
Dottie Rice: October 13, 2012

The Southern Tier Bicycle Club (STBC) is a non-profit recreational bicycling club in Binghamton New York which promotes and encourages safe, enjoyable bicycling activities. Over the year's the club has been a strong supporter of Rail-Trail's mission and one of our earliest life-time members joining RTC in June 1994. It's with great sadness that we report the loss of one of their members, Dottie Rice, killed while biking on the shoulder of Route 434.

Bicycling is one of the most popular ways to get around whether it is for recreation, exercise, or transportation. However, Dottie's death reminds us that riding is not without risk. An article in our last newsletter highlighted the new bike safety law passed by the Pennsylvania Department of Transportation requiring drivers to leave a four foot comfort zone when passing bicyclists. While many states have created laws that protect bicycle riders, unfortunately sharing the road is no guarantee of safety. For some, pathways such as the D&H Rail-Trail are a safer alternative especially for young children with limited skills. Still many riders want or need to use roads as a form of travel or recreation and Dottie's death is a painful reminder of the importance of road safety. Rail-Trail Council would like to extend its condolences to Dottie's family and friends.

Cables Deli

Stop by for homeade soups, chili, great sandwiches and baked goods. Open 6 AM - 6 PM. Closed Wednesdays. 679-2151

Rail-Trail Council of Northeast PA
P.O. Box 32
Union Dale PA 18470
trails@nep.net
www.nepa-rail-trails.org

D&H Railroad Historian Passes

William Simrell Young died peacefully at Barnes-Kasson in Susquehanna, August 8, 2012.

He spent his youth and working life in railroad history, journalism and photography. His wonderful power of recall and extensive archives provided information for other railroad researchers and fans. Born in Brooklyn, he moved his family to Cranford NJ, with its Rahway Railroad, then to Starrucca and later to Aiken, South Carolina where he stayed until moving permanently to Starrucca in 2001, writing and revising several railroad histories: Bridge of Stone, Tunkhannock Viaduct, and Unadilla Railroad Valley, until his death. He was active in many genealogy and historical organizations.

Bill provided the Council with much information that became the basis for numerous historical articles in this newsletter. Invaluable is "Starrucca, the Bridge of Stone," a 1995 publication detailing the history of the Starrucca Viaduct.

Get Your Snowmobile Trail Pass!

Go to nepstrails.snowclubs.com to apply online or download an application. Over 200 miles of groomed trails! Check out the webcam!

Non-Profit Organization U.S. POSTAGE PAID Permit No. 4 Forest City PA
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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

Joseph Sullivan, Towson, MD
Blase Hartman, Lansdale, PA
Jack Taylor, Huntingdon Valley, PA
Vicent & Mary Lynn O'Bell, Olyphant, PA
Peter Strickler, Berwyn, PA

