

Rail-Trail News

The Rail-Trail Council of Northeast Pennsylvania is dedicated to renewing Northeast Pennsylvania's historic pathways as recreational trails for all to enjoy.

NEW MEMBERS—WELCOME!

The Jordan Family, Union Dale, PA
 Ross Beresford & Magdalen Braden, Kingsley, PA
 Daniel Baron, Honesdale, PA
 Valerie Pratt, Carbondale, PA
 Lou & Pat Zefran, Forest City, PA
 Peter & Viktoria Wood, Forest City, PA
 Robert Welte, Windsor, NY
 Paul & Pauline Kozik, Roaring Brook Township, PA
 Chrissy Phillips, Jermyn, PA
 Gary & Rhonda Hartley, Roselle Park, NJ
 John Pash, Jermyn, PA
 Edward Zindell, Jermyn, PA
 Donna Ludwig, Forest City, PA
 Irene & Mark Rabinowitz, Wynnewood, PA
 John Burkhardt, Pottstown, PA
 Ray Fuller, Scranton, PA
 The Gravity Inn/Phyllis Krajcovich, Waymart, PA
 John E. Thomas, Dickson City, PA

LIFETIME MEMBERS

Leon (Bud) Zimmer, Clearwater, FL

RENEWING MEMBERS

Bob & Ethel Breuche, Union Dale, PA
 Lori Sibio & Lisa Ross, Union Dale, PA
 Ken & Jen Mayers, Browndale, PA
 Glenn Smith, Gouldsboro, PA
 Bill & Patty Walker, Nicholson, PA
 Maureen Brennan & Gary Piorowski, Mayfield, PA
 Joseph J. Dragwa Family, Simpson, PA
 Kirk & Helen Newsom, Uniondale, PA
 Fred & Myrna Lally, Nicholson, PA
 Ken & Joan Halbach, Forest City, PA
 Patricia Fox & Dennis Phelps, Hop Bottom, PA
 Helen Kashuba, Factoryville, PA
 Beverly Rainforth, Binghamton, NY
 Tom & Kathy Chesnick, Carbondale, PA
 Linda Marinelli-Bolletino, West Caldwell, NJ
 Karen Zinquemann & Sheryl Mills, Lake Ariel, PA
 Tim & Gwen Proctor, Union Dale, PA
 Joyce Hatala, Fleetville, PA
 Daniel Fenton, Hopewell, NJ
 Tom & Denise Kavanagh, King of Prussia, PA
 Heather Gustafson, Collegeville, PA
 Mr. & Mrs. Keith Buhl, Rahway, NJ
 The Banicky Family, Thompson, PA
 Ed Maybeck, Pittsford, NY
 Wayne & Susan Shontz, Thompson, PA
 Pike County Sno-Runners, Greentown, PA
 Walter Paciga Post #4712 VFW, Simpson, PA
 Richard Lane, Woodbridge, NJ
 Mr. Fred Romich, Adamstown, PA
 Mr. & Mrs. Roy Pauli, Forest City, PA
 Mary Aileo, Carbondale, PA
 Mary Henrie, Danville, PA
 Gary Treven, Bloomsburg, PA



September 7, 2008

Plans continue for our first half-marathon on the D&H Rail-Trail for September 7th, to benefit the next ten miles miles of trail resurfacing from Herrick to Thompson. The D&H Distance Run will start at the Forest City Trailhead, and go out to Union Dale and back. The 13.1 mile race is a great tune-up for those training for the Steamtown Marathon or for those runners looking to attempt longer distances. The trail is crushed stone, easy on the joints, with a slight upgrade on the course out, and a welcome downgrade on the way back to the finish. Walkers are also welcome!

Chesapeake Energy has agreed to become the presenting sponsor and will be at the finish line with water, sunscreen and various items. Other sponsors to date are Leeward Construction and Adams Cable. The Endless Mountains Visitors Bureau has provided advertising funds and the United Way of Susquehanna County has provided programming funds for the 'Discover the D&H' Tours and the run. Additional sponsorships are sought.

Gene Corey and Don Teague, Forest City High School Cross County coaches, will provide the timing for the event. Elk Mountain Ski Patrol and the Hubbard Mountain Bike group will patrol the course on bikes. Volunteers are still being sought to man the water stations, assist with registration and results, monitor parking and hand out post-race beverages and food. All volunteers and participants will receive a great T-shirt.

