

# Rail-Trail News

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

**O**n September 11th, 2011 the D&H Trail welcomed locals and visitors alike for the 4th annual D&H Distance Run, a half-marathon. 228 runners lined the historic D&H Trail with the first finisher posting a time of 1:16:34! Although the majority of runners still come from Northeastern PA, every year additional entries are from outside our area bringing new exposure to our trail. This year's top finisher was Lawrence Warriner from Toronto, Ontario. In addition we saw runners from 8 states and Puerto Rico.

This race is Rail-Trail Council's major fund raiser of the year and its success requires a small army of volunteers. The race committee would like to thank everyone who gave their time and energy to this year's event. If you would like to volunteer for next year's race please call or email the office. We would also like to thank our sponsors who are listed on our website [www.nepa-rail-trails.org](http://www.nepa-rail-trails.org). There you can also find a list of D&H Distance Run Raffle winners.

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



## 4th Annual D&H Distance Run

Photo by Stearn Sparks, Endless Treasures Creations

### LIFETIME MEMBERS

Steven Bard, Binghamton, NY  
Christian & Deborah Kutch, Clifford Twp, PA  
Mary Ann Thomas, Newtown Square, PA

### WELCOME, NEW MEMBERS

Pennsylvania Association of School Business,  
Harrisburg, PA  
Susan Atcavage, Honesdale, PA  
Owen Conaghan, Clifford Twp., PA  
Brett Cucchiara, Philadelphia, PA  
Paul Gere, South Montrose, PA  
John Grill, Pittston, PA  
Kenneth Lass, Brackney, PA  
Jack Mahlmann, South Abington, PA  
Michael Mariani, Sr., Scranton, PA  
Mike & Kathy Nevins, Brown Dale, PA  
Jim Pidgeon, Jermyn, PA  
Jim & Marguerite Ridolfi, Wilkes-Barre, PA  
Larry Rouff, Vestal, NY  
The Trichilo Family, Union Dale, PA  
Julie & Fred Weiler, Gouldsboro, PA

### RENEWING MEMBERS

Louise Anderson, Carbondale, PA  
Carl, Ann & Dan Arabia, Honesdale, PA  
Raymond Archibald, Scranton, PA  
Roger C. Baldwin, Easton, MD  
Andrew Baron & John Carey, La Plume, PA  
Robert Barto, Pottsville, PA  
Curt Bogart, Waverly, PA  
Gerry & Carlyn Bell, Phoenixville, PA  
Bruce Begin, Jessup, PA  
Dorrance Belin, Waverly, PA  
F. Warren Breig, Jr. & Carol Fells-Breig, Dalton, PA  
Raymond Brown, Thompson, PA  
Rodney Brown, Waymart, PA  
Richard & Ann Brunori, Peckville, PA  
Alphonse Chesnick, Kearny, NJ  
Wayne & Sara Chudleigh, Union Dale, PA  
William & Barbara Connor, Union Dale, PA  
Anne & Andy Crowley, Union Dale, PA  
Billy Culnane, Susquehanna, PA  
Ruth Davis, Susquehanna, PA  
John & Lisa Demark, Vandling, PA  
Robert Dietz, Clifford Twp, PA  
Mark Dorish, Simpson, PA  
Christopher Egolf, Wayne, PA  
Susan Ensley, Starrucca, PA  
Thomas & Mary Farley, Jr., Waymart, PA  
Mary Felley, Jenkintown, PA  
Daniel & Tracy Fenton, Hopewell, NJ  
Marian Franceski, Forest City, PA  
Doug & Betsy Frey, Clifford Twp, PA  
Paula & Michael Freundlich, Staten Island, NY  
Jack Fries, Vandling, PA  
Beth Gallagher, Scranton, PA  
Rich Giavedoni, Thompson, PA  
Joseph & Grace Gilhooley, Union Dale, PA  
Alan Gillick, Dickson City, PA  
Steve & Linda Griffiths, Union Dale, PA  
Jim & Darlene Hanson, Thompson, PA  
Joyce Hataala, Fleetville, PA  
David Heim, Hawley, PA  
Leroy Hicks, Spring Brook Twp., PA  
Mary Beth Holmes, Carbondale, PA  
James Houlihan, Archbald, PA  
Bob Hunter, Union Dale, PA  
Irene Jankowski, Scranton, PA  
John & Linda Jimenez, Hampton, NJ  
The Jordan Family, Clifford Twp, PA  
Wanda & Edward Juersvich, Poquoson, VA  
Robo & Sara Keating, Clifford Twp., PA  
Nancy Kelly, South Gibson, PA  
David Kennedy, Honesdale, PA  
William Kerl, Simpson, PA  
Dan & Diane Kimberley, Susquehanna, PA  
Rev. John King, Starrucca, PA  
Marilyn Kneeland, Equinunk, PA  
Delores Kownaski, Dickson City, PA

