



HISTORY BYTES

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Rick Sedlisky, Editor

Anthracite Mining Heritage Month *January 2023*



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lackawannahistory@gmail.com

January of each year brings Anthracite Mining Heritage Month. It's a time when scholars, historians, musicians, filmmakers, historical societies and individuals combine efforts to present a month-long series of events that cover numerous aspects of Northeast Pennsylvania's anthracite coal mining heritage.

Until its demise in the latter half of the 20th century, anthracite mining was the life blood of the Lackawanna and Wyoming valleys, as well as nearby areas. The mining of coal was a magnet that attracted men from different parts of the world, particularly the British Isles, eastern and southern Europe, as well as men born in the United States. Little did they realize that they were fueling the industrialization of what would become the richest and most powerful country on the planet.

They were the men who financed sinking of the mine shafts, construction of breakers and railroads that carried the black diamonds to market. They were the men who risked their lives each day by going deep into the bowels of the earth to extract the mineral and bring it to the surface to be handed to the men in the washeries and collieries. Those men cleaned and processed the coal into different sizes for sale in many corners of the country and elsewhere.

They were the men who organized labor unions to fight for fair treatment, better working conditions and a living wage. From barons to breaker boys, it was the mines that put food on their tables.

It was also the mines that took many a man's and boy's life. Many women became widows, left with a family, no other means of income, and in many cases, non-English speaking. They were also the women who would often wait at the operation's entrance gates to secure husbands' pay envelopes before they could be "deposited" at the local bar. They were also the ones who cooked, did the laundry, planted gardens, fed the children and made the house a home.

Mining and lumbering took a toll on the land and water. Once pristine rivers, creeks and brooks throughout the region became polluted with mine waste, unable to support life. In some cases, they disappeared altogether. Groves of hemlock, beech, maple and other species of trees were cut to provide lumber for mining operations and the towns that sprung up nearby. Waste from mines created black mountains and pyramids of culm, leaving much of the land looking like a lunar landscape.

Generations later, the cleanup continues. Thanks to organizations such as Earth Conservancy, Lackawanna River Conservation Association and Eastern Coalition for Abandoned Mine Reclamation, thousands of acres of mine-scarred land has been brought back to productive use and the Lackawanna, a river once dead and the color of rust in many places, in 2020 was named Pennsylvania's River of the Year.

Anthracite Mining Heritage Month 2023 presents more than 20 programs throughout January that cover many of the topics mentioned above. Please check the schedule of programs beginning on Page 3 to find topics of interest. You won't be disappointed.

Rick Sedlisky, Editor, History Bytes

lackawannahistory@gmail.com

Anthracite Mining Heritage Month Program Schedule

A regional observance of **Anthracite Mining Heritage Month** takes place during January 2023. This year, a variety of programs are featured in Wilkes-Barre, Scranton, Hazle Township, Ashley, Plymouth, Nanticoke, Pittston, Bethlehem, Shamokin, and Pottsville. The annual event focuses on the history and culture of the anthracite region of Northeastern Pennsylvania.

The events are sponsored by the Anthracite Heritage Foundation, the Anthracite Heritage Museum, King's College, the Lackawanna Historical Society, the Luzerne County Historical Society, the Plymouth Historical Society, the Nanticoke Historical Society, the Greater Pittston Historical Society, the Greater Hazleton Historical Society & Museum; the National Museum of Industrial History, WVIA-Public Broadcasting, the Anthracite Chapter-Society of Mining Engineers, Eastern Pennsylvania Coalition for Abandoned Mine Reclamation, the Susquehanna Brewing Company, Baloga Funeral Home, and the Knox Mine Disaster Memorial Committee.

All events except for National Museum of Industrial History MIH on January 14 are free to the public.

WVIA—Public Broadcasting in Northeastern and Central Pennsylvania—will offer a series of programs at various times during January 2023

- **Knox Mine Disaster** (A documentary film produced and directed by David Brocca in 2019); Available on WVIA-TV: Jan. 22, Jan. 26, and Jan. 27 (see times below)
- **Knox . . . A Disaster** (A WVIA documentary film written and narrated by **Erika Funke** in 1984); shown immediately following the above documentary; Both available on WVIA-TV: Jan. 22, Jan. 26, and Jan. 27 (see times below)
- **Songs and Stories from Coal Country** (a history of the anthracite region through music); Musicians: **Jay Smar** and **Tom Flannery**; Commentary: **Robert Wolensky**; available throughout the month at <https://www.wvia.org/watch/virtual-events>

Jan. 14 National Museum of Industrial History, Public Program: Speaker: **John Smith**, Department of History, Emeritus, Lehigh University; Topic: *The Lehigh Valley Railroad and the Anthracite Industry*; Venue: NMIH (602 E. 2nd St, Bethlehem); Time: 1–2:30 pm; Moderator: **Andria Zaia**, NMIH; refreshments; NOTE: FREE for NMIH members; \$5 plus admission charge for non-members

Jan. 14 Susquehanna Brewing Company, An Evening of Anthracite Region Music: Musicians: **Jay Smar**, folksinger; **Don Shappelle and the Pick-ups**, folk group; **Polkas**, traditional and variety; Venue: SBC, Pittston; MC: **Ed Philbin**, Pittston; Time: 7:30–9:30 pm; Drinks and Food: SBC drinks and a food truck will be available.

Jan. 17 Eastern Pennsylvania Coalition for Abandoned Mine Reclamation (EPCAMR), and Earth Conservancy, Inc., Public Program: *A History of Anthracite Region Breakers*; Speakers: **Eric Bella**, Mining Engineer, Pottsville; **Bill Lukasik**, Curator, Lukasik Photography,

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Dupont; **Sue Hand**, Artist, Dallas; Venue: Earth Conservancy Building (101 S. Main St, Ashley); Time: 7–8:30 pm; Moderator: **Robert Hughes**, EPCAMR; refreshments

Jan. 19 Nanticoke Historical Society, Public Program: *Mining Anthracite Coal: Reflections by Miners from Yesterday and Today*; Speakers: **Phil Voystock**, Freeland; **Tom Supey**, West Pittston; **Chester Zaremba**, Nanticoke; **Banks Ries**, Heckscherville; **Josh Shoeneberger**, Muir; Venue: St. Faustina Cultural Center (38 West Church Street, Nanticoke); Time: 6:30–8 pm; Moderator, **Chester Zaremba**, NHS refreshments

Jan. 21 Shamokin-Coal Township Library, Public Program: Speaker: **Philip Mosley**, Penn State University-Scranton, Emeritus; Topic: *Telling of The Anthracite: A Pennsylvania Posthistory* (presentation on Prof. Mosley’s book published by Sunbury Press; book signing to follow); Venue: Shamokin Library (210 E. Independence St., Shamokin); Time: 11 am–1 pm

Jan. 21 Anthracite Heritage Museum, Public Program: *The Reopening of the Brooks Mine in Nay Aug Park, Scranton, and Mine Equipment Restoration*; Welcome: **Bode Morin**, AHM; Speakers: **Chris Murley**, Tunkhannock, and **Dan Shurtleff**, Center Moreland; Venue: AHM (22 Bald Mountain Rd, Scranton); Time: 2-3:30 pm; Moderator: **Bill Best**, West Pittston; Mining Memorabilia Display: **Mike and Linda Mostardi**, Wayne; refreshments

Jan. 21 Greater Hazleton Historical Society & Museum, and Pennsylvania Anthracite Society for Mining Engineers, Public Program: Topic: A 125th Anniversary Commemoration of the Lattimer Massacre; Speakers: **Robert Wolensky**, King’s College (“The Ethnic Component of Lattimer”); **Paul Shackel**, University of Maryland (“Remembering Lattimer”); **Jim LaRegina**, P.G., Greater Hazleton Area Historical Society & Museum (“The Iconic Dryfoos Photographs of Lattimer”); **John Fielding**, Anthracite Heritage Museum (“The Dryfoos Camera”); **Lew Dryfoos III**, One Group Insurance (“Remembering Henry Dryfoos”); **John R. Ackerman**, P.E., Twin Oaks Consulting (“Reflections on the Lattimer Massacre Monument” and “Our Repair Plan That Would Have Broken the Monument into Pieces”); **Chuck Knisell**, Vice President, UMW District 2 (“Commentary on Lattimer”); Venue: Hazle Township Building (101 W. 27th St. Hazle Township); Time: 6:30–8:30 pm; Moderator: **Mike Korb**, Penn Anthracite-SME; refreshments

Jan. 22 Knox Mine Disaster Memorial Mass: Venue: St. John’s Catholic Church, 35 William St., Pittston. Time: 9–10 am.

Jan. 22 Knox Mine Disaster, Public Commemoration: Venue: Historical Marker in front of Baloga Funeral Home, Port Griffith (1201 Main Street, Pittston); Time: 11–11:20 am.

Jan. 22 Knox Mine Disaster: Annual Walk to the Disaster Site along the Susquehanna River; Venue: Gather at Baloga Funeral Home and travel to the site; Time: 11:30 am–12:30 pm.; weather permitting.

