



## HISTORY BYTES

*A Lackawanna Historical Society Publication*

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Rick Sedlisky, Editor

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### *Delaware & Hudson*



### *200 Years*

*Photograph by John F. Bjorklund  
Center for Railroad Photography & Art  
Image source: pinterest.com*

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**[lackawannahistory@gmail.com](mailto:lackawannahistory@gmail.com)**

# *Delaware & Hudson 200 Years – Part III*

*By Rick Sedlisky*

## *People Hauling and Beyond*

### *Intercity Passenger Trains*

Because of its relatively smaller size, Delaware & Hudson was not a major player on the intercity passenger service side of things. In addition to serving Scranton and Wilkes-Barre via its Pennsylvania Division, D&H also reached Rutland, Vermont.

Delaware & Hudson was unique in that it was only one of three U.S. railroads to serve Montreal, Quebec. The other two were the Central Vermont Railway and New York Central Railroad. Through the latter, D&H was able to provide passenger service from Grand Central Station in New York City to Montreal's Windsor Station that was operated by the Canadian Pacific Railway. From there, connections were available to Quebec City, Quebec and Ottawa, Ontario.

D&H had two named trains providing service to Montreal. *The Montreal Limited* operated overnight between New York City and Montreal, while the daytime *Laurentian* also served cities and towns in upstate New York and the Great Lakes region. When



*Laurentian*  
Postcard image source: eBay



*Montreal Limited at Delson, QC, June 14, 1969*  
Image source: trainweb.org

Amtrak took over most of the passenger service in the United States on May 1, 1971, and both trains were discontinued. However, a combined effort by Delaware & Hudson and the State of New York successfully reinstated the New York City – Montreal run. The former *Montreal Limited* today operates between the two cities as Amtrak's *Adirondack*.

From the 19<sup>th</sup> century through the mid-20<sup>th</sup> century, people frequently travelled by train, not just from city to city, but also from cities to towns and rural locations. D&H operated trains throughout upstate New York reaching towns such as Saratoga and Plattsburg, as well as Lake George, not to mention numerous hamlets and locations like Schoharie

County via the Schoharie Valley Railroad. In order to better understand the extent of the railway's passenger service, a visit to Pennsylvania's Northern Anthracite Coal Field website at <https://www.northernfield.info/schedules.php> is recommended. The site offers information on passenger service dating back to 1870.

## *Northeast Pennsylvania Commuter Service*

Delaware & Hudson had a relatively robust commuter service operation in the Lackawanna and Wyoming valleys of Northeast Pennsylvania. During the anthracite heyday, D&H operated a number of commuter trains between Wilkes-Barre, Scranton and Carbondale.

One of the earliest, if not the earliest, D&H timetables found showing passenger service in Northeast Pennsylvania is from 1870. It reads as follows:

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### **DELAWARE & HUDSON RAILWAY.**

*Thomas Dickson. Gen. Superintendent, Honesdale, Pa.*

*Trains leave Scranton for Providence, Dickson, Olyphant, Archibald and Carbondale, 9:00 a.m. and 4:00 p.m., arriving at Carbondale, 10:15 a.m. and 5:15 p.m. Leave Carbondale for Scranton and intermediate stations, 6:30 a.m. and 1:00 p.m., arriving at Scranton 7:45 a.m. and 1:10 p.m.*

*(Note: Archbald is spelled Archibald. The arrival time of 1:10 p.m. is obviously an error)*

Source: <https://www.northernfield.info/Schedules/DH/1870-06%20Official%20Guide%20DH.pdf>

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D&H commuter trains operated from Wilkes-Barre to Carbondale, including a four-minute layover in Scranton, and depending on the year in question, trains made between 18 and 21 stops along the route. Travel time was about an hour and a half.

Service from Carbondale to Scranton began in 1872 with four trains a day each way, of which three were passenger trains and one was a mixed passenger and freight train. Trains made stops at Gibsonburg, known as Jermyn from 1874, Archbald, Winton from 1881, Peckville, Olyphant, Dickson City (listed as Dickson), Throop, Providence beginning in 1874, and Green Ridge. Travel time averaged about an hour. Timetables also show that local service was extended from Carbondale to Nineveh, NY in 1879.

By the turn of the century, anthracite played a major role in the industrialization of the United States. In the company's 1901 Pennsylvania Division timetable, D&H wasted no time in advertising the division as *The Shortest and Only Direct Route between the Anthracite Coal Fields and Boston*.



The 1901 timetable also shows scheduled service between Scranton and Wilkes-Barre. Stops northbound from Wilkes-Barre included Yatesville, Pittston, Avoca, Minooka and Carbon Street Junction. Travel time was slightly more than an hour.

In 1901, service from Wilkes-Barre to Carbondale via Scranton consisted of 14 trains a day each way except Sundays when there were five each way. The number of trains most likely reflects steady work at the mines as miners frequently rode the rails to work.



*D&H Commuter Train: Location and Date Unknown  
Image source: [transpressnz.blogspot.co.nz](http://transpressnz.blogspot.co.nz)*

1901 also shows scheduled service between Honesdale and Carbondale. Stops from Honesdale were Selbyville, Pompton, Keene, Waymart, Farview, Whites (Crossing?) and Lincoln Avenue. There were four daily trains and three on Sundays. Travel time on the 27-mile route averaged about an hour and 15 minutes. The slow travel time was most likely due to traversing the Moosic Mountains.

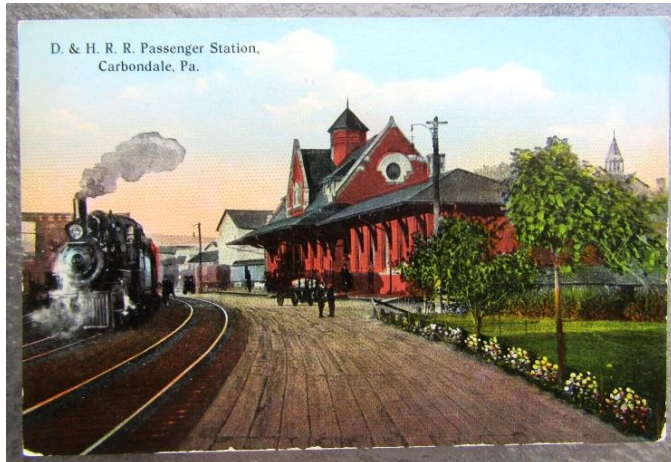
When anthracite began to decline as a fuel of choice, service along the route gradually decreased. In 1920, there were nine trains from Wilkes-Barre to Carbondale and 12 on the return run. Five years later the number dropped to six from Wilkes-Barre to Carbondale and nine the other way, with three Scranton – Carbondale only trains.