## C A L E N D A R

**NOVEMBER 17**

RTC Dinner-Meeting  
6/7 PM, Franks Place, Simpson

**DECEMBER 15**

RTC Christmas Dinner,  
6 PM, Stonebridge Restaurant.  
Reservations needed  
(call RTC office)

**JANUARY**

No January Meeting

**FEBRUARY 23**

RTC Dinner-Meeting  
6/7 PM, Elegante Restaurant,  
Forest City



# D&H Paddyshacks

**T**here stands in Thompson, not far south of the old railroad station on the east side of the D&H Trail a humble, aging concrete shelter, with the west facing doors long gone. This building shows obvious signs of surreptitious use by the area's young for activities that their parents might frown upon; the kinds of activities that the community's elders worry about. This humble, decrepit shanty, matched by two others, one at Starrucca and another near Ararat Wye, is a remnant of the earlier days of the railroad that ran from Carbondale to Jefferson Junction, just south of Lanesboro. Many people know it as a paddyshack or sectional toolhouse.

Built by the Erie Railroad and used by both the Erie and the Delaware and Hudson, the line was known as the Jefferson Division by the Erie and later, the Penn Division by the D&H. It opened on October 28, 1870, and enabled the Delaware and Hudson to ship its anthracite coal north to New York, New England and Canada on a year round basis. In addition the new line allowed the Erie to connect its operations in the Scranton area with its mainline via Jefferson Junction. Extending 34.5 miles from Carbondale to Jefferson Junction, just south of Lanesboro, the line has significant grades, from Carbondale north up to Ararat and also from Jefferson Junction south to Ararat. Double tracked for maximum efficiency countless thousands of tons of anthracite coal were shipped by both the D&H and the Erie over this line. The seemingly endless flow of coal over the Jefferson Division is directly related to those humble remnants of railroading of yesterday.

The 34.5 miles of the Jefferson Division required constant inspection to assure safety. The number of men engaged in inspecting the Jefferson Division and the means available to them for maintaining the track varied throughout the years the railroads operated the Jefferson Division. The rails that were installed on the Jefferson Division were shorter and weighed much less than those of the mid twentieth century when traffic ceased on the division. They came in 30 foot lengths by the end of the nineteenth century and later 39 foot lengths. The weakest point in a rail was the joint where it connected to the next rail. The connection was made with a plate bolted to each side of the adjoining rails forming a somewhat secure connection. A weak connection between rails was an

invitation to disaster in railroading. A mile of 30' rails had 353 joints or connections each of which was a weak point requiring constant observation. The increase in the standard rail length to 39' still left 271 joints per mile. Rail weights also increased through the history of the Jefferson Division from as little as 31 pounds per yard in the very early years to 90 pounds per yard of the early twentieth century. By 1930 the D&H was installing 130 pounds per yard rail on its mainlines.<sup>1</sup>

The individual whose responsibility it was to inspect those numerous joints, and all other features of the track, was known variously as a trackmen, section hand, paddy, gandy dancer, or pick and shovel artist. As railroads' unsung heroes, "They worked outdoors and nowhere else, amid the steel rails that magnified the summer sun's heat and the caught and held the winter's chill."<sup>2</sup> In the 1920's the gangs of maintenance workers responsible for repairs to the track generally totaled three to twelve men and they usually covered four to twelve miles of track. The numbers certainly varied with geography and the problems encountered.<sup>3</sup>

The tools of their trade included spike mauls, tamping picks, rail chisels, crowbars, tie tongs and jacks. Tools and supplies needed to be stored in a place accessible to the trackmen and also convenient to the railroad. With this in mind the railroad was divided into sections, usually called blocks which would vary in length. Each block usually had a place to store tools, like our shanty in Thompson. Like the variety of labels applied to the men maintaining the track our humble shanty also carried a variety of names, including paddyshack. Evidence of supply sheds, or paddyshacks, at Thompson, Starrucca and Ararat Wye suggests that other paddyshacks probably existed elsewhere along the line, probably near Uniondale and Forest City.