Jan. 22 Anthracite Heritage Museum, Public Program, The Annual Knox Mine Disaster Commemoration: Topic: *International Connections: Welsh and American Coal Heritage*; Speakers: **Bode Morin**, Site Administrator, AHM; **Dai Price**, Head of Museum, Big Pit National Mining Museum, Wales; **Darren Macey**, Operational Manager, Rhondda Heritage Park, Lewis Merthyr Colliery, Wales; **Ceri Thompson**, Curator, Big Pit National Mining Museum, Wales; **John Fielding**, Curator, AHM; Moderator: **Bode Morin**, AHM; Mining Memorabilia Display: **Mike and Linda Mostardi**, Wayne; Time: 2-3:30 pm; Venue: AHM (22 Bald Mountain Rd, Scranton) and Zoom. Join the Meeting at <https://us02web.zoom.us/j/81587673478?pwd=cDZUOCtPNkJKZHZtMlBkd0ttZUVVRUT09> (the program will also broadcast on Facebook live from the AHM page). Refreshments.

Jan. 22 WVIA TV-Public Broadcasting, Two Public Programs: (1) *Knox Mine Disaster* (A documentary film produced and directed by David Brocca, 2019; narrated by Lex Romaine; sound by Albert Brocca); Time: 12:00 pm; to be immediately followed by (2) *Knox ... A Disaster* (A WVIA documentary film written and narrated by Erika Funke, 1984); both available on WVIA-TV.

Jan. 23 Plymouth Historical Society, Public Program: The Remembrances of a Retired Coal Miner; Speaker: **Alvin Cole**, Shickshinny; Topic: *Mining Coal at the Wanamie No. 19*; Venue: First Welsh Baptist Church (168 Girard Ave., Plymouth); Time: 6:30–8 pm; Moderator: **Steve Kondrad**, PHS; refreshments

Jan. 25 Greater Pittston Historical Society, Public Program: A Forum on Five Northeastern Pennsylvania Ethnic Groups; Speakers: **Stephanie Longo**, *The Italians*; **Beth Landmesser**, *The Welsh*; **Jim McFarland**, *The Irish*; **Jan Lokuta**, *The Polish and The Rusyns*; Venue: Cosgrove Room, Pittston Memorial Library (47 Broad St, Pittston); Time: 7–8:30 pm; Moderator: **Julio Caprari**, GPHS; refreshments

Jan. 26 King's College and the Anthracite Heritage Foundation, Miners Memorial Park, Plaque Unveiling Ceremony: Unveiling and Dedication by **Rev. Thomas P. Looney**, President, King's College; Venue: Miners Memorial Park, in front of the Alley Center (Public Square, Wilkes-Barre); Time: 5:30 pm; Moderator: **Robert Wolensky**, King's College and AHF.

Jan. 26 – 27 WVIA TV-Public Broadcasting, Two Public Programs: (1) *Knox Mine Disaster* (A documentary film produced and directed by David Brocca, 2019; narrated by Lex Romaine; sound by Albert Brocca); Time: 12:00 pm; immediately by (2) *Knox ... A Disaster* (A WVIA documentary film written and narrated by Erika Funke, 1984); both available on WVIA-TV.

Jan. 27 Lackawanna Historical Society, Public Program: Lackawanna Past Times Series; Speaker: **Sarah Piccini**, LHS; Topic: *The Vigilantes and the Grandmaster: The Molly Maguires and Terence Powderly*; Time: 2–3:00 pm; Venue: Zoom: <https://us02web.zoom.us/j/82418792701?pwd=SDUxOFVSdERjODQ1ek1DNE1YMTNQZz09>

Jan. 27 Majestic Theatre, Pottsville, Public Program: Speaker: Philip Mosley, Penn State University-Scranton, Emeritus; Topic: *Telling of The Anthracite: A Pennsylvania Post history* (**presentation** on Prof. Mosley's book published by Sunbury Press; **book signing to follow**); Venue: Majestic Theater (209 N. Centre St, Pottsville); Time: 7–9 pm

Jan. 28 Lackawanna Historical Society, Public Program: Brief Histories of Four Anthracite Coal Companies; Speakers: **Charles Kumpas**, *Penn Anthracite Coal Company*; **Chester Kulesa**, *Delaware & Hudson Coal Company*; **Tony Brooks**, *Butler Coal Company*; **Robert Wolensky**, *Pennsylvania Coal Company*; Venue: Albright Memorial Library (500 Vine St., Scranton) (for instructions on how to watch the program livestream, please email lackawannahistory@gmail.com); Time: 3–4:30 pm; Moderator: **Mary Ann Moran Savakinus**, LHS; **Happy Hour**: cash bar immediately following at Sidel's Restaurant (1202 N. Main Ave, Scranton)

Jan. 29 Luzerne County Historical Society, Public Program: Speaker: **Jayne M. Booth**; Topic: *Rocked in the Cradle of Coal* (Ms. Booth's latest book in the series; **book signing to follow**); Venue: LCHS Museum (69 South Franklin Street, Wilkes-Barre); Time: 2–3:30 pm; Moderator: **Mark Riccetti**, LCHS; refreshments available.

Remembering Knox

On the marker below are the names of the 12 men who gave their lives on January 22, 1959, when the Susquehanna River broke through the roof of the Knox Mine.

Years before the Knox disaster, the Avondale Mine disaster in which 110 men and boys were killed, resulted in the enactment of mine safety laws by the Commonwealth of Pennsylvania. Other states followed suit. Laws, however, do not necessarily overcome greed and are often ignored in the desire to squeeze every possible nickel of profit from an operation. In an effort to do exactly that, the operators of the Knox ignored “stop lines” and miners had no choice but to dig closer to the Susquehanna Riverbed. Commonwealth law prohibits mining within 35 feet of a riverbed. The Knox men were roughly two feet from the Susquehanna when the roof caved in, trapping 74 men, 12 of whom were never found. Millions of gallons of Susquehanna River water flooded the Knox workings and in effect ended deep mining in the Wyoming Valley and brought unemployment to



Image source: waymarking.com/gallery

thousands. The Knox disaster brought to light the corrupt coal company officials, corrupt United Mine Workers officials, as well as Mafia connections within the industry. Seven

men were convicted of involuntary manslaughter and three also of conspiracy. Many were not surprised when all convictions were later overturned.

For some who cared only about profit, the Knox was business as usual. “Business as Usual” takes us to the present where across Northeast Pennsylvania, Anthracite Mining Heritage Month invites us to recall what happened at the Knox and why. The month-long event also allows us to appreciate and learn from those who have studied and documented our anthracite legacy.

Wall of Honor

A polished piece of black granite on which the face of an anthracite miner is etched stands in place at the Anthracite Miners’ Memorial Garden located at King’s on the Square, Public Square, Wilkes-Barre. Next to the black granite are kiosks containing plaques related to anthracite mining history. This is the home of the Wall of Honor.



Image source: The Anthracite Heritage Foundation

The Anthracite Heritage Foundation can list 6,000 names of miners on the Wall of Honor. If you had a coal miner in your family, please either email at <http://ahfdn.org/> or call the foundation at 570-820-0917. The foundation is located at 67 Public Square, Wilkes-Barre, PA.

Rails Made by the Lackawanna Steel Company

Editor's Note- Anyone who commutes or travels long distance by train knows the term, "Riding the Rails." While anthracite was used as a fuel by many railroads, it was also used in steel plants to manufacture rails that enabled coal trains to ride the rails. Case in point, the Lackawanna Steel Company that was originally located in Scranton. Where the rails wound up could be anywhere.

Following is an email LHS recently received from Jim DeRam. Our thanks to Jim for sharing his finding of one destination for Lackawanna Steel Company rails.

My name is Jim DeRam. I live in Libertyville, Illinois, about 35 miles north of Chicago. Recently in my town an old railroad line that had not been used for possibly forty or fifty years had the brush and trees removed. I went to take a look at the rails to see if I could find a date. I found one rail where I could read the information. The information on the rail was BS CO LACKAWANNA OH 9031 RA A II 1922.

This rail was made by the Lackawanna Steel Company in 1922, the year it was acquired by Bethlehem Steel. As you know, at one time Lackawanna Steel was one of the largest companies in the world and their production of rail helped the development of the railroads in this country and started the end of dependence of rail being imported from Great Britain.

This rail line came to my town in the late 1880's, possibly 1886. It was a spur line of the Milwaukee Road. In 1900 the Milwaukee Road extended the line farther north. The original spur line at that point became a freight line supporting industry and the two lumber companies in town. I am pretty sure that this spur line continued to bring lumber to these two lumber companies probably until the 1970's.

I am sure the LHS has all kinds of info and stories about the steel company. Just thought you would enjoy this one also.