Improvements in road conditions and more people opting to drive didn't help matters. In 1940, just two trains a day were operating between Wilkes-Barre and Carbondale. Service between the two cities was cut back to Scranton - Carbondale in 1941 and by the end of World War II in 1945, there were just four trains a day each way. The last year of commuter operations was 1951 with two daily round trips.

Delaware & Hudson commuter trains made it convenient to transfer to points beyond Northeast Pennsylvania. At Scranton, connections via the Delaware, Lackawanna &



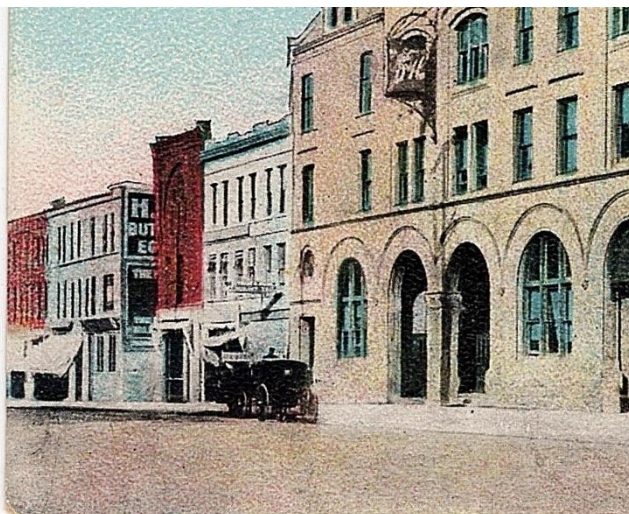
Western Railroad to Hoboken, NJ and Buffalo, NY were available. At Wilkes-Barre, there were connections to Philadelphia via the Pennsylvania Railroad and to Jersey City via the Central Railroad of New Jersey. Trains from Carbondale via Nineveh to Albany provided connections to Boston and New York City.



*D&H Carbondale Station, postcard circa. 1910*  
*Image source: eBay*

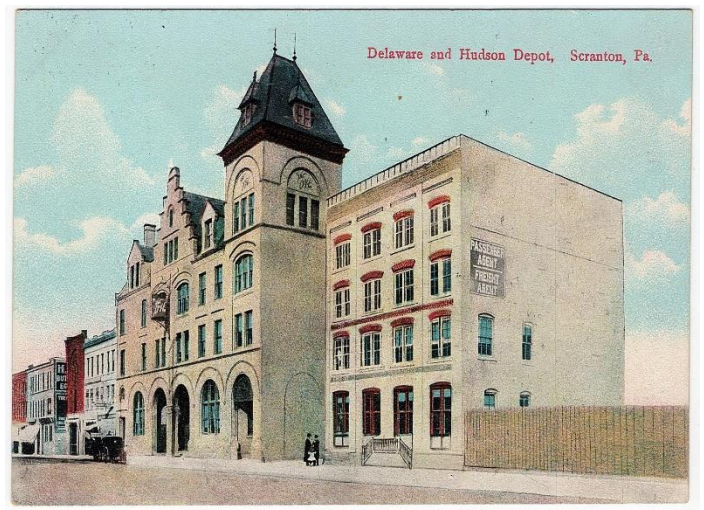


*D&H Wilkes-Barre Station, 1972*  
*Image source: antiquesnavigation.com*



*Delaware & Hudson Scranton Station, circa. 1907*  
*Wholesale Block, Lackawanna Ave.*  
*Image source: hippostcard.com*

*(Note: Station was across the street from the location of today's Pennsylvania State Building)*



## *Merger Mania*

The World War II period (1941 – 1945) recorded the highest level of passenger ridership in the history of the American railroad industry. Troops transported to opposite ends of the country to fight in both Europe and the Pacific were the main reason for the increased ridership.

From that point forward, passenger service began a steady decline as the country's road system greatly improved. People began travelling by personal automobile and a good portion of freight traffic transferred to trucks. Construction of the Interstate system didn't help matters. As the trend continued, it was clear that there were just too many railroads and not enough people and freight to haul.

Mergers and takeovers began in earnest shortly after the end of World War II and steadily increased through the end of the 20<sup>th</sup> century and into the 21<sup>st</sup>. Virtually all railroads that served Northeast Pennsylvania were affected in one way or another, beginning with the New York, Ontario & Western Railway that ceased operating in 1957. The "Old Woman" was the first Class 1 railroad to not be allowed to either reorganize or be acquired by other railroads. Profitable as it was at the time, Delaware & Hudson was not immune from merger mania.

## *Dereco*

In 1964, D&H became part of a company called Dereco, a holding company owned by the Norfolk & Western Railway (N&W; today's Norfolk Southern Railway). N&W was to become a major player in the merger game beginning with its plan to acquire two smaller railroads. In order to accomplish this, the Interstate Commerce Commission (ICC) told N&W that they would have to take in D&H and the Erie Lackawanna Railway (EL) as well. The latter two thus became a part of Dereco. The plan didn't last long as Mother Nature and fate had plans of their own.

Many remember Hurricane Agnes that in 1972 swept through Northeast Pennsylvania and New York State. Agnes seriously affected EL's operations destroying much of its main line west of Binghamton. The 1970s also witnessed the major roads serving the region, including D&H and EL, enter bankruptcy. EL and other bankrupt Northeast roads would be combined into Consolidate Rail Corp., better known as Conrail.

Delaware & Hudson was not included because it was still technically owned by N&W who subsequently lost control of Dereco. N&W gave D&H some financial help and was pretty much told to "sink or swim." Exclusion from Conrail and "sink or swim" are often discredited. Because of its small size, D&H couldn't compete with Conrail and to improve its position was given trackage rights on Conrail that in effect doubled D&H's size, extending its operations west to Buffalo and south to Newark, Philadelphia and Washington, DC.

## *The Guilford Debacle*

Delaware & Hudson's expanded operations were apparently attractive to Guilford Transportation Industries. In 1984, Guilford was working on a plan to become a large regional railroad. The plan was to extend from Montreal in the north to New Brunswick and Maine in the east, New York City (courtesy of D&H's extension to Newark) and south to Philadelphia and Washington, DC (again courtesy of D&H).