In the early twentieth century the work of the trackman was not constant throughout the year. Many railroads, the D&H among them, reduced their maintenance forces in the winter. A statement by D&H president, Leonor F. Loree in 1925 reveals the railroad's methods at that time: "The practice of the Delaware & Hudson is to lay its steel rails in January, February and March, and put in its ties in April, May and the first half of June, releasing a considerable proportion of the track men to then find employment with the contractors on the public highways and in other work of similar character, both private and governmental."<sup>4</sup> As the railroad discovered, this led to un-necessary turnover in its maintenance force and a constant need for training new personnel. By 1927 the utilization of trackmen was beginning to change to year round employment as the railroad learned it could perform many maintenance functions in the winter when not occupied with snow removal.<sup>5</sup>

**Peter H. Grant**

1. D&H Railroad Bulletin, 15 Oct 1930

2. *The Brasspounder*, by D. C. Sanders. Hawthorne Books Inc., NY, 1978., p. 52.

3. Solomon, Brian, "Maintenance of Way Machinery," in Middleton, William D., George Swerk, and Roberta C. Diehl, *Encyclopedia of North American Railroads*, Bloomington, Indiana, Indiana University Press, 2007, p. 659-661.

4. *Railway Age*, 5 Sept 1925 p. 436 Vol. 79, No. 10.

5. *Railway Age*, 22 Jan 1927, p. 282 Vol. 82, No. 4.



## New Bridge Deck

The D&H Rail-Trail in Thompson has a new concrete bridge deck at the 'horseshoe curve'. This area has had a lot of trail work done recently on the ramp coming off the bridge and the trail north where coal was stripped out of the railbed in the 1990's leaving it uneven and difficult for trail use. We'll continue to help make this area more user-friendly.

Robert Kramer, Equinunk, PA  
 Fred Lally & Myrna Lemke, Nicholson, PA  
 Richard Lane, Woodbridge, NJ  
 Micky & Judy Langsfeld, Meadowbrook, PA  
 Shirley Leslie, White Mills, PA  
 Donna Ludwig, Forest City, PA  
 Ken & Leslie Maas, Dalton, PA  
 Richard & Marilyn Macdowall, Kingsley, PA  
 Peter Macheska, Simpson, PA  
 Margaret Malloy, Middle Island, NY  
 Robert Marx, Union Dale, PA  
 Bernie McGurl, Scranton, PA  
 Lucille & James McKane, Archbald, PA  
 Elwood Merring, Lake Ariel, PA  
 Edward Michalski, Archbald, PA  
 Vic & Sharon Milani, Dickson City, PA  
 Joe & Harriet Moore, Gladwyne, PA  
 John & Amelia Morris, Simpson, PA  
 Lawrence Mowrer, Poyntelle, PA  
 John & Carol Neary, Olyphant, PA  
 John & Dotti Niles, Clifford Twp, PA  
 Asbjorg Noonan, Malver, PA  
 Dorothy Notchick, Simpson, PA  
 Mary Ellen & Howard Nusbaum, New York, NY  
 Jeffrey O'Hara, Carbondale, PA  
 Abigail Peck, Waverly, PA  
 Joan Peters, Kingsley, PA  
 Ann Pietrobon, Greentown, PA  
 Albert Prohaska, Binghamton, NY  
 Keith Raser, Shohola, PA  
 Gail & Wade Rendle, Nicholson, PA  
 Kim & Elliot Ross, Union Dale, PA  
 Gerald Schwarztrauber, Archbald, PA  
 Mike & Judy Senio, Penfield, NY  
 Sue Shontz, Thompson, PA  
 John & Susan Short, Waymart, PA  
 Paul & Barb Smith, Vandling, PA  
 Frank Sokloski, Colonia, NJ  
 Cathy Stevens, Doylestown, PA  
 Bill & Randa Sutch, Lower Gwynedd, PA  
 Lorraine Swader, Blakely, PA  
 Matthew & Rachel Swierzewski, Sellersville, PA  
 Donald & Cheron Swody, Mainesburg, PA  
 Ed Taylor, Westbrook, ME  
 Claribel Todd, Clifford Township, PA  
 Lenore Tonkin, Carbondale, PA  
 Jane Varcoe, Waymart, PA  
 William & Marie Waerhouse, Olyphant, PA  
 Donald Welch, Scranton, PA  
 Friedrich Wenz, Ardmore, PA  
 Mark Whalen, Binghamton, NY  
 Laurie Graham & Larry Wilson, Clifford Twp., PA  
 Peter & Viktoria Wood, Pipersville, PA  
 Raymond Zrebiec, Brown Dale, PA