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Roger Baldwin, Easton, MD
Sophie Bartkus, Thompson, PA
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John Blodnikar, Forest City, PA
Mel & Judy Borosky, Carbondale, PA
Nancy & Dennis Berry-Boyne, Easton, PA
Tom & Pamala Box, Honesdale, PA
F. Warren Jr. & Carol Breig, Dalton, PA
Dr. Rodney Brown, Waymart, PA
Raymond Brown, Thompson, PA
Dr. Sheila Casin & David Banicky, Thompson, PA
Emil & Donna Buatti, Bartonsville, PA
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Marian Franceski, Forest City, PA
Charles & Kristine Frederick, New York, NY
Paula Freundlich, Staten Island, NY
Doug & Besty Frey, Clifford Twp, PA
Esther Friedmann, Clarks Green, PA
Eugene Gallagher, Clarks Summit, PA
Paul Gere, South Montrose, PA
Richard Giavendoni, Oakland, NJ
David Gibson, Clarks Summit, PA
Michael Gillespie, Lancaster, PA
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Francis Graytock, Forest City, PA
Marie Graytock, Simpson, PA
Pat Green, Dunmore, PA
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Daniel Hanlon, Doylestown, PA
Leroy Hicks, Spring Brook Twp, PA
John & Nancy Hollenback, Greenfield Twp., PA
Mary Beth Holmes, Carbondale, PA
Sylvia Holteen, Ambler, PA
Irene Jankowski, Scranton, PA
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Ernest Keller, Clarks Green, PA
William Keller, South Abington, PA
Allen & Nancy Koberlein, Honesdale, PA
Marilyn Kneeland, Equinunk, PA
Delores Kownaski, Dickson City, PA
Robert Kramer, Equinunk, PA
James Kulp, Lancaster, PA
Bill & Maureen Kupiec, Union Dale, PA
Lackawanna Bicycle Club, Scranton, PA
Myrna Lemke & Fred Lally, Nicholson, PA
Richard Lane, Woodbridge, NJ
Morton & Judith Langsfeld, Meadowbrook, PA
Helen Lopez, Rexford, NY
Ken & Leslie Maas, Dalton, PA
Richard Maiolatesi, Peckville, PA
Robert Marx, Union Dale, PA
James & Lucille McKane, Archbald, PA
Nancy Wottrich & Bruce McNaught, New Milford, PA



Membership Drive

Please renew your membership! Please check your address label for the date your membership expired and should be renewed. Postcards were recently mailed out to many of our members who we haven't heard from in a while. As we are attempting to clean up our mailing list, we'd really like to hear from you. We want our members, trail users, adjacent property owners and interested area folks to continue to receive our quarterly newsletters either by mail or electronically. We need to make sure we have a current address and are still interested in keeping up with rail-trail news. Thanks for your support!

CALENDAR

DECEMBER 13

RTC Christmas Dinner, Stonebridge Restaurant
6 PM, Reservations through RT office

NO JANUARY RTC BOARD MEETING

WINTER TRAILS DAYS

Snow dependent! Check website!

FEBRUARY 28

RTC Dinner/Meeting, 6/7 PM, Frank's Place, Simpson

MARCH 28

RTC Dinner/Meeting 6/7 PM, The Beacon Restaurant, Union Dale

D&H Distance Run

On September 9, 2012 the D&H Trail welcomed locals and visitors alike to the 5th annual D&H Distance Run. Temperatures were cool but that suited the 236 participant's just fine. Runners crossed the start line at 9 AM and a new course record was set by Matt Bryne with a finish time of 1:12:00!

The D&H Distance Run is Rail-Trail Council's major fund raiser of the year and its success requires a small army of volunteers in addition to support from many generous sponsors. The race committee would like to thank everyone who played a part in making it what has become one of the area's most popular events. You can find a list of D&H Distance Run Raffle winners on our website www.nepa-rail-trails.org.

So whether you are a runner or want to cheer for one come out and join us for next year's race. We promise you'll get caught up in the excitement.

Sponsors for the 2012 D&H Distance Run

Gold Sponsors (\$1,000 or more)

International Salt Company, Clarks Summit, PA
Lackawanna Heritage Valley Authority, Scranton, PA
PVR Midstream, LLC, Radnor, PA
Gentex Corporation, Simpson, PA

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Bronze Sponsors (\$250 or more)

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Pump n Pantry, Inc., Montrose PA
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Endless Mountains Pharmacy, Clifford, PA
Chet's Place, Union Dale, PA
Stone Bridge Inn & Restaurant, Union Dale, PA
Comprehensive Physical Therapy, Forest City, PA
McGovern Insurance Agency, Forest City, PA
First National Bank, Forest City, PA
National Running Center, Clarks Summit, PA
Scranton Running Company, Scranton, PA
Franceski Lumber, Forest City, PA
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Additional Sponsors