Guilford acquired Delaware & Hudson for a mere \$500,000 apparently due to its dire financial condition and poorly maintained system. Guilford's plan amounted to nothing and in 1988 the company abandoned D&H declaring it bankrupt. Delaware & Hudson was again left to "sink or swim."

Fortunately, the federal government stepped in allowing the New York, Susquehanna & Western Railway to operate D&H until a suitable buyer could be found. Interestingly, at this point, Guilford again surfaced claiming that D&H's assets were worth \$70 million, a far cry from the mere half million it spent to acquire the road. The amount was also questionable considering the poor condition in which Delaware & Hudson found itself when it was abandoned by Guilford.

## *Enter Canadian Pacific and Norfolk Southern*



Seeing an opportunity to expand its transcontinental system from Montreal to metropolitan New York City, in 1991, the Canadian Pacific Railway (CP) acquired Delaware & Hudson, lock, stock and barrel, for \$25 million. The entire system was improved through elimination of excess trackage and unprofitable segments. The D&H name and logo were eventually phased out.



Although some rough financial times occurred around 1996, D&H became an integral part of CP until late 2014 when it sold portions of D&H, including the line from Schenectady, NY to Sunbury, PA to the Norfolk Southern Railway for \$217 million. The sale included the line from Binghamton via Scranton to Sunbury. On a side note, although the D&H line north of Carbondale eventually became a rails-to-trails project, the southern portion from Carbondale to Scranton was acquired by Lackawanna County and is operated by the Delaware Lackawanna Railroad.

*Above image sources: Canadian Pacific Railway and Brands of the World, respectively*

In the end, even though locomotives in silver and blue with yellow lightning stripes are no longer seen, through Canadian Pacific and Norfolk Southern, the 200-year legacy of Delaware & Hudson lives on.

For additional information on D&H, visit the Bridge Line Historical Society <http://bridge-line.org>





*Delaware & Hudson Alco RS-11 with lightening stripes  
Image source: Bridge Line Historical Society*



*Delaware & Hudson Caboose, Winter 2022  
Dickson City, PA  
Photo courtesy of Rick Sedlisky*



## *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.

### *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>

### *Lackawanna Past Times, Upcoming Events & Meetings*

Our monthly Zoom and In-Person lecture series features famous local people and early regional history. Email us at [lackawannahistory@gmail.com](mailto:lackawannahistory@gmail.com) to receive the Zoom link. Catch up on past episodes on our YouTube channel.

#### *Via Zoom.*

**Friday, October 27, 2 pm: Stained Glass Treasures at the Albright Memorial Library** with Alyssa Loney

**Friday, November 17, 2pm: Garment Industry and the Mafia** with Penn State University History Professor David Witwer

### *Ghostly Gallery Link*

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

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**[lackawannahistory@gmail.com](mailto:lackawannahistory@gmail.com)**

## *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, October 18: Formosa**, 727 S. State St/, Clarks Summit 570-585-1902

**Wednesday, November 15: TBA**

### *Abington*

**Clarks Summit**  
Camelot      The New Cafe  
Formosa      State Street Grill

**Dalton**  
B&B

**Chinchilla**  
Armetta's Restaurant & Pizza

### *Upper Lackawanna*

**Carbondale**  
KOL Steakhouse  
Pat's Pizza & Hoagies  
Rosaliao's

**Jermyn**  
JW's Bar & Gtill

**Eynon**  
Pasquale's Pizzeria and Family Restaurant  
Tiffany's Tap & Grill

**Simpson**  
Frank's Place

### *Mid Valley*

**Dickson City**  
Texas Roundhouse  
Colarusso's Coal Fired Pizza

**Olyphant**  
OTown Bar & Grill

**Jessup**  
Café Colarusso

### *Dunmore/North Pocono*

**Dunmore**  
3 Jacks Burgers  
La Cucina

**Moscow**  
Delish on Main

**Springbrook Twp.**  
Olde Brook Inn

### *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

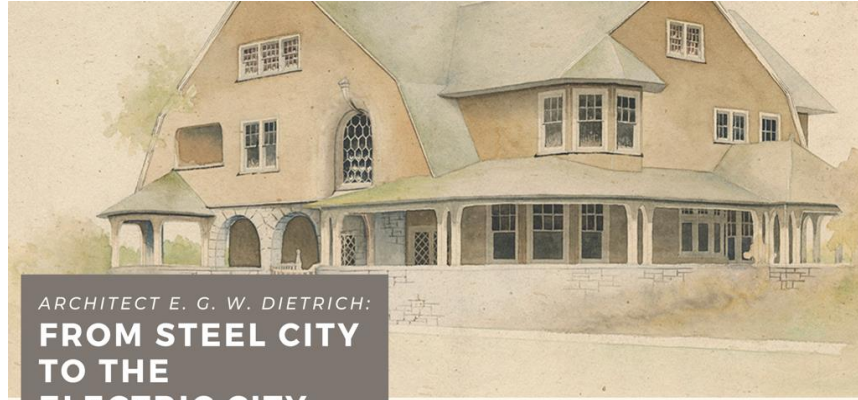
### *Lower Lackawanna*

**Old Forge**  
Cusumano  
Dooley's Pub & Eatery

**Taylor**  
Union Craft House

# *From Steel City to the Electric City*

A presentation by Chris Jend about E. G. W. Dietrich, notable for construction of many buildings in Lackawanna County. Please see registration information at the bottom of the flyer.




**ARCHITECT E. G. W. DIETRICH:  
FROM STEEL CITY  
TO THE  
ELECTRIC CITY**

**October 21, 2023  
2:00 PM**  
Henkelman Room, 2nd floor

Christopher Jend will present an overview of Architect E. G. W. Dietrich (1857-1924). Recognized for designing the first "Craftsman" style house, Jend will discuss the architectural styles of Dietrich's work and showcase the beautiful houses he designed in Scranton.


To register do one of the following:

- Visit [www.albright.org](http://www.albright.org).
- Email: [jshoener@albright.org](mailto:jshoener@albright.org)
- or call 570-348-3000.



Albright Memorial Library | 500 Vine Street, Scranton, Pa 18509

PA FORWARD STAR PROGRAM



Albright Memorial Library

A PA Forward® Initiative Promoting Information Literacy.