### Snowmobile News

As always, snowmobile season runs December 15 to March 15, snow pending. Snowmobile passes are needed and can be purchased at area merchants or online. NEP Sno-Trails have a fantastic and up-to-date website—great for checking out snow conditions and the grooming schedule. Check out <http://nepstrails.snowclubs.com> Passes are \$70 per sled (\$50 with a pre-season application mailed before November 15th). The Rail-Trail Office will also have passes in-season at the Cable's Store in Union Dale.

### New Trail Guides & Brochures

A new trail guide for the D&H Rail-Trail has been updated and reprinted with funds from the Endless Mountains Visitors Bureau. The guide is a bound 'trip-tic' of the trail in 4-5 mile segments describing general trail condition, access & parking, linkages, points of interest and a listing of area places to eat or stay. It costs only \$1 (or \$2 with postage). Our new brochure is at the printers and will be available by the end of November. It's free with your membership renewal. Or call the office for a copy.

### DONATIONS

*In Memory of Bruce Ross*  
 Doug & Betsy Frey  
 Steve & Pelley Brown  
 Roger C. Baldwin

*In Memory of Suzy Urban*  
 Nancy Ross

*In Memory of Milt Romyn*  
 Romaine Romyn

*In Memory of Mary Conrad*  
 Nancy Ross

*In Memory of Ralph Lomma*  
 Nancy Ross

*In Memory of Shirlee Liedke*  
 Nancy Ross

*Cable's Store Improvements*  
 Clark & Winnie Cable  
 Kirk & Helen Newsom  
 Nancy Ross

### Membership Renewal Form

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

- |  |  |
|--|--|
| <input type="checkbox"/> Lifetime/Founding \$500 | <input type="checkbox"/> I am available for trail cleanups.                                    |
| <input type="checkbox"/> Patron/Sponsor \$250    | <input type="checkbox"/> Call me to discuss a corporate donation.                              |
| <input type="checkbox"/> Club/Organization \$100 | <input type="checkbox"/> Send me Sam's Club Business Membership Card.                          |
| <input type="checkbox"/> Family \$35             | <input type="checkbox"/> Send me a new brochure.   |
| <input type="checkbox"/> Individual \$20         |  |
| <input type="checkbox"/> Senior/Student \$15     | <input type="checkbox"/> I am interested in finding out more about the 'Trail Tender' program. |

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

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



## New Bike Rack

Thanks to the Southern Tier Bike Club for donating funds to purchase a bike rack for the Union Dale Trailhead. The rack is located next to Cable's Deli.

---

### Apartment for Rent

---

A four bedroom apartment in our Rail-Trail building at Cable's Store is available for seasonal or year-round rental. Call the office for details.

---

### Cable's Deli

---

Cable's Deli is open every day, except Wednesdays from 6 AM to 6 PM. Stop in for a great sandwich, hot bowl of soup, and fresh baked goods. The stromboli is delicious (try the mini hot-wing!). You can also call in orders at 679-2151.

---

### Thank You

---

Thanks to Sherry Sparks of Endless Treasures Creations for taking pictures of the D&H Distance Run.

---

### Like Us on Facebook!

---

You'll find up-to-date news of D&H Rail-Trail happenings and you'll see photos by Tom Frost of the D&H Distance Run.

Rail-Trail Council of Northeast PA  
P O Box 32  
Union Dale PA 18470  
trails@nep.net  
[www.nepa-rail-trails.org](http://www.nepa-rail-trails.org)

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