Thank you,

Jim DeRam

LHS 2023 Membership Information

About Membership: Membership privileges include unlimited access to the Society library, 10% discount in our bookstore, advance notice, special discounts and invitations to all Society activities, members-only programs, the quarterly newsletter, and the bi-monthly e-newsletter. Attached is a membership form to renew your membership or give to a friend who is interested in joining. Please return it to: Lackawanna Historical Society, 232 Monroe Ave., Scranton, PA 18510.

lackawannahistory@gmail.com

Lackawanna Historical Society Membership Form

// Student	\$10	Name _____
// Individual	\$35	
// Family	\$45	Address _____
// Contributing	\$75	_____
// Sustaining	\$150	
// Silver Corporate	\$250	Telephone _____
// Gold Corporate	\$500	Email _____

Following is a link for membership payment:

<http://www.lackawannahistory.org/benefits.html>



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Upcoming Events & Meetings

Lackawanna Past Times on Zoom

Our monthly Zoom lecture series features famous local people and early regional history. Email us at lackawannahistory@gmail.com to receive the Zoom link. Catch up on past episodes on our YouTube channel.

Friday, January 27, 2 pm: Sarah Piccini presents “The Vigilante & The Grand Master: The Molly Maguires & Terrence Powderly.”

Friday, February 24, 2 pm: University of Scranton presents “Scranton’s Story, Our Nation’s Story.”

Friday, March 31, 2 pm: Valley View/Riverside students present An overview of *You Live Here; You Should Know This!* local history game show.

Friday, April 28, 2 pm Gary Ryman discusses Gifford Pinchot.

LHS Programs In-Person

Saturday, March 25, 11 am: Tammy Budnovich leads Pysanky Workshop; \$25 for members, \$30 for non-members **Registration is Required**

Sunday, April 23, 2 pm: Joyce Hatala presents “Recycling.”

Ghostly Gallery Link

<http://www.lackawannahistory.org/ghostlygallery.html>

Dine Lackawanna

Numerous restaurants support LHS through participation in Dine Lackawanna. Enjoy an evening away from the kitchen and help support these establishments and LHS.

Wednesday, February 15: Chef Von & Mom, 501 Linden St, Scranton 570-955-0368

Wednesday, March 15: TBA

Wednesday, April 19: AV Restaurant, 320 Penn Ave., Scranton 570-457-5800

Abingtons

Clarks Summit

Camelot
Formosa

The New Cafe
State Street Grill

Chinchilla

Armetta’s Restaurant & Pizza

Upvalley

Carbondale

KOL Steakhouse
Pat’s Pizza & Hoagies

Jermyn

JW’s Bar & Grill

Eynon

Pasquale’s Pizzeria and Family Restaurant
Tiffany’s Tap & Grill

Simpson

Frank’s Place

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Mid Valley

Dickson City

Texas Roundhouse
Colarusso's Coal Fired Pizza

Olyphant
OTown Bar & Grill

Jessup
Café Colarusso

Scranton

Ale Mary's at the Bittenbender
AV Scranton
Back Yard Ale House
Cafe Classico
Carmen's 2.0 Restaurant
Chef Von & Mom
POSH at the Scranton Club

Market Street Bar & Grill
Pizza by Pappas
Sidel's Restaurant
Stirna's Restaueant
La Cucina
Mansour's Market Café & Eatery
Villa Maria Lola's Cabana

Downvalley

Old Forge
Cusumano Dooley's Pub & Eatery

Dunmore/North Pocono

Dunmore
3 Jacks Burgers
La Cucina

Moscow
Delish on Main

Springbrook Twp.
Olde Brook Inn

Genealogy Forum on Zoom

Wednesday, February 8, 1 pm: Tracing Pennsylvania Birth and Death Records

Wednesday, March 8, 1 pm: Finding Birth & Death Records for Scranton and Lackawanna County

Please call or email LHS to register for forum meetings as space is limited.

Wyoming Valley Ghost Tours

Saturday, March 11 at 7 pm: **Wyoming Valley Ghost Tours** investigates the Catlin House. Registration is on Facebook at <https://www.facebook.com/WyomingValleyGhostTours/>

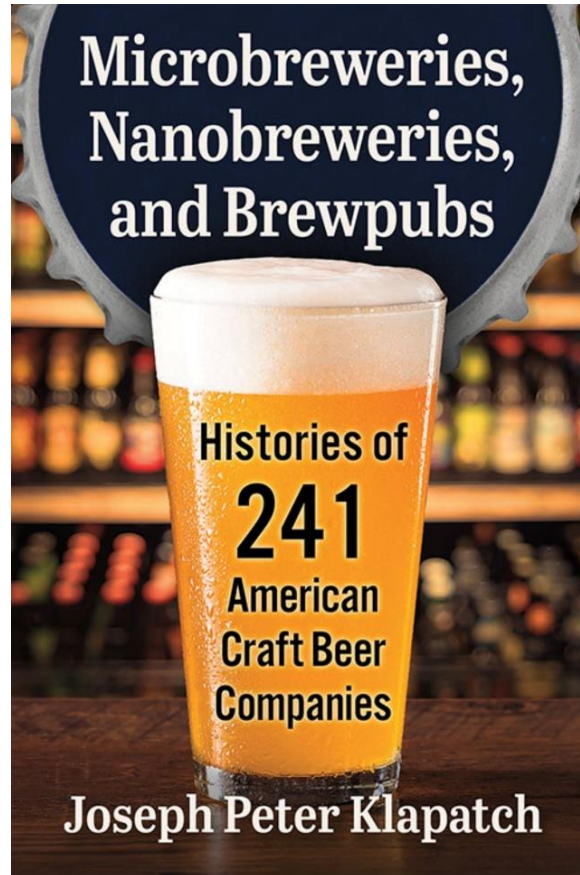
Watres Armory Tours

Watres Armory Tours are courtesy of our partnership with Neo-Expressionist artist, Hunt Slonem. In the words of *Architectural Digest*, "Mr. Slonem has created a 'colorful castle', a personal museum of his paintings and collections of antique furniture and other goods, with bright colors and unique wall treatments."

Tours will be offered on **Sunday, March 19, April 16 and May 21 at 2 pm**. Cost is \$20 per person. Proceeds benefit LHS. Space is limited, registration is required. To register, please call 570-344-3841.

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New Book Release



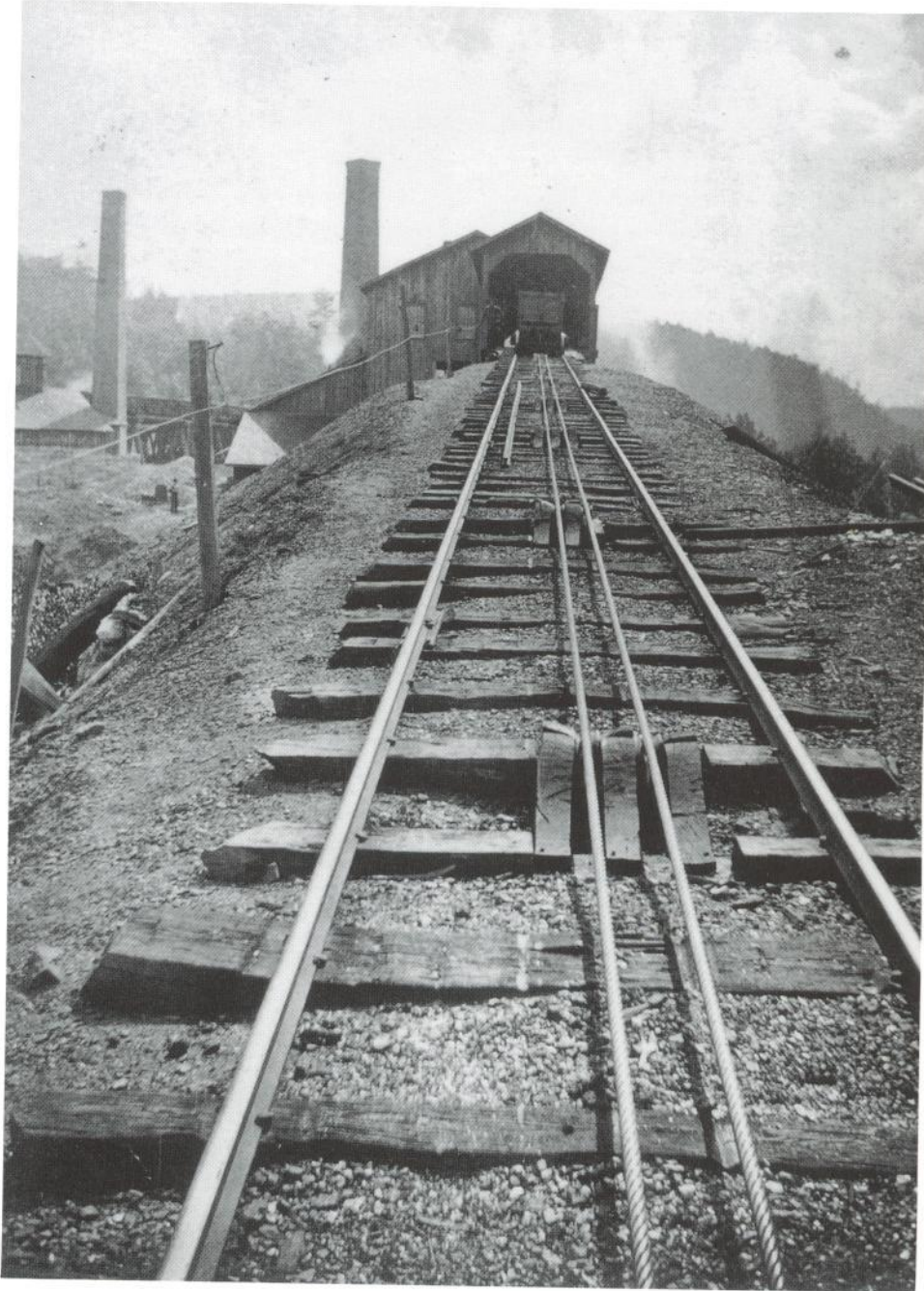
Author and Olyphant native, Joseph Peter Klapatch, announced that his new book, *Microbreweries, Nanobreweries, and Brewpubs: Histories of 241 American Craft Beer Companies*, McFarland, publisher, (ISBN: 978-1-4766-9085-8) will be available beginning April 13, 2013.