The race brochure and registration form is on the website, www.nepa-rail-trails.org or can be mailed to participants by calling the office at 570-785-7245.

'Discover the D&H' Rail-Trail Tours & Activities

Sat, June 21, 10 am — Hike. Simpson Trailhead, Reservoir and Homestead Streets. Summer Solstice Wildflower hike with Jane Frye.

Wed, June 25, 6 pm — Fitness Walk. Forest City Trailhead. A focus on yoga and incorporating breathing into your walk with Ed Golecki.

Sun, July 13, 9 am — Bike Ride. Forest City Trailhead. How to do simple bike repairs followed by ride, all levels, sponsored by New Milford Bike Shop.

Sun, July 27, 10 am — Family Bike Ride, all levels, bike maintenance checklist sponsored by Cedar Bike Shop.

Sat, August 2, 8 am — Coal Cracker Run, Forest City Old Home Week, 2 or 5 mile. Benefits Forest City High School Cross Country Team.

Thurs, July 31 – Sat, August 2, Noon to 8 pm — Rail-Trail Booth, Old Home Week, Main St., Forest City. Blueberry & Ice Cream Sundaes, Rail-Trail information and merchandise.

Sun, August 3, 9 am — Hike to Stillwater Cliffs and special places around Forest City. Meet on O&W (yellow gate), Route 171 north of Forest City, lower Stillwater.

Sunday, Sept 7, 9 am — D&H Long Distance Run. A half-marathon from Forest City Trailhead. Registration required.

Information and updates: 570-785-7245 or www.nepa-rail-trails.org

C A L E N D A R

JUNE 26, 6/7 PM

Rail-Trail Dinner/Meeting,
 Lake Idlewild Heights
 Pavillion, Route 374. Bring a
 covered dish, all welcome.

JULY 12 & 13

Clifford Township Historical
 Society Chautauga Weekend.
 See www.cliffordpa.com for
 more info on historic cemetery
 theater, music and dance.
 Free & open to the public.

JULY 24, 6/7 PM

Rail-Trail Dinner/Meeting,
 Gravity Inn, Waymart.
 All welcome!!

AUGUST

No regular meeting.
 Get out and enjoy the trail!

Danielle Catalano, Dryden, NY
 Tom Rasimas, Avoca, PA
 Frank R. Currier, Keyport, NJ
 William & Barbara Heller, Union Dale, PA
 Mr. & Mrs. Dorrance Belin, Waverly, PA
 Edward M. Docalovich, Mayfield, PA
 Gerald & Carlyn bell, Phoenixville, PA
 Chuck & Nancy Rood, Hillsborough, NJ
 William V. Burke, Moscow, PA
 Jon Bauer, Rose Valley, PA
 Leon J. Swackhamer, Montrose, PA
 Jane & Paul Dietche, New York City, NY
 Cathy Stevens, Doylestown, PA
 Robert Menthe, Weathersfield, VT
 Charles W. Glidden, Susquehanna, PA
 Alphonse Chesnick, Kearny, NJ
 Pete & Denise Vauter, East Stroudsburg, PA
 John McGlinchey, Levittown, PA
 Dr. and Mrs. Elmer Zinner, Vestal, NY
 Joe & Ann Cherney, Starlight, PA
 James Prawdzik, Deptford, NJ
 John & Susan Sheerin, Olyphant, PA
 Abby Peck, Waverly, PA
 David & Carol Howell, Clarks Summit, PA
 Felix & Mary Prezelski, Forest City, PA
 Pat & Rollin Tingley, New Milford, PA
 Jose L. Rodriguez, Kearny, NJ
 John E. & Sandra J. Kugler, Springtown, PA
 James & Lucille McKane, Archbald, PA
 Thomas & Carol Chesnick, Vandling, PA
 Donald Preitz & Carol Ho, Medford, NY
 Poyntelle General Store, Poyntelle, PA
 Eugene Gallagher, Clarks Summit, PA
 Marlyn Bernard, Pleasant Mount, PA
 Leonard & Marge Schwartz, Pleasant Mount, PA
 Marianne Scanlan, Scranton, PA
 Thomas Howells Sr., Mayfield, PA
 Ken & Leslie Maas, Dalton, PA
 Edward Giombetti, Jessup, PA
 Evelyn Pantzar, Forest City, PA
 Robert Kramer, Equinunk, PA
 Ed & Gladys Pantzar, Vandling, PA
 Robert Burshnick, Forest City, PA
 Henry & Shirley Tusar, Forest City, PA
 David J. Butler, Vandling, PA
 The Candlelight Inn, Union Dale, PA
 Frank & Peggy Brager, Forest City, PA
 Bob and Eileen Skibinski, Honesdale, PA
 John & Mary Gorel, Forest City, PA
 Forest City News, Forest City, PA
 Richard Watson, Lakewood, PA
 Mr. Donald Stone, Thompson, PA
 Mary Tuthill, Clarks Summit, PA
 Pamela Sweda, Hamlin, PA
 Roswell S. Patterson, Waverly, PA
 Joan Peters, Kingsley, PA
 John Blodnikar, Forest City, PA
 Gary & Shary Skoloff, West Orange, NJ
 Robert Tedesso, Union Dale, PA
 Christine Elder, Carbondale, PA
 David Lemon, Beacon, NY
 Karen Zingerman / Sheryl Mills, Lake Ariel, PA
 Community Bank & Trust, Clarks Summit/
 Forest City, PA
 Glenn Newman, Richboro, PA
 Fell Township Renaissance, Simpson, PA
 William Polny, Wapwallon, PA
 Torunn Rhodes, Hanover, NH
 William & Barbara Connor, Union Dale, PA
 Audrey Kase, Nicholson, PA