## *A Night of Amusements*

**Thursday, October 5, 5:30pm – 8:30pm, Sidel's Restaurant:** Join us for a new fundraiser where we offer an evening of traditional Victorian entertainment, games of chance, carnival-themed refreshments, fortune tellers, magical creatures and more! Please bring cash for games of chance or purchases at the bar. Admission is \$20 (\$15 for LHS members). Location: 1202 N. Main Ave., Scranton. For tickets go to: <https://lackawanna-historical-society.ticketleap.com/night-of-amusements/>

Thanks to Event Chair, Dalida Walton, our sponsors, Toyota of Scranton (The Ringmaster), Posture Interactive, Sovereign Commercial Service, NET Credit Union and Doug Forrer, Linda Lynett and Ella Rayburn.

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## *Save the Date*

**Saturday, December 9, 11 am to 2 pm Holiday Emporium** at the Catlin House with a lecture by author Phil Mosely on his latest work, *"Telling of the Anthracite"* at 1 pm.

## *Scranton After Dark: SOLD OUT*

## *Local History Fair Recap*

The second annual Local History Fair took place on Saturday, September 30, at the Viewmont Mall, Dickson City. Sponsored by the Lackawanna Historical Society, the fair hosted 27 local historical societies and other organizations, an increase from 18 participants last year.

The event offered many historical societies and groups who might not be well-known the opportunity to introduce themselves and show their towns' contributions to the region's history. The exposure also helped to attract new members and sell history-related books, DVDs and other souvenirs. Photographs and postcards such as those offered by the North Pocono Historical Society offered a glimpse of what life was like in the North Pocono communities, while the Montrose United Fire Company displayed unique things such as Confederate currency brought back by department ancestors who fought in the Civil War.

Most of all, the event was a place for organizations and others to share stories relevant to their community's or group's past times and arouse the curiosities of those who are eager to learn.

## *Genealogy Workshop for Beginners*

**Saturday, October 7, 14, 21, 28, 9:30am -12pm:** LHS will partner with Albright Memorial Library, Vine St., Scranton, to host the Fall Genealogy for Beginners in the Hinkelman Room. Registration is required. Participants must commit to all four sessions. The fee is \$25 for LHS members and \$35 for Non-members. Registration deadline is Friday, September 29. Please either call 570-344-3841 or email LHS at [lackawannahistory@gmail.com](mailto:lackawannahistory@gmail.com) for details.

## *Genealogy Forum*

***Via Zoom* Wednesday, October 11, 1 pm via Zoom: Lackawanna County Deeds**

*\*Participants should have completed genealogy research on the US side of the Atlantic. Session planners ask anyone who registers knows the approximate place of residence for ancestors in a specific region.*

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**[lackawannahistory@gmail.com](mailto:lackawannahistory@gmail.com)**

## *YOU Might Have Relatives at Shady Lane Cemetery!*

*By Carol Wilkerson*



*New Sign at Shady Lane Cemetery*

*Photo courtesy of Carol Wilkerson*

When Scranton-area families dive into their genealogical history, they typically turn to the oldest and most well-known cemeteries in the city: Washburn Street, Cathedral, and Dunmore cemeteries. They don't look toward the Abingtons, as they assume all their relatives must have been buried in Scranton.

But the realities of early 20<sup>th</sup> century life in Scranton mean that some of your relatives may be buried at Shady Lane Cemetery in Chinchilla, even those you think might be buried elsewhere.

Extensive mining underneath Scranton neighborhoods created a tremendous problem of mine subsidence in the early 1900s. Roads, sidewalks, homes, and businesses could suddenly crumble, collapse, and sink as the ground underneath gave way. Families were horrified at the idea that this might happen to the graves of loved ones.

Clarence E. Thomas, a Chinchilla man involved in the wholesale produce business, saw this concern as an opportunity. He and co-founder Charles E. Lewis purchased 97 acres of beautiful, forested mountain

**Announcement**  
**Shady Lane Cemetery**  
**Association**

Has opened to the public one of the largest and prettiest cemetery sites in Pennsylvania. Only a mile from the city limits—in Chinchilla. Lies on rolling forest land with elegant drainage and beautiful springs to supply all the water required.

**Absolutely Free From**  
**Mine Caves**

For Further Particulars Call  
C. E. THOMAS, President, New Phone 7-3, Clarks Summit Exchange. Or CHARLES E. LEWIS, Director, Bell Phone 12-2, Clarks Summit Exchange.

*Scranton Times-Tribune*

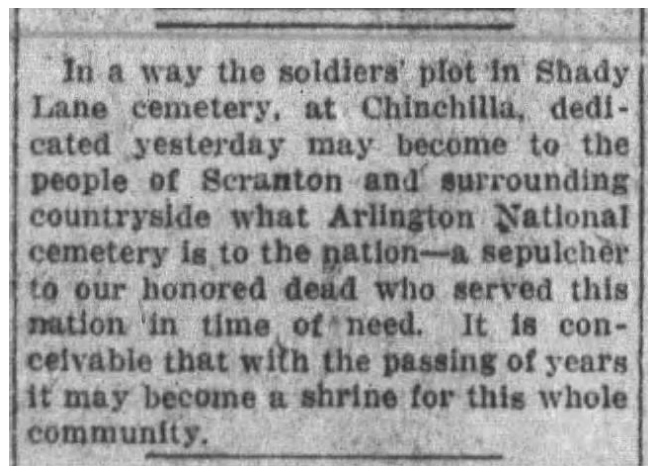
*August 14, 1922*

land in Chinchilla, a mile outside the Scranton city limits. This land was developed into Shady Lane Cemetery, which opened in 1922. Initially, 23 acres of the property were utilized, with the rest being held in reserve for expansion.

The lack of mine subsidence danger was a major advertising point for Shady Lane. The cemetery proved to be popular, and the owners quickly began extensive improvements and developments. By 1925, they had built a receiving vault/chapel and an on-site office, while also opening an office in the Coal Exchange Building in Scranton.

In 1927, Clarence Thomas and John W. Evans donated a Soldiers' Section to the cemetery, setting it aside to provide free burial sites for war veterans. At the same time, the Welsh Woman's Society donated an adjoining area, presumably to provide burial sites for women from the Welsh Woman's Home. A large flagpole was donated by the president of the Glen Alden Coal Company. Over 1,000 people attended the dedication ceremony on May 30, 1927.