Fiddle Lake Farm B&B, Thompson, PA
Allan Hornbeck Chevrolet, Forest City, PA
Frank's Place, Simpson, PA
Leeward Construction, Inc., Honesdale, PA
Honesdale National Bank, Honesdale, PA
Beacon Restaurant, Union Dale, PA
Machek Fuel, Forest City, PA
Microtel Inn & Suites, Dickson City, PA
Weiss Markets, Carbondale, PA
Pennsylvania American Water, Wilkes-Barre, PA
Blueberry Hill Greenhouses, Forest City, PA
Elk Mountain Ski Resort, Union Dale, PA
Marilyn MacDowall Watercolors, Kingsley, PA
Ben Mar Restaurant, Carbondale, PA
Cables Deli, Union Dale, PA
Scranton Running Company, Scranton, PA
Schiff's Restaurant Service, Scranton, PA
Road ID Gift Certificates, Kentucky
Pettinato's Restaurant, Carbondale, PA
Colarusso's Restaurants, Jessup, PA
Dunkin Donuts, Carbondale, PA
Franceski's Waste, Forest City, PA
Panorama Golf Course, Forest City, PA
Cadillac Ranch, Clifford, PA
Schiff's Restaurant Supply, Dickson City, PA
Price Chopper, Dunmore, PA
Wegman's, Dickson City, PA
R. U. Active Massage Therapy, Dunmore, PA
Richard Kresock Insurance, Forest City, PA
Taylor Chiropractic Clinic, Scranton, PA

Erie Railroad Beginnings

A 2-8-0 drags a train loaded with anthracite-filled hoppers up the south side of Ararat Hill out of Carbondale while two big 0-8-8-0 Mallets push in the distance. (D&H Collection, Delaware & Hudson, Jim Shaughnessy, 1967)

The origins of the D&H Rail-trail lie with the desire of the managers of the Delaware & Hudson (D&H) Canal Company to find a northern outlet for anthracite coal mined in the Lackawanna and later the Wyoming Valleys of Northeastern Pennsylvania. By the mid-1860's the D&H Coal and Canal Company had transported coal via its gravity railroad from Carbondale to Honesdale, and then via its canal from Honesdale to Roundout, near Kingston, New York for several decades. One of the challenges faced by the canal company was the annual onset of winter and the accompanying freezing temperatures. Canal traffic ceased throughout the winter months.

This annual weather based dilemma also impacted the nearby Pennsylvania Coal Company (PCC). The PCC shipped its coal, also mined in the Lackawanna Valley, to eastern markets via a gravity railroad from Port Griffith, in the Pittston area, to Hawley and then to the D&H Canal. A dispute and protracted litigation between the D&H and the PCC led to the construction of a rail line from Lackawaxen, Pennsylvania and the Erie Railroad, to Hawley and the PCC's gravity railroad. This line linking Hawley and Lackawaxen opened on December 23, 1863 and was quickly leased to the Erie.

The D&H as well, sought an all weather route for its coal to eastern markets. Its strategy for reaching those markets involved linking up with the Albany & Susquehanna Railroad then building its line between Albany and Binghamton, New York. In 1868 a solution seemed at hand and the D&H signed a contract with the Erie Railroad for the construction of a railroad between Carbondale to Lanesboro, just east of the Erie's shop complex in Susquehanna, Pennsylvania. The completion of this 36 mile line in 1870 gave the Erie a route for distribution of coal to its western connections and at the same time gave the D&H a route to its connections in the Albany area and points north and east. *This line had the curious characteristic of being owned by a railroad, the Erie, which utilized it as a branch line while the tenant, the D&H used the line as its mainline from the coal regions of Northeastern Pennsylvania to its northern and eastern markets.*

The profile of the Jefferson Division, as it was known on the Erie Railroad, mandated the use of heavy power to surmount heavy grades. Northbound from Carbondale the grade varied from 1.48% to .79% up to the summit elevation of 2025 feet at Ararat. Southbound from Jefferson Junction the grade varied from 1.22% to 1.38% from Jefferson Junction to the Ararat Summit. Grades are figured as a percentage of rise in a hundred feet. A 2% grade would be a rise of two feet in a hundred feet of track. While a rise of two feet in a hundred might seem quite gentle, for a steam locomotive with 80 hoppers loaded with anthracite tied to its tender, and steel drive wheels clawing for traction on steel rails such an increase in elevation was very much a challenge, generally met with multiple locomotives on both ends of the train.