IN MEMORY OF MILT ROMYN

Romaine Romyn, Dunmore, PA

IN MEMORY OF CLARK CABLE, SR.

Nancy Ross, Union Dale
 The Bridge Club, friends of the family

Additional new and renewing members will be continued in the next newsletter.

SAVE THE DATE

2008 PA Greenways & Trails Summit

September 28-30, 2008

The Inn at Pocono Manor

“Greenways and Trails –
Your Path to Active Living”

Join us for FUN, FRIENDS, and FOLIAGE in the beautiful Pocono Mountains!

- Keynote addresses from national leaders in greenways, trails, and active living including Tom Murphy and Mark Fenton
- Recreational outings including hiking, biking, ATV, and equestrian
- Classroom sessions with experts on greenway and trail development, management, advocacy, and promotion
- Networking with peers, consultants, local, state, and federal government officials

Please visit www.prps.org for details and registration.

We Need Your Help

ATVS and dirt bikes are not allowed on the D&H Rail-Trail. We have been able to charge offenders with trespassing. As we increase our ATV patrols on the trail over the summer and fall, we need your help to target the areas you feel are most in need. A 38-mile trail needs volunteer monitors. Please call the office and let us know areas and the days and/or times you typically see the offenses occurring, so we can make best use of our patrol. It also helps to keep a list of complaints when we talk to the district attorney and district magistrates. We need help putting up signs and monitoring the trail so signs remain intact. Signs can be delivered to volunteers. Call 570-785-7245.

The Age of Dream...

By Mark C. Walsh

Our Editor-in-Chief tells us that there has been favorable response to historical articles in this newsletter. That's understandable, and it is not because of this writer's craftsmanship. Most of our articles have been about the so-called "Age of Steam," and nostalgia is a characteristic of many modern Americans. The steamers remind us of what we perceive as a simpler time, and trigger what some have called a longing for the past. It follows, therefore, that stories of the giants of steam trigger reader interest.

This article is about a frequently asked question: What killed the steam locomotive? On any trip to one of the many sites that offer steam train rides, look at the faces of youngsters as the Polar Express becomes incarnate in the form of a 200 ton, fire breathing steam dragon. The wonder in their eyes makes one wonder how we ever gave up on steam locomotion.

Many people think the Diesel engines were simply more powerful, but this is not so. The Delaware & Hudson Challengers (known in most of Rail-Trail Country as "Fifteen-hundreds") were fully capable of pulling Diesels of the 1950's off their axles. In railroading, power has always meant greater payloads resulting in more profit, so during the steam era locomotives were constantly being re-engineered to generate more power. That's probably the core reason why there were so many different locomotive models. The Challenger, seen by most experts as the epitome of steam engineering, incorporated literally dozens of major engineering advances and was, in fact, as powerful as it sounded. But power was not the issue.