*Comment on Shady Lane Soldiers' Section  
1927 Scranton Times-Tribune*



Shady Lane's beautiful setting made it enormously popular. Many old Scranton families purchased plots there and even moved previously buried loved ones out of older cemeteries. For example, when Robert "Doc" Fenton, former Scranton councilman and alderman, died in 1922, his wife Kathryn Fenton initially had him buried at Washburn Street, which is the information you will find if you read his obituary. However, Kathryn had him moved to Shady Lane in 1934, where she joined him in 1939, followed by their daughter, Sue Fenton, in 1947.

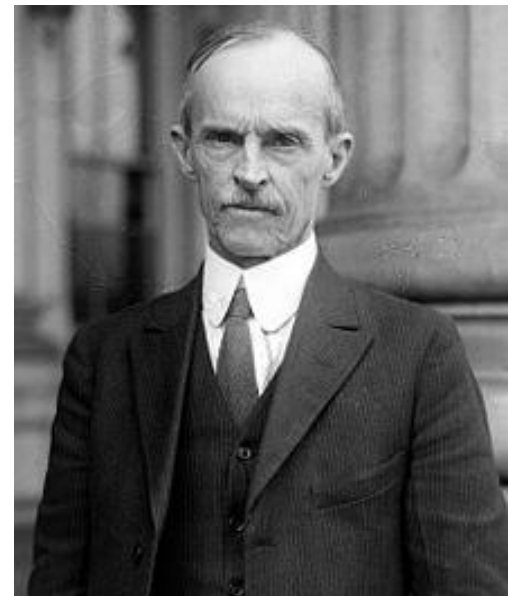
Those buried at the cemetery came from all around the Scranton region, especially from Dunmore, Green Ridge, North Scranton, and West Scranton, though there were plenty of burials from South Scranton, Chinchilla, Clarks Summit, Factoryville, Waverly, Dalton, and other local areas.

Shady Lane Cemetery offers a cross section of the many groups that shaped modern Scranton. Besides the large number of graves for those with roots in Wales and England, there are also many graves for those of German, Italian, Polish, Russian, Lithuanian, Czechoslovak, and Chinese heritage. There are graves for both White and Black citizens. There are Protestant, Catholic, Mormon, and Jewish graves. All rest peacefully together on the slopes of the cemetery.



Shady Lane is home to John Griffiths, who was superintendent of the Scranton Fire Department, and to James Atkinson, one of the organizers of the Gobin Camp of the United Spanish War Veterans. It's home to Arthur Ginader, one of the founders of the Miller Casket Company, and to Angelo Salamito, owner of Angelo's Restaurant. Scranton dentist, John W. Houck, has a vault at the cemetery, as does Napoleon B. Nothacker, former proprietor of the Glenburn Hotel.

Congressman John R. Farr rests at Shady Lane, along with General Fred R. Evans, former Commander of the 109th Infantry Reserves. Thomas Benjamin Evans, beloved pharmacist at the Griffin and Evans Pharmacy in North Scranton, rests in the family plot with his son, Dr. T. Russell Evans, a popular Scranton physician. William R. Rodham and Wade F. Rodham, great-uncles of Hillary Rodham Clinton, are buried at Shady Lane, as is Reverend David Henry McDowell, one of the founders of the Assemblies of God Church.



*Rep. John R. Farr  
Image source: Nat'l. Photo Co.  
Library of Congress*

Shady Lane encompasses politicians and plumbers, miners and ministers, heroes and villains. There are more than 6,000 graves of Scranton area residents, all with unique stories to tell. The stories were almost lost because of the tragedy inflicted on the cemetery itself.

The Thomas family operated Shady Lane Cemetery until 1968, after which it changed hands several times. In 1986, the cemetery was sold to John "Jack" Rogan, who was already under investigation for improprieties in the operation of his other two cemeteries. Rogan immediately sold all the undeveloped land belonging to Shady Lane for more than he paid to buy the entire cemetery. Rogan then sold every other asset belonging to the cemetery, even the copper pipes from the plumbing.



*Neglect at Shady Lane Cemetery  
Photo courtesy of Carol Wilkerson*

Rogan went to prison for fraud and "sold" his three cemeteries to his friend, Charles "Chick" Rader, who attempted to keep them all going. Rader was able to eventually get legal title to the other two cemeteries (Abington Hills and Washburn Street) but not to Shady Lane. With the cemetery in shambles and losing money, Rader walked away. Even a supposed county tax sale of

the cemetery failed to produce an owner willing to assume responsibility for the property. By 2009, Shady Lane Cemetery was an abandoned and looted wasteland.

After years of family members and volunteers struggling to keep small sections of the 23-acre cemetery clear, Friends of Shady Lane Cemetery was formed in August 2021 and incorporated as a 501(c)(3) nonprofit in January 2022. Our mission is to preserve and maintain the cemetery, respect the departed, provide community green space, document graves and local history, and educate the public about the past.

As part of our educational mission, we regularly publish detailed histories of residents of the cemetery in our Facebook group and on our Facebook page. These stories, based on randomly selected names, offer a fascinating glimpse into the lives of our ancestors—their parties, weddings, triumphs, and tragedies.

We invite Lackawanna Historical Society members to join our FB group, like our FB page, or subscribe to our e-newsletter that contains a quarterly list of those profiled. We are happy to provide copies of the profiles and supporting documents upon request.

We have a spreadsheet posted in our FB group of all the burial information that we have, along with maps of the cemetery. We update and correct burial records as we discover more information. We also document burials on the Find-A-Grave website. We are happy to assist families in locating the graves of loved ones at Shady Lane.

To ask for assistance, subscribe to our newsletter, or support our work, please contact us at [friendsofshadylane@gmail.com](mailto:friendsofshadylane@gmail.com) or at P.O. Box 632, 555 Northern Blvd., Chinchilla, PA 18410. You can also visit our website: [friendsofshadylanecemetery.wordpress.com](http://friendsofshadylanecemetery.wordpress.com).



*Bank of America Volunteers at Shady Lane Cemetery  
Photo courtesy of Carol Wilkerson*



## *Dunmore Cemetery Tour*



*Catlin Mausoleum: Photo courtesy of Julie Esty*

The Dunmore Cemetery Tour continues with its second performance on Sunday, October 8 at 2 pm. Admission, as always, is free. Reservations are not required.

Tour director and Dearly Departed Players member, Julie Esty, said, “This year there is no theme, just 13 stops to visit 13 cool people.” She added that there are no “notables” on this year’s tour, “Just regular people who did big things or have something important to say.”