This book takes a look at these microbreweries—prime examples of American enterprise and innovation—from an industry outsider's perspective. The author explores a select number of small breweries from around the United States, covering their signature brews, histories, and what it took for them to claim their niches in the marketplace.

Other works by Joe include *The Old School* thebp.site57084.com. His beer website is lager57.weebly.com. Follow Joe on Facebook at www.facebook.com/strippens

The PCC Gravity Railroad

By Frank P. Adams



Photographer Louis Hensel of Hawley pointed his camera up Plane 7 of the Pennsylvania Coal Company's Gravity for this picture taken before 1886. The smokestack on the left is attached to the engine house of a plane leading up from the Gypsy Grove Colliery.

Photo courtesy of Tony Ranella Jr.

Almost 200 years ago, in an effort to open the Lackawanna and Wyoming valleys' vast anthracite coal resources, the Pennsylvania Legislature in April 1838 (two years before the Scranton Iron Works began its operations) created two corporations. The Pennsylvania Coal Company (PCC) was chartered to operate mines in Pittston, Luzerne County, and transport anthracite by railroad. The same act also created the Washington Coal Company to operate mines in the Lackawanna Valley (Providence and Dunmore) and construct a railroad north to the canal of the Delaware and Hudson Company. Operated by some of the smartest businessmen in the anthracite trade, the PCC would eventually be headquartered in Dunmore and play a significant role in the history of that borough. The Washington Coal Company was run by a group of local entrepreneurs from Carbondale.

The PCC's first mine, appropriately called the Number 1 shaft, opened around 1842 at the northeast corner of Railroad and Main streets in Pittston, but lacked a means of getting its product to market. Since the Washington Coal Company was the only one with the authority to construct a new railroad to the D&H Canal, the D&H dispatched its star engineer, James Archbald, to investigate. His first job would be to find a route through the almost unbroken forest and connect the Pittston and Dunmore coal fields with the D&H Canal at Hawley. In November 1847, using a level, chain and rod, he began the survey. Archbald had been superintendent of the D&H gravity road in Carbondale for 30 years, so he understood the technology.

The PCC paid off the Washington Coal Company debts and took over building its gravity railroad. The company also purchased land in Dunmore, which would later be called Number 6. It would also become the location of the company's headquarters and shops. On June 22, 1849, the Pennsylvania Legislature officially merged the Washington Coal Company into the Pennsylvania Coal Company.

Archbald hired engineer, William R. Moffet, to supervise construction of the railroad. It was completed from Dunmore to Hawley in May 1850 and from Dunmore to Port Griffith (Pittston) a month later. **Widely considered an engineering marvel**, the road would also prove to be a financial success, regularly earning 10 percent on the capital investment of \$836,660. Two different sets of tracks were used. The loaded track carried coal from the mines to the D&H Canal at Hawley, and the light track returned the empties. The two tracks followed different but parallel routes. Although they crossed seven times; in other places they were separated from each other by as much as a mile.

Each track consisted of a series of planes or inclines (12 on the loaded and 10 on the light) strategically located to raise the cars' elevation in the shortest possible distance. Sets of cars called trips would be hoisted up the plane by cables run by water or steam-powered stationary engines. Between the planes were what was called the "levels" which were not actually level but a descending grade of up to one percent. It is from these sections that the railroad received its name because as they rolled downhill, the cars were propelled only by gravity.



McCoy Cut Loaded Track
Photo courtesy of Tony Ranella Jr.

The loaded track started at Port Griffith (Pittston) and ended in Hawley. Over a distance of 47 miles, 12 planes raised the cars 1,400 feet. In Hawley, coal was transferred to boats for their 108-mile trip down the D&H Canal. Empty cars then returned to Pittston via the light track. Beginning in Hawley at Plane 13, the return journey required only 10 planes. **The Number 4 plane, located in Moosic, ran parallel to and on the west side of Rocky Glen Road close to the former Rocky Glen Park.** *For important news about the Number 4 Plane, please see Editor's Note at the end of the article.*

Both sets of narrow-gauge (4'3") tracks were originally constructed of wood. Cross ties (called caps) were 6"x 9" hemlock timber, eight feet long and spaced rather closely at 10 feet apart. They were notched to accept perpendicular 6"x 8" hemlock timber "rails" which were 20-30 feet long. The hemlock rails were topped with an 18-foot-long, 1"x 3" beech wood strip covered by half-inch thick strap iron. In order to make it continuous the ends of the iron straps were dovetailed. Rectangular nailing holes about 15 inches apart attached the rails to the hemlock. The rectangular holes allowed the strap iron to expand and contract with temperature changes. Oil pans located about every four miles contained spring loaded iron rods with brushes to lubricate passing trains. When the coal strike of 1869 shut down the railroad, the PCC started converting the track to the more familiar steel T-rail with standard crossties on 24-inch centers. That was completed by 1875, however, even today, original pieces of the three-inch wide strap iron can still be found along the old right-of-way.

On the light track, the hoisting engines were at the foot of the plane. On the loaded track they were at the top. Three-inch hemp ropes were originally used to hoist sets of cars called trips (five cars on the loaded track, eight on the light). However, due to the cost and frequent repairs, the hemp was soon replaced by 1-1/4" wire rope (steel cable) invented by John Roebling who would later use the technology he perfected on the PCC

Gravity Railroad to build the longest suspension bridge in the world, the Brooklyn Bridge in 1883.

Each plane actually had two cables of equal length, an up and a down cable. Links attached the two cables together. The upward moving cable ran on pulleys between the tracks. Each plane had a counterweight located in a tower to keep the cable tight. The footman, stationed at the bottom of the plane, used a four-foot chain called a sling to hook the lead car to one of the links on the slow-moving cable. A system of ropes from both the bottom and top of the plane were attached to bells (of different tones) in the engine house alerting the operator when the trip was ready. He would then increase the speed of the cable. At full speed, the trip of cars would be hauled up the plane at 25 mph. A derail or "trap" would stop any that broke loose by derailing the cars. At the top of the plane, the operator slowed the cable so the headman could detach and hold the set of cars until the full train was ready. The train crew would then take possession and guide the train down the level to the next plane to repeat the hoisting process.

The PCC Gravity started operations with 900 coal cars constructed at Hawley. Each 10 x 3-foot wooden car carried between three and five tons of coal. A piece of canvas nailed to the truck frame served as a lid. In the 1860s, the company's shops were moved to Dunmore, where additional cars were built. In 1881, the railroad reached a peak of 3,200 cars. Loaded trains averaging 1860s 275 tons of coal consisted of between 55 and 70 cars (11 to 14 trips). Longer trains of empties were customary on the light track.

The three-man train crews were generically called "car runners." The number one runner or foreman rode a wooden plank attached to the first car. He was responsible for switching. The second runner was the brakeman responsible for the middle cars in the train. Not every car was equipped with brakes, so he would normally ride on one he knew to have good ones. The head or boss runner rode the last car; he was the conductor responsible for the train and kept count of cars delivered. He was also responsible for operating the train at a safe speed, 12 mph to 15 mph. Some histories have reported the runners were only paid for delivering loaded cars and that the empties were delivered for free. In fact, because it was usually not possible for a runner to return the same number of empties that they had delivered full, the company simplified the accounting and paid the runners a flat rate of \$1 for their 12-hour day.

The railroad operated six days a week from 6 a.m. to sunset. Trains did not run at night. Most crews lived along the line, stopped the train when it got dark and chained it to the rail near their homes. Operationally, the railroad was split into two divisions. Twelve first-division crews delivered two loaded trains per crew a day to Number 6 (in the Bunker Hill section of Dunmore) and returned two trains of empties to Pittston. On the second division, 20 crews operated trains between Number 6 and Hawley. Each workday, a crew would deliver one loaded train to Hawley and one light (empty) train to Dunmore. The round trip would typically take 10 to 12 hours. The train crew was primarily responsible for controlling the speed of their train on the downhill levels between planes. To stop a train, everyone was required to work levers on the outside of the car that controlled the brakes. Because not every car was equipped with brakes, those without were controlled by jamming a "sprag" or "puddle stick" (shaped like a

potato masher) between the truck frame and wheel. When not operating a train, the crews also helped the men at the planes and sorted cars in the yards.