Speed wasn't the issue either. The Challengers were capable of 70 miles per hour in passenger service, pulling fifteen to twenty of the "heavy" Pullmans of the period. One Challenger upfront and two pushers could highball a 100-car freight at 55.

Clean air wasn't an issue. It is true that steamers produced smoke and cinders, but the America of the 1950's was not quite as concerned with emission control as we are

Plumbers' Nightmare: The compound articulated "Mother Hubbard" 1600-series locomotives were the most powerful in the world when launched in 1910. This photo of # 1610 was taken after a 1930 upgrade. Note the rear cylinder (between the sets of drivers) is smaller than the lower-pressure cylinder up front. Photo from the D&H collection, as reproduced in Jim Shaughnessy's *Delaware & Hudson*, Syracuse University Press, 1977



today. What's more, the steamers were not as smoky one might think. As it happens, many of the classic black-and-white photos of steamers throwing off clouds of black soot are a result of collusion between the train crew and the photographer! Knowing that he was "on camera," the engineer blew the tubes, that is, injected steam into the locomotive's boiler tubes to blow them free of soot. It took only a few seconds, and made for great photos, as black smoke billowed against the sky.

What killed the steamers, folks, was cost accounting. The critical component of cost was not the locomotives themselves, but rather the people who ran and serviced them. In the cost of labor contest, Diesels versus steamers, Diesels won hands down.

There were two reasons for this. First, consider that the locomotive crew of a typical D&H train pounding over Ararat summit amounted to six men, that is, an engineer and fireman in each of one locomotive upfront and two pushers. For simplicity, let's ignore the need for more Diesel units to match the power of the Challengers, and assume that three Diesels might be

needed to match the three steamers. Here's the key: the two pusher Diesels did not require four men. Two did the job, because Diesels can be linked electrically, and steamers cannot. One engineer can operate a string of Diesels in tandem, because of linked electric controls; this was not possible with steam propulsion, because a steam locomotive is essentially a boiler on wheels, demanding of the full-time attention of an engineer and a fireman. (The Diesels also rendered the fireman obsolete, but union featherbedding forced railroads to keep two-man crews in the 1950's and much thereafter.)

And so, a crew of six became a crew of four. Minus two may not seem like much, but it is a 33% reduction in direct labor costs. Across the entire railroad.

To the second reason: Steamers required much more maintenance time than Diesels. Consider the D&H "Sixteen-hundred" locomotives, predecessors to and first cousins of the Challengers. One is pictured with this article. The 1600's were compound articulated locomotives. Articulated means that the forward

set of drive wheels (there were two sets of eight drivers each) had independent suspension and could turn separately from the main frame of the locomotive, allowing a 100-foot-long unit to negotiate the many curves along our right-of-way. Compound meant that the steam made in the unit's boiler was used twice, first at higher pressure in the rear pistons, then again at lower pressure in the forward pistons. Does this sound like a plumber's nightmare? It was indeed that; the 1600's required major servicing after relatively little on-line time. So it was with other steamers, though few matched the service needs of the Sixteens. Diesels, on the other hand, required no more downtime than a truck or a car.

And so, "Dieselization" meant a slashing of roundhouse crews. Across the entire railroad.

Alas, the cost accountants did what cost accountants do. The boys with green eyeshades won out, and little boys with eyes of wonder did not. The Age of Steam retreated, and is now the stuff of the candy-colored clown they call The Sandman.

Membership Renewal Form

Please renew! The date on the mailing label on the reverse indicates when your membership expires.

- | | | |
|--|--|--|
| <input type="checkbox"/> Lifetime/Founding \$500 | <input type="checkbox"/> I am available to water trees. | <input type="checkbox"/> I will volunteer for the Half-Marathon. |
| <input type="checkbox"/> Patron/Sponsor \$250 | <input type="checkbox"/> I am available for trail cleanups. | |
| <input type="checkbox"/> Club/Organization \$100 | <input type="checkbox"/> Call me to discuss a corporate donation. | |
| <input type="checkbox"/> Family \$25 | <input type="checkbox"/> Our group would like a slide presentation. | |
| <input type="checkbox"/> Individual \$15 | <input type="checkbox"/> Send me a new RTC brochure. | |
| <input type="checkbox"/> Senior/Student \$10 | <input type="checkbox"/> I am interested in finding out more about the 'Trail Tender' program. | |

NAME _____		PHONE NUMBER _____	
STREET ADDRESS _____		E-MAIL ADDRESS _____	
CITY _____	STATE _____	ZIP _____	

Make checks payable to **Rail-Trail Council of Northeast PA**
 P.O. Box 123, Forest City, PA 18421-0123 Phone: 570-785-7245 E mail: tccrail@epix.net

A Tribute to Clark Cable, Sr.