Julie did, however, offer at least one hint of what’s in store. At one of the performances one of the thirteen will have a Pennsylvania State Police car and honor guard at his resting place. The reasons are that he was well-known in state police history and has an interesting connection to the kidnapping of 20-month-old Charles Augustus Lindbergh Jr. The kidnapping took place on March 1, 1932, at the home of famed pilot, Charles Lindbergh and his wife, Ann Morrow Lindbergh in East Amwell, Hope Twp., New Jersey.



One news writer termed the kidnapping, “The biggest story since the Resurrection,” while the accused murderer’s trial was

*Catlin Mausoleum  
Photo courtesy of Julie Esty*



labeled, One of the trials of the century.” To learn about the tragic event, please visit [https://en.wikipedia.org/wiki/Lindbergh\\_kidnapping](https://en.wikipedia.org/wiki/Lindbergh_kidnapping)

Mausoleums are decorated in a harvest theme again this year. Participating in the project are, among others, Space Time, Carlucci Golden DeSantis Funeral Home, Northeast Women’s Network, CaPAA, the Dunmore Rotary Club, Scranton Films and the Lackawanna Historical Society.

At the October 1 performance, visitors found three telephones located along the tour route. Each phone is what’s called a “Wind Phone.” To learn more about the “Wind Phone,” please see the following article entitled, *What Is a Wind Phone?*



*The Dearly Departed Players take a rehearsal break to wish everyone a Happy Halloween  
Photo courtesy of Julie Esty*

## *What Is a Wind Phone?*



*Itaru Sasaki's Wind Phone  
Image source: Wikipedia*

In 2010, Itaru Sasaki, a garden designer from Otsuchi, Iwate Prefecture, Japan, learned that his cousin suffered from terminal cancer and had three months to live. In December of that year following his cousin’s passing, Itaru installed a phone booth in his garden so that he could “talk to him on the phone” to help him feel connected.

The Wind Phone is just an old school, rotary-dial black telephone placed in a phone booth.

The phone is not connected, and there are no religious connotations of any kind. In an interview, Itaru said, “Because my thoughts couldn’t be relayed over a regular phone line, I wanted them to

be carried on the wind.”

Following the Tokoku earthquake and tsunami that killed more than 15,000 people, Itaru opened the wind phone to the public. Since that time, it has been used by more than 30,000 visitors.

Wind phones have since been established in different parts of the world. In North America they can be found in California, British Columbia, Massachusetts, New York State, New York City (Queens), Quebec, Tennessee and Washington State.

Many people visit the resting places of family and friends to “connect” with them. In Mexico and China for example, families make an annual trek to their loved ones’ resting places to pay respect and to bring the deceased up to date on family business.

While on the Dunmore Cemetery Tour, if anyone wishes to “connect” with someone who passed, the wind phone will be there to carry your words on the wind.

*Wind Phone at Twin Rock, Ireland. Image source: Wikipedia*



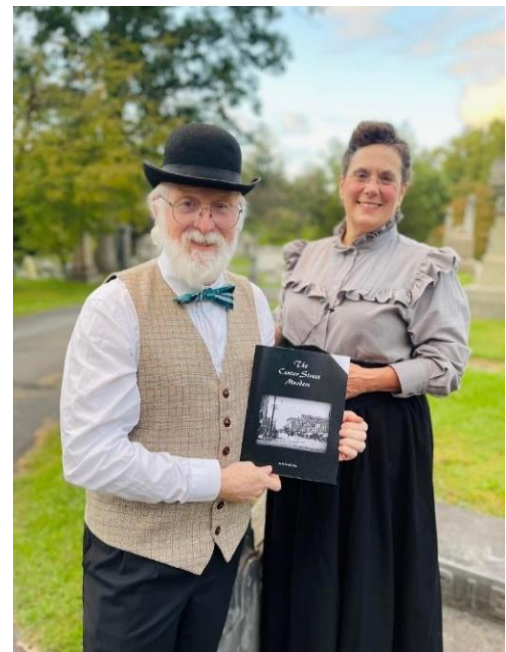
## *The Center Street Murders*

Between 1902 and 1905, four women were murdered in Scranton. *In The Center Street Murders*, author, Julie Esty, suspects that the four murders could have been connected. She also states that it’s possible that the accused was not the killer.

Two of the four women were covered in one of Julie’s previous books entitled, *Murder in Scranton*. As time went on, the author came across two other women who were murdered in Scranton during the 1902 – 1905 period. The two had, as the author put it, “Some interesting links.”

At the time of the Center Street murders one man was blamed. Esty raises the possibility that another man could have been responsible for the brutal acts. While not offering a definitive answer to crimes that took place over a century ago, hindsight is 20/20 and perhaps a killer was walking the streets of Scranton and was overlooked by the police. However, because it’s been more than a hundred years since the crimes were committed, the author feels that it’s unlikely the killer’s name will be found.

*Left: Julie Esty and Nelson Wood of the Dearly Departed Players hold a copy of The Center Street Murders. Photo courtesy of Julie Esty*





In addition to *The Center Street Murders* and *Murder in Scranton*, Julie Esty's other works are *Stories in Stone*, *Tales of Life from the Dunmore and Forest Hills Cemeteries* and *Tales of Life from the Dunmore Cemetery*. The latter two are similar to a Volume 1 and Volume 2 series.

*The Center Street Murders* is available for purchase at the Lackawanna Historical Society, Library Express at the Marketplace at Steamtown, and by messaging Julie at the Dunmore Cemetery Tour's Facebook page.