With the railroad up and running, in the fall of 1850, PCC General Manager John B. Smith instituted passenger and (non-coal) freight service. Freight trains consisted of six or seven cars and ran once each morning, except on Sundays. The general stores along the route depended on these for items such as dry goods, food, beverages, furniture and construction materials. The railroad also serviced the fledgling lumber and tanning industries of North Pocono. In the deal that saved both companies, the Scrantons used the Gravity to ship T-rail to the Erie Railroad.

The PCC's passenger trains ran coaches and baggage cars between Dunmore and Hawley. By 1883, it would have 15 coaches that seated 20 people lengthwise like a modern subway car. The interior was lit by two oil lamps and heated by a coal stove. The first passenger car was named "The Pioneer." Even though each car had its own name, the passenger trains came to be known generically as "Pioneers." Service was provided by two daily trains, again except on Sunday, and the two-hour trip cost \$1 (one day's wages for a car runner).

Scranton customers boarded at "The Latches". The location today is near where Moosic Street crosses over I-81. From there passengers could disembark at any destination they chose between Number 6 and Number 12 planes. Many traveled to Jones Lake (today known as Lake Ariel) at plane Number 19 for a day in the country. The journey was exciting and the scenery splendid. There was no smoke or cinders like on the steam roads, but the riders experienced a giddy sense of danger as the cars whisked their way along the mountainsides and ravines. Novice riders were said to expect instant destruction at every turn and twist of the road.



*Hanging Rock, Dunmore
Photo courtesy of Tony Ranella*

A single road all the way to the mines offered many advantages. By 1880, the PCC entered into discussions with the Erie Railroad for extending its Hawley Branch to Pittston. The road, named the Erie and Wyoming Valley (E&WV), was constructed parallel to and in many places alongside the Gravity. It opened for traffic in 1884. Two years later the economies of the steam road were obvious, and plans were made to abandon the Gravity.

By 1885, the bulk of coal was being shipped via the Erie and Wyoming Valley Railroad, and on May 22nd the first steam passenger train made a trip from Hawley to Dunmore. The next month all coal shipments had been transferred to the E&WV. Passenger service would continue on the Gravity until the fall when a new service of mixed passenger and freight would begin to Pittston. The last train on the Gravity ran on December 18, 1885. The track was removed incrementally as equipment from the planes was transported to the shops at Number 6 in Dunmore. The steam engines and boilers found new use at many of the PCC's mining operations. In 35 years of operation, the Gravity hauled on average a million tons of coal per year.



Gravity Railcar, Nay Aug Park, Scranton
Image source: google.com



Gravity Railcar, Hawley
Image source: The GreatRails
North American Railroad Photo Archive

Two Gravity passenger coaches survive to this day. "The Dobson" was restored by gravity railroad veterans and presented to the City of Scranton by the PCC on September 3, 1909. Last used in 1884, it is on display in Scranton's Nay Aug Park behind the Everhart Museum. "The Pioneer" is on display in Hawley.

Frank P. Adams is the author of Rails Between Dunmore and Jessup: The Delaware. Lackawanna & Western's Winton Branch, and The History and Railroads of North Pocono.

Editor's Note: The 173-year-old remains of the PCC Gravity RR Number 4 plane in Moosic could be affected by the proposed expansion of Interstate 81 to three lanes in each direction. PennDOT officials will hold an open-house meeting from 4pm to 8pm on February 15 at the Dunmore Elementary Center, 300 West Warren St. A formal presentation of the expansion project takes place at 6pm, followed by a question-and-answer session.

For additional information about the Number 4 Plane, please contact Tony Ranella Jr. at golden6727@aol.com

Brooks Drift Mine Undergoes Rehabilitation



Image source: Underground Miners.com

After being closed and ignored for nearly 50 years, the Brooks Drift Mine located in Nay Aug Park, Scranton, is on the way to reopening. The non-profit, volunteer Underground Miners are working on rehabilitation of the former tourist attraction.

Opened in 1902 by Greenwood Mine operator, Reese Brooks, it was part of the Scranton School of Mines program of educating the public about anthracite mining. It was built to be a teaching museum affiliated with the Everhart Museum.

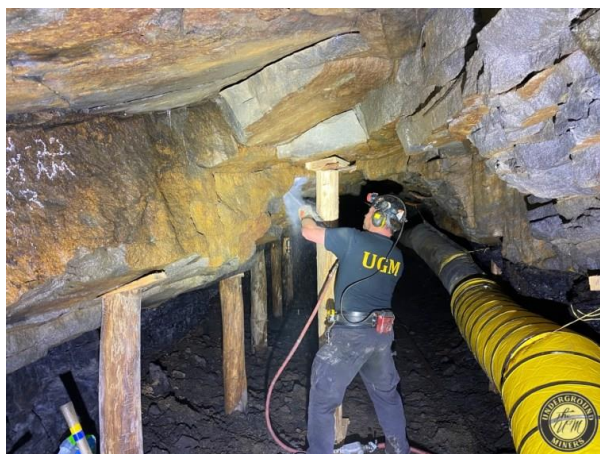
At 150 feet long, the mine is not very large. It was driven into the outcrop of the Dunmore No. 2 and No. 3 veins and although it was never a commercial operation, Brooks contains a sizable coal deposit.

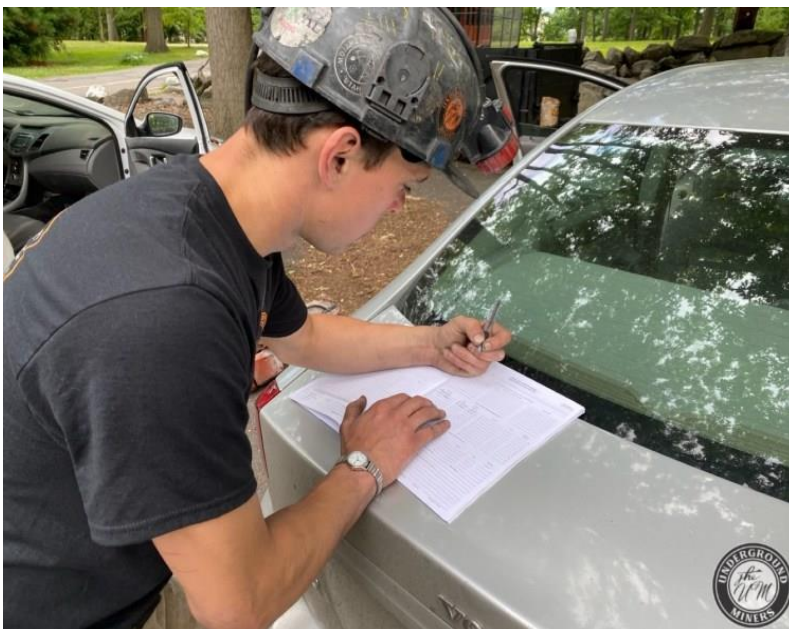
Throughout its 120-year history, the teaching museum/tourist attraction was closed to the public on several occasions. The first time was in 1938. In 1953, the mine received a major upgrade that included retimbering by the Moffat Coal Company and an electric lighting upgrade by the Scranton Police Traffic Repair Squad. It was again retimbered in 1969. Brooks closed in 1975 with the opening of the 190 Slope Mine Tour.

In January 2022, Underground Miners volunteers consisting of coal miners, timbermen and laborers began working towards reopening the Brooks, with completion planned for Spring 2023.

The Underground Miners emphasize that no taxpayer money is involved in funding the project. The rehabilitation is financed entirely by donations from individual contributors, as well as local businesses.

Founded in 2002, Underground Miners is a 501(c)3 nonprofit organization, dedicated to preserving Pennsylvania's anthracite coal mining heritage through an historical online archive, equipment restoration and educational public events.





Source of above images: undergroundminers.com

To view additional photographs and watch two videos of the first mine walkthrough after nearly a half century and of work in progress, please copy and paste the below link to your browser.

<https://undergroundminers.com/brooks-drift-mine-rehabilitation/>

lackawannahistory@gmail.com

Off-season at No. 9

What takes place when the tour season ends? As with any other tourist attraction, there's plenty of maintenance work to do. Carl Orechovsky, History Bytes contributing historian, talks about two underground projects he's been working on at the Lansford No. 9 Mine. Carl writes:

We are done with mucking over 200 yards of the gangway and ditch. At six carloads a day, about 78 car loads of silt was removed. Some of it was 1.5 feet deep behind the 3 fault collapse areas that created a dam at each location. I also had to repair and replace bolts on rail joiners that have not been used in 50 years, June 1972, by the last gang of Panther Creek Valley area miners.

This gang was a combination of miners from several collieries from Coaldale to Tamaqua who were just short of their pension dates. They were all brought to the #9 as the last working deep mine in the valley to fill out their required time.



No. 9 Mine, Lansford

Scoop car removing silt from a track not used since June 1972

Photo courtesy of Carl Orechovsky

We are now in the process of replacing the "Prop & Collar" sets in the fault areas of the main gangway. Prop is a term for any single post used as roof support. Props can be either timber or steel. Collar is a term applied to the timbering or concrete around the mouth or top of the shaft.



*Prop and Collar Work at No 9, Lansford
Photo courtesy of Carl Orechovsky*

The above photo shows the first set in place and the second set of props waiting for its collar. The collar in the back with the ladder against it is an original, installed around 1930-ish; this will be cut down.

