the services of young assistant engineers like Solomon White Roberts and Wm. Milnor Roberts; and for transporting edge rails (sic) from Philadelphia to the Allegheny Portage Railroad.

Also in the file are accounts, 1834 - 1835, for The Boston, first locomotive engine employed on the Allegheny Portage Railroad, which was built by the Milldam Foundry of Boston, Massachusetts, and receipts for which, after certification by Engineer Sylvester Welch, are signed by President T. J. Eckley. The total cost was \$12,000.