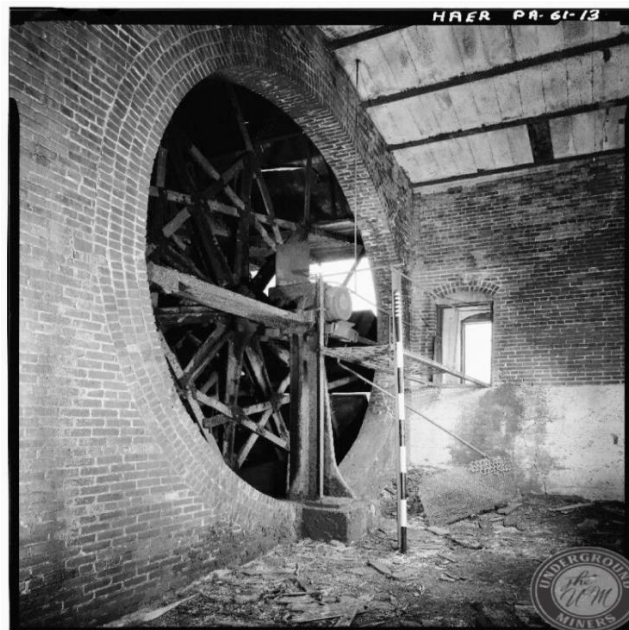
## *Anthracite Ancestry*

*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. If your ancestors left behind any anthracite stories, please contact us at [lackawannahistory@gmail.com](mailto:lackawannahistory@gmail.com)



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## *The Dorrance Mine and Fan Complex*



*Section of the Dorrance Mine Fan House with fan  
(Note the pointed brick wall)*

*Image source, Library of Congress*

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Following its formation in 1850, the Lehigh Valley Railroad (LVRR) expanded its line west and north to the Wyoming Valley coalfields. By the late 1860s, LVRR had acquired more than 7,000 acres of land in Wilkes-Barre, Plains, West Pittston and Yatesville.

Because the railroad's charter did not permit the mining of coal, in 1872, LVRR purchased the charter of the Green Land Company whose charter allowed LVRR to develop its coal properties. The company then transferred its coal reserve properties to Green Land and in 1875 renamed it the Lehigh Valley Coal Company.

The Lehigh Valley Coal Company constructed the Dorrance Mine between 1880 and 1883. The Dorrance was named after Col. Charles Dorrance. He was known as, among other things, a model farmer, community leader, bank president and member of the Pennsylvania State Militia.

The Dorrance operation was located at Rte. 115 and Riechrd St. in Wilkes-Barre near the Susquehanna River. It expanded to include a number of upcast air shafts that were used to disperse chemical and physical contaminants from the mine. Several downcast air shafts existed to provide adequate ventilation for the miners working below ground.

Statistics on mine disasters show that fans were essential. Between 1876 and 1950, 76 disasters were the result of gas explosions, two of which happened at Dorrance. The first occurred on October 7, 1895, when a fire boss was leading mining engineers into abandoned workings with open flame lamps. The flame lamps caused an explosion that killed seven men. The second accident happened on August 3, 1925, resulting in the loss of ten men.

The colliery's fan complex spanned the entire life of the Dorrance operation. The first upcast shaft was completed in April 1884. The shaft housed an iron and wood double outlet Gubial fan that was built in 1883. The fan had a 35-foot span and was one of the largest of its type used in the anthracite region (See photo on the preceding page). The power source was an 1883 horizontal slide valve steam engine. The Gubial unit is the last known survivor of its kind.

Operating at 49 revolutions per minute, the fan was divided by a pointed brick wall where the air was divided and entered both sides of the fan. Air was pushed outside with centrifugal force.

A second fan was installed in 1889. With a diameter of 30 feet, the single-inlet fan was also powered by a connected steam engine. Expansion of the operation between 1890 and 1907 resulted in the installation of a third fan. The 28-foot-wide Dixon-Gubial unit was powered by a connected Corliss steam engine.

Shortly after the Knox Mine disaster of January 22, 1959, deep mining in the Wyoming Valley came to a close. The Dorrance Mine closed in 1960 as production was minimal.



*Dorrance Mine Fan Complex structures post-abandonment. Image source: Library of Congress*

The Dorrance Fan Complex was the most complete mine ventilation system in the anthracite region. Fortunately, the 35-foot-wide Gubial fan and a number of other pieces were saved. They are now stored at the No. 9 Mine in Lansford, PA.



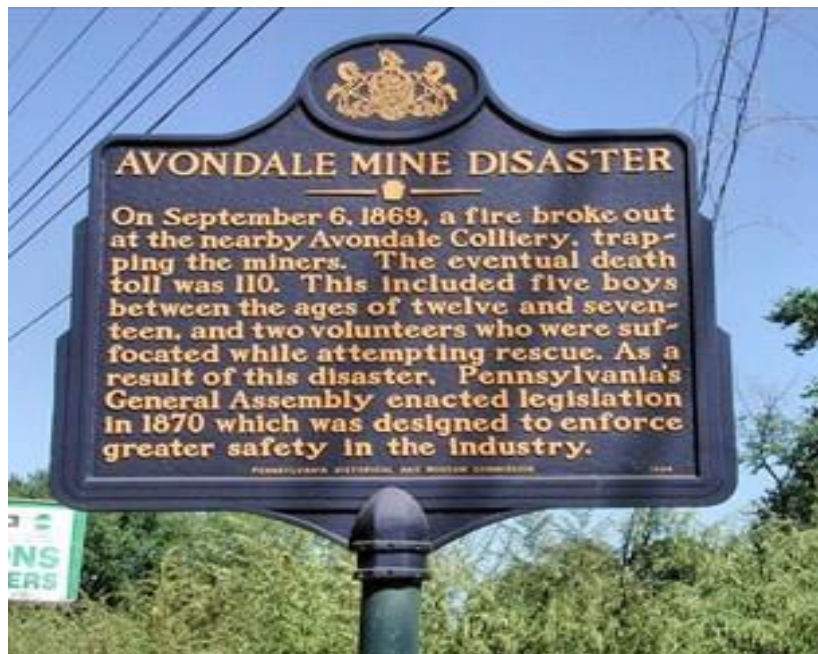
*Dorrance Mine Fan Complex Parts  
No. 9 Mine, Lansford, PA  
Photo courtesy of Carl Orechovsky*





*Dorrance Mine Fan Complex Parts  
No. 9 Mine, Lansford, PA  
Photo courtesy of Carl Orechovsky*

## ***Remembering Avondale***



*September 6, 1869  
Image source: Waymarking*



## Remembering Lattimer



September 10, 1897

Image source: Zinn Education Project

Image source: Wikipedia



## 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.

*Jermyn Green Coal Co., No. 6 Colliery, No 11 Shaft. 1943*

JUL 1. STRIKE. [4] \*\*\* 4 hours worked in the Machine Shop\*\*\*

JUL 2. STRIKE. [4] Papers using propaganda against miners.