New props are installed between the old, rotted props and a new collar is hoisted and secured before removing the old sets. Laggings are installed between the new sets and 2-inch-thick planks installed behind them from floor to roof to prevent the loose coal from running. Six sets will be installed here.

For information on the No. 9 Mine, visit <https://no9minemuseum.wixsite.com/museum>

Anthracite Ancestry

Anthracite Ancestry covers various aspects of Northeast Pennsylvania's coal legacy, including coal companies, coal barons, labor and labor unions, individuals, families, immigrant groups, disasters, subsidence and railroads.

Does anthracite tie into your family history? Did one or more of your ancestors “work the mines” as they used to say? If your ancestors left behind anthracite stories of any kind, please contact us at lackawannahistory@gmail.com and include *Anthracite* in the subject matter.

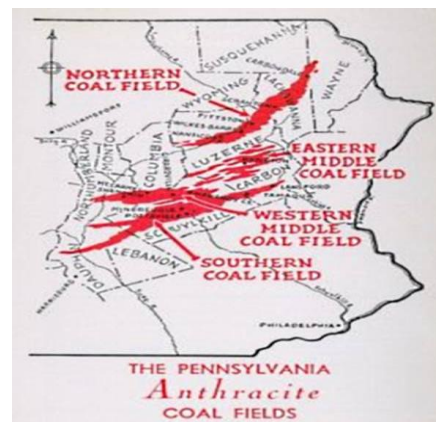
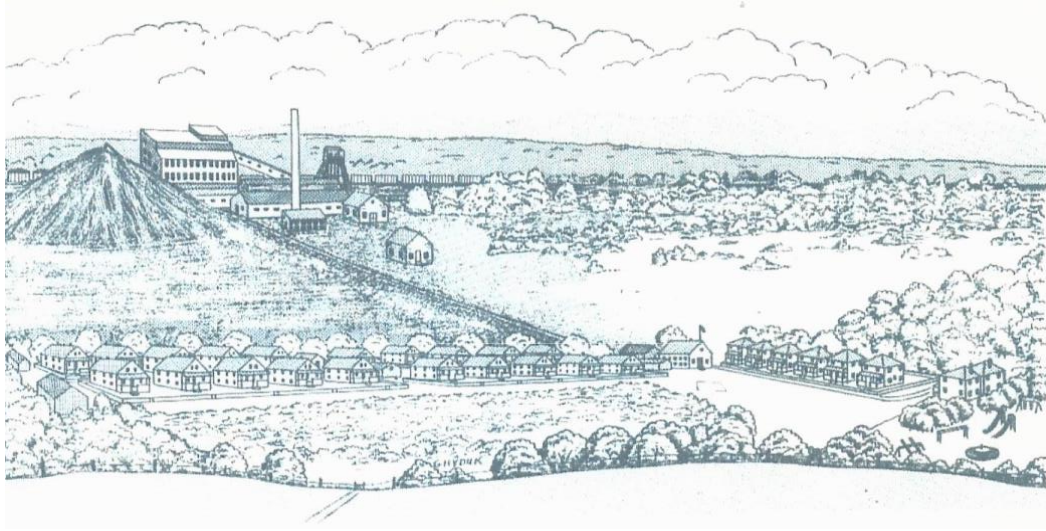


Image source: Pinterest

Anthracite Life Through One Woman's Eyes

By Rick Sedlisky



Artist's Rendering of Underwood Village

Arlene and Newton Fritz arrived at Underwood Village from Jessup in the early 1930s. Arlene recalled that it was “through the intercession of a dear friend” that she and her husband secured a home there. They were among the last families to leave in 1936 when the village was closed.

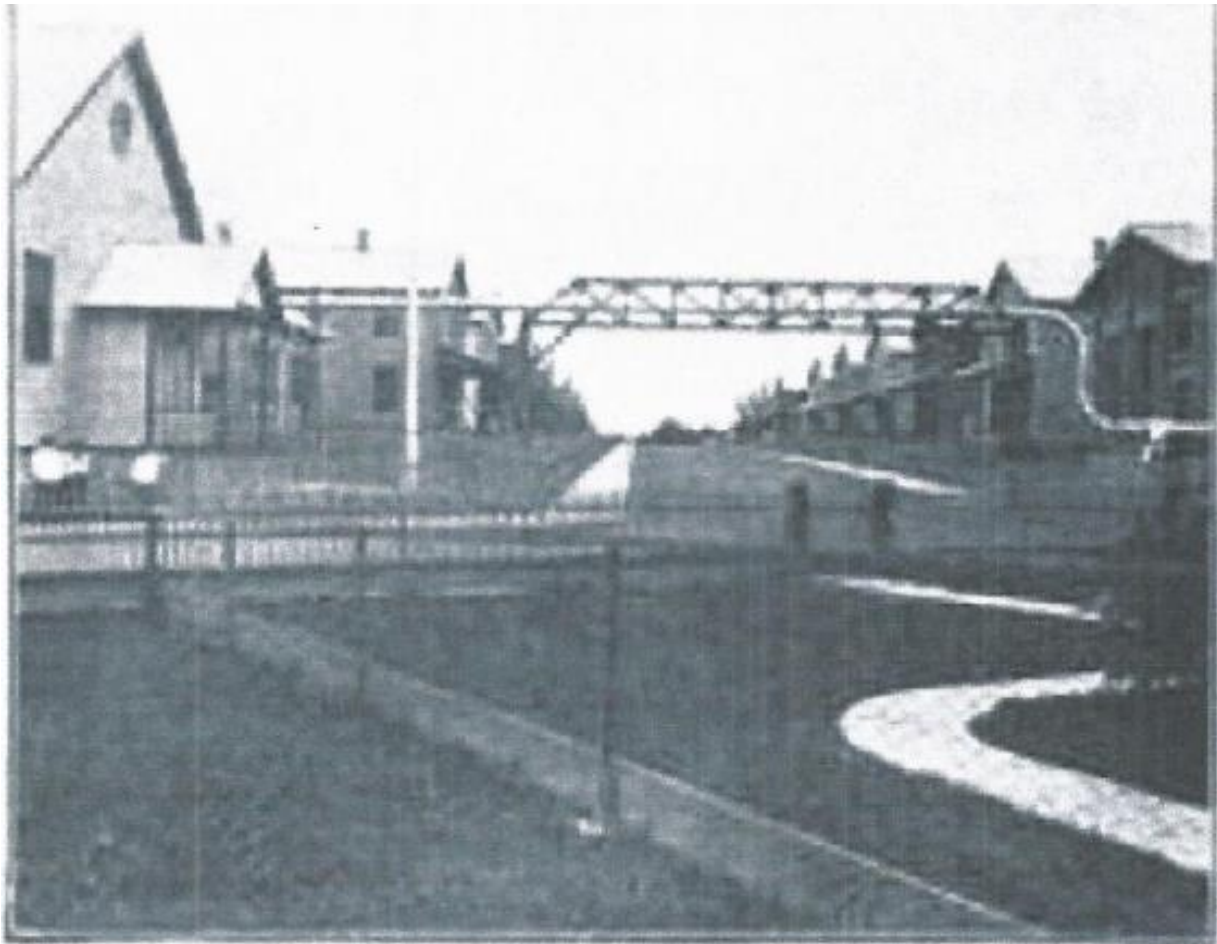
Renting a company-owned home at Underwood Village was a shelter from the many financial hardships of the 1930s' depression years. Newt, as Arlene called her husband, no longer had to walk five miles to work as other men did. They considered themselves to be very fortunate.

Newt was an electrician by trade with previous mine-related experience. With employment in place at the Pennsylvania Coal Company's Underwood Mine, they began a new life at Underwood Village.

By the time they arrived, village homes had lost their colorful accents, but for Arlene, Underwood Village was “a sight for sore eyes.” Arlene said that life at Underwood was affordable. Rent was \$6.00 per month. As others, Arlene and Newt had a front and back porch, a fenced in yard and six rooms, three downstairs and three upstairs. They chose to keep the upstairs rooms closed until it was time for children. They finally had a home to call their own. They filled it with furniture purchased from a store in Scranton.

Patch towns were built near coal mines and were mostly located away from either towns or nearby cities. Many were built along the isolated mountainsides with limited access to nearby communities except via footpath or perhaps railroad tracks. Patch town houses were rudimentary in construction and except for a roof over one's head and the required “company store,” there was little else.

Although Underwood Village was built along the base of the Moosic Mountains near the Underwood Mine, it was located within the boroughs of Throop and Olyphant and had direct road access to Throop where, as Arlene explained, residents could catch the electric trolley to Scranton. Underwood Village residents were fortunate. They had most of the necessary conveniences, as well as access to public transportation, things that patch town people could only dream of.



MAIN STREET, UNDERWOOD VILLAGE, PENNSYLVANIA
COAL CO.

Underwood Village was considered by industry standards of the day to be a “model village.” Unlike patch towns, the village had, among other things, two macadam-paved streets with silver maple tree-lined paved sidewalks, private wash houses for managers’ and miners’ families, a community center with two bowling alleys, a school that went to the 6th grade, a library, garages behind the managers’ homes and one communal garage at the end of the miners’ homes street. Heat and electricity were free, courtesy of the Pennsylvania Coal Company. Most importantly, the village did not have a company store. The reason was that the Pennsylvania Coal Company didn’t want anything that might spark a repeat of the coal strike of 1902.