A long-time rail-trail friend and local historian, Clark Cable Sr. recently passed away. We offer his family our sincere condolences and wish to thank the many members who donated funds in Clarks' name. Below is information Clark provided for an article on Union Dale, back in 1997. He was also instrumental in the research on the historical sign in Union Dale at the trailside park, which he took care of. Please make it a stop in your travels along the trail.

The Jefferson Branch of the D&H, completed in 1870, provided the impetus for many small groups of settlers to become unified into small towns along the railroad. The first settlers to the Herrick area arrived in 1789 with large and extended families. Herrick was a stopping place on the Newburg Turnpike (first turnpike in Susquehanna County, connected Great Bend to Newburg on the Hudson River). "Where the turnpike crossed the Lackawanna Creek, was the center of business; here stages and relays of horses were at all times in readiness to supply the demands of the road" Herrick grew steadily with its large tannery and hotels, becoming a township in 1825. The Uniondale area was then known as "Frost Hollow" and can boast of the first small 'trading center' begun in 1815 (the only other store was in Pleasant Mt). Settlers traveled an average of 10-15 miles to this store. Its first schoolhouse was built in 1819.

In 1885 Uniondale was whittled out of Herrick Township to become a Borough. The Jefferson Branch of the D&H was double-tracked in 1888, which further increased the traffic and activity surrounding the railroad and town. The Uniondale Railroad station was located behind the post office on the east side of the tracks. It was a gathering place for locals especially at times when packages were eagerly awaited – like the time of the arrival of the first Model T Ford to Uniondale. Passenger trains usually stopped here twice per day; it was typical for most passengers to be headed to Forest City, Carbondale, or Scranton. Others may be headed north to Susquehanna or Binghamton. It was also possible to catch a train on the O&W (Ontario & Western) on the east side of town. Here was a small building – sectionhouse – where passengers could wait to board a train to Cadosia (above Hancock) and then on to Hoboken, NJ. The train stopped on a flag signal only.

Herrick Centre also had a busy D&H/Erie railroad station. There was a doctor in Herrick that people from Scranton came up to see via the D&H in the morning. They would walk or take the stage to the O&W station at Pleasant Mount to catch the afternoon train back home.

In the early 1900's, Uniondale had two feedmills with sidings where railcar loads of feed would be dropped off for distribution and sale to area farmers. One siding was north of the station (behind Cables) and the other was south, near the present road into Uniondale from Route 171. There was also a siding above the railroad station to a creamery; it later burned and was rebuilt as a slaughterhouse. The foundation is still visible headed north to the right past Cables. A hotel with 14-15 rooms was located near the station. Other businesses included a lumbermill and three black smith's shops. The mill (behind the present Art Exchange) used water power by gating the stream that comes out of Lewis Lake and controlling the flow.

During 1898-9, the present Cables' Store was built to store wool being collected by the government during the Spanish-American War. Since the war concluded before the building was completed, it was turned into two storefronts: a meat market and a hardware store. Today it houses a grocery store and deli (be sure to stop for a quick sandwich before or after heading out on the trail). Clarks' barbershop, where many tales were told, can still be seen in the back corner. Although there were not many more houses than you can see today in Union Dale, the population was about double: each family was larger! Three churches served this community: Presbyterian, Methodist, and a Free Baptist.

Today, Union Dale is a small quiet town, with activity centered around the post office, the fire station, Cable's Store, the Art Exchange and now the D&H Rail-Trail. The stream from Lewis Lake, cuts a steep ravine at its intersection with the trail and can be seen from the trailside park, as it flows under the trail. A whistle stop post was recovered from the ravine and sets trailside. Watch for the historic concrete mile markers along the trail, which will be preserved and used as trail mile markers.

Thanks to the Mountain View Garden Club for restoring and expanding the trailside landscaping around the Union Dale whistle post.

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www.nepa-rail-trails.org

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