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JUL 3. STRIKE. No 6 Voted back to work. Stayed ..  
JUL 4. Sunday. July 4<sup>th</sup>. Was to see Della and boy  
JUL 5. 7am. Working without a contract, SCABBING. 7 hrs. time & 1/2  
JUL 6. 3 places in Shoe Stall. Lambert Green and Benny visited Shoe Stall. 7 hrs. + [4]  
JUL 7. Helen came home. Was to shop. Swell day to work. 7hrs + [4].  
JUL 8. Warm. Helen rode bus to Moses Taylor. Swell day at work. 7 hrs. + [4]  
JUL 9. Was in shop. Mells shoes at shoemaker. 7 hrs. + [4].  
JUL 10. Easy shift at work. Was to A&P, bought papers. Stayed home. 7 hrs. time & 1/2 + [4]  
JUL 11. Warm. Sunday Stayed home. Was in Ednas.  
JUL 12. Hot. 3pm. 3 places. Swell job. Della was up with Baby.  
JUL 13. Rain. Done 8:30. Waited till 10 pm. Home 10:30.  
JUL 14. Rain. Joe Coudon leaving for Merchant Marines.  
JUL 15. Warm. Pay day. Done early.  
JUL 16. Drove Stan Kulick to Pittston Hospital. Helen home for visit Bator on Spree each day. + 3 hrs  
JUL 17. Was to town with badge. Done early. Home 8:45. Saturday, 7 hrs. Time & 1/2  
JUL 18. Warm. Sunday Stayed home.  
JUL 19. 7 am. Warm. Done early. Fixed my car.  
JUL 20. Rain. Done early. Joe Ulias went to see his daughter. 7 hrs. + [4]  
JUL 21 – 22 - 23. OK. 7 hrs. + [4]  
JUL 24. OK. 7 hrs.  
JUL 25. Sunday.  
JUL 26. 3 pm. OK. & hrs.  
JUL 27. OK. 7 hrs.  
JUL 28. OK. 7 hrs.  
JUL 29. OK. 7 hrs.  
JUL 30. OK. 7 hrs.  
JUL 31. Pay Day. Ben \$2.50, Mike \$1.50. Outside 7:30. 7 hrs. time & 1/2.

*Jermyn Green Coal Co, No. 6 Colliery, No 11 Shaft. August 1943*

AUG 1. Sunday, was in Ednas. Helens home for vacation 30 day stay.  
AUG 2. Heat wave. 7 am. 3 places. Tom James on Vacation. Mayes \$2, Joe U.\$2. Swell shift.

AUG 3. Hot. Joe U. paid \$1.50 bal.  
AUG 4. Hot. Spoke to Fred Stevens.  
AUG 5. Cool day. Drove Mr. Jones to the city.  
AUG 6. Warm. Done early. Swell shift.  
AUG 7. Home early from work. 7 hrs. time & 1/2.  
AUG 8. Sunday. Was to Ed's. Company in Ma's from Hazleton.  
AUG 9. 3pm. Car tore 5 sets timbers out in Back Branch.  
AUG 10 - 11. Warm. Early.  
AUG 12. Done 10 pm.  
AUG 13. Home 9:30 pm.  
AUG 14. Rain. Pay Day. Home 7:30. 7 hrs. time & 1/2.  
AUG 15. Sunday.  
AUG 16. 7am. Riders paid. 3 men hurt. Shaft down. Was in John Puzieo's house.  
AUG 17. 210 Bill Stepmites started in East Red Ash.  
AUG 18 - 19 - 20. Ok. 7 hrs.  
AUG 21. Ok. 7 hrs. Time & 1/2.  
AUG 22. Sunday.  
AUG 23 -24. 3 pm. Ok.  
AUG 25. 2 places in East. 210 Bill Stepmites. 212 Bob McKay.  
AUG 26 - 27. 3 pm. Ok.  
AUG 28. Pay Day. Home 8:30. 7 hrs. Time & 1/2.  
AUG 29. Sunday.  
AUG 30. 7 am. Ok.

**Aug. 31 Missing**

*Jermyn Green Coal Co, Pittston Pa. No. 6 Colliery, No 11 Shaft. September 1943*

SEP 1. 3 am. 7 hrs. OK.  
SEP 2 - 3 - 4. 7 hrs. OK.  
SEP 5. Sunday. Andy had 1/2 Beer barrel.  
SEP 6. 3 pm. Labor Day. I was Idle.



SEP 7. Home early. First day school for Tom, 4<sup>th</sup> grade.  
SEP 8. 7 hrs. OK.  
SEP 9. New controllers.  
SEP 10. Bob McKay 212.  
SEP 11. 2 more places in West. Helen was home.  
SEP 12. Sunday.  
SEP 13. 7 am. Register at Clarks Summit Vocational School for cutting metal. 7 hrs. + [5]  
SEP 14. Made a square box. 7 hrs. + [5]  
SEP 15. Made another square box. 7hrs + [5]  
SEP 16. Made a blueprint for a funnel. 7hrs + [5]  
SEP 17. Cut metal for a funnel. 7 hrs. + [5]  
SEP 18. Helen was home. 7 hrs. Time &1/2  
SEP 19. Sunday. Drove Helen to Moses Taylor.  
SEP 20. 3pm. 4 places, 16 coal, 1 rock. Done 8:45. Home 9:45. No shop.  
SEP 21. Swell shift. Helen home. Pulled rails.  
SEP 22. 2 places in East. Shaft on small engine broke down. Helen went back by bus.  
SEP 23. Eddie Bator joined Navy. Same old grind waiting for coal.  
SEP 24. 4 places, 17 cars coal. Done 8:30. Home 9:30.  
SEP 25. Was shopping with Edna. Home 7:45. 7 hrs. Time &1/2.  
SEP 26. Sunday. Was to town with Edna. Stayed home.  
SEP 27. 7 am. 7 hrs. + [5]  
SEP 28 – 29. 7 hrs. + [5]  
SEP 30. 7 hrs. + [5] Pay Day. Riders paid. 91 hrs. + 13 O.T.

*\*\*\* (Thomas: O.K. means everything in order, everybody all right.) \*\*\**

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## *Internet Links*

### ***Historical Attractions***

Lackawanna Heritage Valley Authority  
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/>  
The North-East United States Historical Geographical Information System (NEHGIS)  
<http://www.nehgis.org>

### ***Historical Societies***

Carbondale Historical Society  
Plymouth Historical Society [www.plymouthhistoricalsocietyluzernecopa.org](http://www.plymouthhistoricalsocietyluzernecopa.org)  
Luzerne County Historical Society  
Wayne County Historical Society  
Susquehanna County Historical Society  
Monroe County Historical Society  
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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*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, at 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.*