Arlene said that her secret desire was to teach elementary school at Underwood Village. One of the criteria for teaching was to be a resident of the community. Arlene met that and other criteria, but just as in Winton she could not teach at Underwood due to her marital status. One of the reasons married women were not allowed to teach was the unfounded idea that a married woman would not be able to devote the necessary time to teaching as she would most likely have family issues on her mind and would bring those issues to school. The practice continued in the Throop School District (today's Mid Valley School District) until the 1940s.

Arlene did the laundry in her Easy Washer. The name is misleading. The “Easy Washer” contained a copper boiler that was used to heat water on the coal stove. Two tubs were placed adjacent to each other for rinsing the clothes that were hung outside to dry on “the line.” As children began to arrive, diapers were an exception. They were scrubbed on a washboard before taking their place with other clothing on “the line.”

THE SATURDAY EVENING POST

Dont miss your chance See this wash-day miracle right in your own home

We will lead you a New Easy and let you see just how the amazing way it washes, rinses and handles the water all at once

YOU'll find it in a store near you. It's the New EASY Washer with its rare tubless inner tub that's so clean and rugged that it can easily stand up to a year's use. And you won't need another bucket to get the water out. The water is pumped out by a pump that's built into the machine. So you can get the water out and the clothes in the water time. It's the only way to get the water out of the clothes and the water out of the clothes. It's the only way to get the water out of the clothes and the water out of the clothes.

No broken bottles - no dirty washers. It's the only way to get the water out of the clothes and the water out of the clothes. It's the only way to get the water out of the clothes and the water out of the clothes. It's the only way to get the water out of the clothes and the water out of the clothes.

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MODEL N -

It's the only way to get the water out of the clothes and the water out of the clothes. It's the only way to get the water out of the clothes and the water out of the clothes. It's the only way to get the water out of the clothes and the water out of the clothes.

EASY WASHER

Easy Washer Magazine Ad
Image source: etsy.com



*Pedal-type Singer Sewing Machine circa. 1930s
Image source: google.com*

Arlene and the other Underwood women were well versed in making clothes and household items from available materials, but not everything was made by hand. Because of the village's proximity to Throop, the city of Scranton and shopping was an electric trolley ride away. The photograph below is an example of Scranton Traction Company trolleys that Arlene and other Underwood Village women most likely rode.



*#505 is one of a series of ten "Electromobiles"
built by Osgood-Bradley in 1929 and currently in process of
being restored to its original condition
Photo source: Electric City Trolley Museum, Scranton*

The Scranton shopping sprees were special occasions especially as Arlene said, "When "drastic sales" were taking place." Sources of sales information were the Scranton Times and Scranton Republican newspapers. Clothing topped the shopping list and in particular, the Hoover Apron, which was stylish and as Arlene stated, "Appropriate for expectant mothers."

Shopping was followed by either a matinee or a Vaudeville show possibly at the Poli Theatre that was renamed The Ritz in 1930 and The Comerford in 1937, before catching the trolley back to Throop.



Hoover apron ad, circa. 1930s

Image source: <https://www.pinterest.com/pin/100627372904891831/>

Upon returning to Underwood Village, Arlene said that news of their purchases and activities spread like wildfire. Others would follow suit to take advantage of the sales and entertainment available in Scranton.

Although Underwood Village had no company store, a privately-owned store existed for a few years. When the store closed, grocery shopping involved some short distance travelling. Some residents shopped at a cash store in Throop. A cash store is just what the title states, cash, no credit offered.

Newt and Arlene's favorite was the A&P grocery store in Olyphant. For \$15.00, Arlene and Newt filled the trunk of a neighbor's car with enough groceries to feed a family of four for two weeks.

Not all provisions were purchased at the A&P or other stores. The milkman delivered bottles of milk to Underwood front porches before dawn each day. More likely than not, any fruits or vegetables consumed by Underwood residents came either from their back yard gardens or the nearby woods. Berries of all types were plentiful along the Moosic Mountains. Both vegetables and berries were used in either baked foods or were canned and stored in cellars for winter consumption.

The Moosic Mountains also offered plenty of game, such as deer, wild turkeys, rabbits and squirrels to name a few. When the men of Underwood hunted along the mountainside and "bagged" a deer, a community dinner followed. Arlene said that everyone had a covered dish to take home, that all ate well, and nothing was discarded. She added that because they were living under the prohibition laws of the time, there were no alcoholic beverages available. However, courtesy of Mother Nature, dandelions were in abundance. The flowers were harvested and turned into a very strong wine. So much for Prohibition at Underwood Village.

Other events at the community center included dances and parties, and at the athletic field, baseball, tennis and shooting matches were popular. Women competed in the shooting matches equally with men and often won. The prize was usually a hen or a turkey. Arlene did not say whether the fowl was post-mortem.

All was well within the tightly knit community until 1936 when the Pittston Company that had leased Underwood and other Pennsylvania Coal Company operations, announced that the village would be closed, and all were required to leave. A pall fell over Underwood Village and although the burgess (mayor) of Olyphant invited all residents to move into Olyphant proper, people went their separate ways. He promised Federally funded housing construction, but there is no record of that taking place.

Newt, Arlene and their children moved to East Stroudsburg where Newt had a plumbing and heating business. Arlene subsequently returned to teaching. She taught art for students in grades 1 through 8 in nearby Jackson, New Jersey, for 15 years until her retirement in 1972. She previously taught for 15 years at other schools.

As an accomplished painter, Arlene became involved in the Pocono arts community and was a lifetime member of the Pocono Mountain Art Guild. Some of her works include anthracite scenes, of which at least one is of Underwood Village. One example of Arlene's many artistic talents is the following notice that appeared in the Saturday, October 25, 1975, edition of the Pocono Record newspaper:

Tuesday, October 28: The Pocono Mountain Art Group will meet at 7 p.m. in the art room of Stroudsburg High School. Mrs. Arlene Fritz will give a lesson on Japanese scroll painting.

Arlene Fritz, artist and teacher, passed away at age 86 on March 30, 1997. Arlene left us with a few simple words when she spoke of Underwood Village. She said, "There were many company coal villages in the Anthracite Region, but none like the model Underwood Village."

In The Mines *The Daily Diaries of Thomas J. Goblick* *By Carl Orechovsky*

Thomas J. Goblick worked in the mines as a motorman. A motorman operates an electric or battery-powered mine motorcar to haul trips (trains) of cars, loaded with timbers, rails, explosives and other supplies, into a mine.

Mr. Goblick lived in the Austin Heights section of Old Forge. A friend was removing items from Mr. Goblick's house and came upon his work diaries that cover six years, extending from 1938 to 1944. The owner of the house didn't want the diaries, which are smaller sized, spiral bound notebooks. They were scanned and enlarged, and subsequently donated to the Old Forge Historical Society. Most entries pertain to Old Forge, and I have permission to share the contents.

Volpe Coal Co. No. 6 Colliery No. 11 Shaft. Red Ash Vein
**** (Thomas: O.K. means everything in order, everybody all right.) ****

July 1942

July 1. Rain. New miner in 111 heading. Red Ash Engine down. Full coal. Everything OK. Done 9 pm.

July 2. Warm. 117 not in. Waited for Jack 3 hrs. 3 places, full coal. Done 8 pm.

July 3. Warm. Vacation Day stayed home.

July 4. Stayed home. Vacation day.

July 5. Sunday Stayed home.

July 6. Rain. Spoke to Gomer about my new job. 4 places. Done 1:30.

July 7. Cool. Wire broke in the swamp. Done 1:30.

July 8. Cool. Coal Inspector Hiram was in Back Branch. J Marley was in early. Done 12:30.

July 9. Cool. 3 places. James was around. NEWS! Gomer is leaving! Done 12:30.

July 10. Rain. New Boss, Bill Clemans. Done 1:30.

July 11. Warm. Waited for Jack Marley. Was to Old Forge. Time 7 & ½.

July 12. Sunday. Was to Edna's.

July 13. Warm. 110 laborer hurt. Took Jack Home. Was to Pittston. Done 9 pm.

July 14. Warm. Ben & Dollie not working. 16 cars coal. Due bills. Done 2:30.

July 15. Cool. Dolly not working. Pay day. 77hrs, \$62.22.

July 16. Warm. Waited for Jack. 120 has new laborer. Done 8:30.

July 17. Rain. 117 pulling last stumps. 105 worked in Pump Road. Far. Joe moved to shaker pump. Done 8 pm.

July 18. Day shift working only.

July 19. Warm. Sunday. Was to Rocky Glen with Nell, Edna, Tom, Dave.

July 20. No sand. 105 worked in the air way. 3 coal. Done 12 am.

July 21. Cool. 105 motor down. Loaded no coal. Filled ration card in office. Done 1:30.

July 22. Warm. J Marley and Snowball signed ration card. 117 working in airway. 3 cars coal. Done 2 pm.

July 23. 101 Miner KILLED, Marley's section Babylon. Done 2 pm.