On the Erie, in the height of the steam era, those locomotives might be a 2-8-2, commonly known in railroad motive power circles as a Mikado type locomotive, or a 2-10-2, known as a Santa Fe type. The steam locomotive of choice for Jefferson Division freights beginning in the mid 1910's was the 2-10-2. The Erie had three different versions of the 2-10-2 and all were designed for heavy freights on mountainous terrain, although later steam years found them disbursed across the system as increased use of diesel locomotives pushed them into secondary roles.

The Jefferson Division became an important route for transporting coal from the Erie terminal at Avoca to Susquehanna. Much of this northbound traffic was received from the Central Railroad of New Jersey (CNJ) at Avoca and forwarded north during daylight hours. The southbound CNJ connection from Susquehanna to Avoca was a nighttime run. At one time there were four freights traversing the Jefferson Division each day in each direction. This must have made for very busy railroading between Avoca and Lanesboro as the D&H used this line for its mainline traffic which exceeded the Erie's traffic.

The Jefferson Division, even as the mainline route of the D&H never really served any sizeable amount of passenger traffic. Erie passenger traffic on the Jefferson Division in the early twentieth

century consisted of as many as three locals daily each way between Susquehanna and Carbondale. Using Brill gas mechanical cars, this service ended early in 1933. The D&H operated a daily train between Oneonta and Wilkes-Barre, Pennsylvania through the 1930's, ending in 1941.

In the late 1940's and early 1950's as diesel powered locomotives took over mainline freights the Erie moved its modern steam freight locomotives to secondary lines like the Jefferson Division. This spelled doom for the less efficient 2-10-2's as they were relegated to the scrap line by the newer and more efficient "S class" 2-8-4's. The drive to dieselize the entire railroad meant the eventual replacement of steam power on the Jefferson Division and this was completed in the early 1950's.

The demise of the steam locomotive on the Jefferson Division was accompanied by the demise of anthracite as a home heating fuel. This decline began in the 1920's and accelerated through the 1930's and 1940's. Shipments of anthracite over the Jefferson Division fell to the point where the Erie Railroad, the line's owner, began to question maintaining the line to main line standards when its importance, as a branch line, was declining. To the Erie's tenant, the D&H, the Jefferson Division, or as the D&H termed the line, the Penn Division, was a critical link in bridge traffic, traffic obtained by connecting railroads, from Wilkes-Barre to Albany and points east and north. Accordingly the Erie sold the Jefferson Division to the D&H for \$3,500,000 in 1955. The Erie's use of the Jefferson Division did not end with its sale as it retained trackage rights on the line.

The former Jefferson Division continued as the D&H mainline from Wilkes-Barre to Ninevah, New York, and points east through Albany until 1980. The Penn Central merger in 1968 eliminated the major source of traffic for the D&H. This situation became critical in the early 1970's and was resolved, not to the benefit of the D&H, with the establishment of Conrail in 1976. While the D&H attempted to continue operations in the Conrail era, its use of the Jefferson (or Penn) Division ended in 1980 when it purchased the former Delaware, Lackawanna and Western (DL&W) line from Scranton, Pennsylvania, to Binghamton, New York, from Conrail. This DL&W line has significantly easier grades than the Jefferson Division.

Once abandoned, the former Jefferson Division was stripped of its rails and allowed to return to nature, until being reborn as the D&H Rail-Trail.