July 24. Rain. Moved a jalopy. Done 1:30.

July 25. Rain. Waited for Jack Marley. Done 2 pm.

July 26. Rain. Sunday stayed home.

July 27. Rain. Ran motor behind Engine. Waited for 109 miner. Done 9:30.

July 28. Rain. Helen Puzio was sick. Edna was staying with us. Nellie was to Helens. Done 6:30.

July 29. Rain. Helen Puzio born 10 & ¼ baby boy. Everybody OK. Done 8 pm.

July 30. Rain. Was to Old Forge. Bob Muir was around. Was to see the baby. Done 8 pm.

July 31. Warm. Due bills. Everybody OK. Done 9:30. 91 hrs, \$78.26.

Volpe Coal Co. No. 6 Colliery No. 11 Shaft. Babylon Section Sam Monk new Boss

August 1942

Aug. 1. Warm. Day shift working only. Was to Helen's.

Aug. 2. Sunday stayed home.

Aug. 3. Warm. Helen was to town with Ma. Me and Helen to Moses Taylor. Done 12:30.

Aug. 4. Warm. John Witt not working. Dolly and Elmer not in. Done 1:30.

Aug. 5. Warm. Gave Eddie \$10. Everybody working. Brought in oil. Done 1:30.

Aug. 6 Warm. Farmer Joe moved a shaker. Rode with Roman Shefka. = Done 1:30.

Aug. 7. Warm. Farmer Joe moved a Jalopy. Rode with Roman. = Was to Helen's in evening. Done 12:30.

Aug. 8. Rain. Motor in Getters to change armature. Rode with Roman. = Done 1 pm.

Aug. 9. Rain. Sunday stayed home.

Aug. 10. Rain. Everybody working. Was in A. Pulled a trip of coal to the foot. Done 8:30.

Aug. 11. Warm. Waited for 107 miner. Was in Alls. Was to Old Forge for gas and electric bill. Done 8:45.

Aug. 12. Cloudy. Was in Alls, 1 beer. Was to Clarks Summit with Sonny. Done 8:30.

Aug. 13. Rain. Was to Alls, 2 beers. Was to town for ration card B. Done 8:30.

Aug. 14. Hot. Due bills. Men short on days. Done 8:30.

Aug. 15. Warm. Pay day No. 7 on STRIKE. No. 14 on STRIKE. 77 hrs, \$66.22.

Aug. 16. Rain. Sunday stayed home. Was to see Edna.

Aug. 17. Dollie & Ben not in. No sand. Victor bought 2 beers. Done 12:30.

Aug. 18. Warm. Eddie Celmar took my car. Saw Joe Knapp for rides. Done 1:30.

Aug. 19. 120 4 handed. Bob and Fred in Back Branch. Done 1:45.

Aug. 20. No. 14 on STRIKE. Signed a petition. Done 1:45. Waited for Knapp till 4:30.

Aug. 21. Warm. Everybody & everything OK. Bought Tom a Kite and string. Done 1:50.
Aug. 22. Warm. Home early. Cut grass. Flown Kite. Done 1:30.
Aug. 23. Sunday stayed at home.
Aug. 24. Warm. Edna went to Tobyhanna, home 10:30. Got 3 riders. Dolly & Ben quit. Done 8:30 pm.
Aug. 25. Warm. Dolly & Ben are back. Waited for empties. "Eclipse of the Moon" Done 9 pm. Home 10:30.
Aug. 26. Warm. Was to town in court, name hearing. Done 8:30.
Aug. 27. Warm. Mailed letter to contest. Everything OK. Done 8:30, home 10:30.
Aug. 28. Cloudy. Camilia was in Ma's. Men short in pay. Done 8:30, home 10:30.
Aug. 29. Pay Day. Day shift only.
Aug. 30. Sunday stayed home. Was to Helens and Jonnies.
Aug. 31. Warm. "Helen Goblick has gone to the Moses Taylor Hospital". 84 hrs, \$72.24.

Volpe Coal Co. No. 6 Colliery No. 11 Shaft Babylon Section

September 1942

Sep. 1. Warm. Joe Volpe was in Back Branch. Out before 2:30. Done 2:30.
Sep. 2. Warm. Was to Taylor. Mrs. Chuppy was for clothes. Done 1:30.
Sep. 3. Warm. 120 Felix gone to South Babylon. Johnny Stove hurt bad on head Done 1:30.
Sep. 4. Warm. Farmer Joe went to No. 5. Bob and Fred was in Back Branch. Done 1:30.
Sep. 5. Warm. Farmer Joe came back. Helen came home from Hospital. Was to movies. Done 2:15.
Sep. 6. Sunday, stayed at home.
Sep. 7. Labor Day. Roosevelt Speech. Taken Helen to Hospital.
Sep. 8. Rain. 104 miner not in. Laborer rode with me. Done 8:30 pm.
Sep. 9. Rain. Empties slow. Got oil slip. Tonghrie went to No. 5 on Motor. Mushrooms cleaned. Done 8:30.
Sep. 10. Warm. Ben Janoski working with 104. Joe had spill on Heading Road. Done 8:30, home 10:30.
Sep. 11. Cloudy. Rope broke on No. 11. Due bills. Done 9 pm.
Sep. 12. Pay Day Colliery Idle. Day shift working only. Helen home.
Sep. 13. Sunday. Nellie, Della, Tom & me took Helen back to Scranton.
Sep. 14. Warm. Joe Knopp in Conn. Quit. Fred Jones in Back Branch. Done 1:30.

Sep. 15. Warm. Got some Gas. Paid Electric bill. Eddie's brother rides with us. Done 1:30. 75 + 2 O.T. hrs. \$67.08

Sep. 16. Warm. Received puzzle papers. New place. Waited for Joe k. Mailed my puzzle. Done 2pm.

Sep. 17. Warm. Dandy shift. Was to town with Nell to see Helen. Done 1 pm.

Sep. 18. Rain. Dolly Squeezed. Waited for S. Mucha. Home 4:30. Done 1 pm.

Sep. 19. Warm. Day shift working only. Done 1:30.

Sep. 20. Sunday stayed home. Bought Rudy's Ford.

Sep. 21. Cool. Tough day all night. Ed & Stan Mucha were day shift. Done 9:30.

Sep. 22. Cool. Dan Conley was in Back Branch, bad shape. Dolly and Babyface cleaning rock. Done 8 pm.

Sep. 23. Cool. Was to Old Forge. Dolly and Babyface cleaning rock. Done 8 pm.

Sep. 24. Cool. 117 went home. Squeeze in place. 101 went to the Pocket. Picked up Joe Ulias's wife in Duryea. 8:10.

Sep. 25. Cold. 3 places in Back Branch. Lgyy went home. Due bills. Done 8:30.

Sep. 26. Rain. Helen home from Hospital. Day shift working only. Pay Day.

Sep. 27. Rain. Sunday stayed home. Taken Helen to Taylor Hospital.

Sep. 28. Warm. Easy shift. Me and Tom to Movies, Pearl Harbor. Done 11:30.

Sep. 29. Heavy Frost. Bob & Fred: Back Branch. Men moving shaker Jonnie: Motor. Done 1:30.

Sep. 30. Frost. Cars off. Barber shop. Mailed my puzzles. Was to Helens to fix cradle. Done 2:35. 82 hrs. + 2 hrs. time ½ \$73.10

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- [Steamtown National Historic Site](#)
- [Anthracite Museum and Iron Furnaces](#)
- [Electric City Trolley Museum](#)
- [Lackawanna Coal Mine Tour](#)

Cultural Partners

- [Albright Memorial Library](#) and the Lackawanna County Library System
- [The Everhart Museum](#)
- [Scranton Cultural Center](#) at the Masonic Temple
- Scranton's Annual [Civil War Weekend](#) Events
- Scranton Times-Tribune's [Pages from the Past](#)

Anthracite Research

- [Pennsylvania's Northern Anthracite Coal Field](#) <http://www.northernfield.info/>

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- [Carbondale Historical Society](#)
- [Plymouth Historical Society](#) www.plymouthhistoricalsocietyluzernecopa.org
- [Luzerne County Historical Society](#)
- [Wayne County Historical Society](#)
- [Susquehanna County Historical Society](#)
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- [Wyoming County Historical Society](#)
- Archbald Historical Society: Contact Ed Casey 570-614-3628
- Scott Township Historical Society: Contact Robert Vail 570-254-9536
- Taylor Historical Society: Contact Christine Schaefer 570-562-1225

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Address: The Catlin House, 232 Monroe Ave., Scranton, PA 18510
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Founded in 1886 as the Lackawanna Institute of History and Science, the Lackawanna Historical Society provides the community with a record of local history through its museum and library collections, exhibits and programs. In 1942, from the bequest of George H. Catlin, the Society established its permanent home at Catlin's 1912 residence, located at 232 Monroe Avenue in Scranton, Pennsylvania. In 1965, it was designated as the official county historical society by Lackawanna County and continues to serve the county as a center for local history resources. The Society, a 501 ©3 nonprofit organization, is supported in part by the Pennsylvania Historical and Museum Commission, Catlin Memorial Trust, Lackawanna County and memberships.