Peter H. Grant



Streambank Beautification Project

Williams, a leading energy infrastructure company which gathers, processes and transports natural gas, provided volunteers for a “Day of Giving” on Friday, September 28th. Through the **United Way of Susquehanna County**, Williams provided volunteers to the **Rail-Trail Council of Northeast Pennsylvania** to assist with a planting project to help stabilize a streambank in Union Dale. The project took place behind the Rail-Trail office at Cable’s Store. Although a rainy day, 11 Williams employees dug in to plant 18 shrubs and 20 daylilies. From Williams were: Kevin Marion, Mo Stanton, Deserae Davis, Lee Terrell, Shannon Spak, Neal Thatcher, Kim Purdy, Cindy Flannery, Jack Walsh, Kristen Butchko and Al Johnson. Rail-Trail Council’s Executive Director, Lynn Conrad and program manager, Deb McNamara organized and directed the project. Daylilies were donated by June & Dick Lambertson of **Lambertson’s Brookside Daylilies**, Thompson. **The Mountain View Garden Club**, Clifford provided a grant to assist in the purchase of soil, mulch and shrubs. Master gardener, Maureen Kupiak, assisted with a soil test and recommended amendments. Sherry Sparks of **Endless Treasures Creations - Art & Photography** took photos of the volunteer efforts.

New Gate

Thanks to a recent grant, Mile One of the D&H Rail-Trail has a new look. On Tuesday, November 13th, an entrance gate designed & fabricated by Pleasant Mount Welding was installed on the trail in Simpson. This area is an important connection linking the D&H Trail and the Lackawanna River Heritage Trail. The gate will provide an access barrier to discourage illegal dumping. It will also provide a deterrent to ATV traffic. The project was funded in part by a grant from the Pennsylvania Department of Conservation and Natural Resources, Bureau of Recreation and Conservation Community Conservation Partnerships Program administered through the Pennsylvania Environmental Council’s Conservation Assistance Program and Lackawanna Heritage Valley. *Please note this section of trail is still closed until new decks can be installed on the 3 railroad bridges on Mile One & Two. Continue to use the O&W on the east side of the Lackawanna River to access the improved D&H.*

Winter Trails Days

Winter is just around the corner and all predictions point to a cold and snowy season. If Mother Nature cooperates we plan to host several “Winter Trail Days”. If you are new to winter sports, cross country skiing and snowshoeing are easy to learn, fun for all ages and a great way to chase away the winter blues. So whether you are a seasoned athlete or just want to try something new, join us for fun, followed by hot chocolate at Cable’s Deli! Check our website, Meetup, or Facebook for dates. Cross Country Skis and Snow Shoes are available for rent or sale at Chet’s Place (570-679-2129 or www.chetsplace.com).

Elwood & Kathleen Merring, Lake Ariel, PA
 Vic & Sharon Milani, Dickson City, PA
 Keith Miller, Trappe, PA
 Dan & Judy Millett, Clarks Summit, PA
 John Morris Family, Simpson, PA
 John & Carol Neary, Olyphant, PA
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DONATIONS

*In Memory of Karen Blomain, Nancy Ross
 In Memory of Donald Best, Ray & Joan Best
 In Memory of Lyle Cunningham, Nancy Ross
 In Memory of Mary Mangan, Nancy Ross*

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 for trail cleanups. |
| <input type="checkbox"/> Patron/Sponsor \$250 | <input type="checkbox"/> Call me to discuss a corporate donation. |
| <input type="checkbox"/> Club/Organization \$100 | <input type="checkbox"/> Send me Sam’s Club Business Membership Card. |
| <input type="checkbox"/> Family \$35 | <input type="checkbox"/> I am interested in finding out more about the “Trail Tender” program. |
| <input type="checkbox"/> Individual \$20 | <input type="checkbox"/> Send my newsletter electronically (instead of by mail) to: _____ |
| <input type="checkbox"/> Senior/Student \$15 | <input type="checkbox"/> Send me a new brochure. |

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

Please update your address here if necessary. Make checks payable to **Rail-Trail Council of Northeast PA**
 P.O. Box 32, Union Dale PA 18470 / Phone: 570-679-9300 / E mail: trails@nep.net