

# Port Jervis Transportation History

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## Ca. 13,000 BC

The Wisconsin Glacier began retreating and the area slowly warmed; grasses began growing; a taiga/boreal forest came into existence; big game moved into the area. (Wikipedia)

## Ca. 10,000 BC

Before there were roads or highways in America, Native Americans pioneered footpaths to connect villages and create hunting and trade corridors. These were probably started by Paleo-Indians and later used by the Lenape. One ancient trail stretched 200 miles from Port Jervis, NY, along the course of the Delaware River to the lower estuary and the Atlantic Ocean. The path united the clans and villages of the Leni Lenape Native American nation that once governed the entire river watershed in today's NY, NJ, Pennsylvania and Delaware. Their seasonal hunting grounds began to be connected by a series of trails, 12 to 18" wide. One of these, was called the Minisink or Minsi Trail. It should be noted that no solid evidence has been documented for the "Old Mine Road between Kingston, NY and Port Jervis, said to be one of the oldest continuously used roads in the US. Many historians now discount the Old Mine Road is folklore. It is unlikely that the Dutch built the Old Mine Road or mined the low-grade copper ore at Pahaquarry. (*Bucks County Courier Times*) (Wikipedia)

## 1743

( ) The Durham boat was developed by Robert Durham nine miles south of Easton at his Durham Furnace. They had a capacity of up to 20 tons and were used as far north as Port Jervis on the Delaware. (*Down Along the Old Bel Del* by Warren F. Lee)

## 1764

( ) Daniel "Admiral" Skinner was the first to navigate a timber raft down the Delaware River to Philadelphia. The hazardous trip of almost 200 miles was from Cohecton Falls, N.Y., about 40 miles above Port Jervis to the markets in Philadelphia. (*Lambertville's Legacy* by Edward Cohen) (*Port Jervis* by M. M. Osterburg)

## 1771

( ) The provinces of New Jersey and Pennsylvania declared the Delaware River a "common highway." The compact provided that it would be freely navigated and used by both states and their citizens. It remains the law of both states to the present.

## 1822-23

(Winter) Maurice and William Wurts rafted over 100 tons of Anthracite coal from the Carbondale area, down the Lackawaxen and Delaware Rivers to Philadelphia only to discover a market already well

supplied with Lehigh coal. Thereafter they concentrated their efforts on the New York market and for that they would need a canal to the Hudson River. (*Coalboats to Tidewater*, Manville Wakefield)

### 1823

(May ) The Wurts brothers engaged Benjamin Wright, then principal engineer on the Erie Canal, to make a survey from the Hudson River to a point as near the coal mines at Carbondale as possible. (*Coalboats to Tidewater*, Manville Wakefield)

( ) The Delaware & Hudson Co. name originates from the 1823 New York state corporation charter listing "The President, Managers and Company of the Delaware & Hudson Canal Co." authorizing an establishment of "water communication" between the Delaware River and the Hudson River. (Wikipedia)

### 1824

(Dec. 10) A small quantity of Lackawaxen coal, which had been rafted down the Lackawaxen and Delaware Rivers to Philadelphia was transferred to the sloop Toleration (sloop Tripler per Wakefield) which reached NYC on Dec. 10th. (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy) (*Coalboats to Tidewater*, Manville Wakefield)

### 1825

(Jan. 7) A grate in which Anthracite coal could be burned was set up in a fireplace at the Tontine Coffee House in NYC and the public was invited to come and see the "fine burning qualities of the Lackawaxen Coal". There, the men of finance and means were impressed, to the extent that the Delaware & Hudson Canal Company stock books were over-subscribed by 2 o'clock in the afternoon. At the same time, stock books were being closed in Kingston and Goshen, NY. (*Coalboats to Tidewater*, Manville Wakefield)

(Mar. 8) Again, at the Tontine Coffee House, the first Board of Managers of the Delaware and Hudson Canal Company was elected. Three days later, Philip Hone, mayor of New York City was elected president of the D & H Canal Co. (*Coalboats to Tidewater*, Manville Wakefield)

(July 13) The first shovel-full of earth for the D & H Canal was turned at the summit level in Mamakating, NY by president Philip Hone, who later became mayor of NYC. (*Coalboats to Tidewater*, Manville Wakefield) (*Delaware & Hudson Canal: Past & Present* by Diann Vacox, NPS)

### 1826

( ) The Pennsylvania Legislature authorized the construction of a mine-to-canal railway to feed coal to the D & H Canal, an idea suggested by Engineer Benjamin Wright. (*Honesdale and the Stourbridge Lion* by Vernon Leslie)

### 1827

(April) The D & H Canal Co. asked its new chief engineer, John B. Jervis, to survey a route for the proposed mine-to-canal railway, and by the end of the year, plans to build such a railway were well advanced. (*Honesdale and the Stourbridge Lion* by Vernon Leslie)

(July) The Delaware & Hudson Canal was watered from the future Port Jervis to Rondout. (*Delaware & Hudson Canal: Past & Present* by Diann Vacox, NPS) (*The Delaware & Hudson Canalway: Carrying Coals to Rondout*, by D. H. Sanderson)

( ) A small community sited as a boat basin and repair point along the Delaware and Hudson Canal became an important station on the waterway. The small hamlet was named Port Jervis to honor the chief engineer of the canal, John B. Jervis. (Port Jervis, NY website)

(Fall) Canalboats carried lock irons on the D & H Canal as well as a weighing machine to be set up in Honesdale. (*The Delaware & Hudson Canalway: Carrying Coals to Rondout*, by D. H. Sanderson)

(Nov. 6 to 13) Numerous D & H boats began arriving at Rondout with timber, joices, boards, planks, cordwood, brick, merchandise, etc. (*The Delaware & Hudson Canalway: Carrying Coals to Rondout*, by D. H. Sanderson)

## 1828

( ) The D & H Canal, as originally constructed, was four feet deep, 20 feet wide at the bottom, and 32 feet wide at the water line. (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy)

( ) Hazards Register of PA reported that 1,000 rafts containing 50,000,000 feet of lumber descended the Delaware River during the rafting season.

(Oct. 12) Notice was published that as of this date Packet boat service on the D&H Canal between Kingston and Honesdale would be inaugurated. (*Coalboats to Tidewater*, Manville Wakefield)

(Oct. 16) The packet boat Orange departed Rondout on the Delaware & Hudson Canal with many notables on board for Honesdale, PA. It appears to have been the first boat to navigate the entire canal and upon its arrival at the new settlement, named in honor of the first president of the canal company, the passengers were accorded an elaborate welcome by the local citizens. (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy) (*Coalboats to Tidewater*, Manville Wakefield) (*Immigrants and the Delaware & Hudson Canal Company* by Bill Merchant) (*The Delaware & Hudson Canalway: Carrying Coals to Rondout*, by D. H. Sanderson)

(Oct. 26) Philip Hone's journey down the Delaware & Hudson Canal with the return party from Honesdale began on this date, although the first part of the trip was made in a coach on the towpath, since water had not yet been let in to the proper depth. From at least Port Jervis to the east end of the summit level they used the boat Superior with, Hone noted, "A good stock of provisions and liquors which had been sent up to meet us." The party reached Twaalskill after dark on the 29th. "All we saw confirmed our satisfaction and confidence in our great work", concluded Hone. (*From the Coalfields to the Hudson: A History of the Delaware & Hudson Canal*, by Larry Lowenthal)

(Dec. 5) Although the gravity railroad from the mines to Honesdale was nowhere near completion, a quantity of anthracite coal had been hauled over a hastily constructed wagon road to load eleven small boats with 10 tons each at Honesdale and they arrived at Rondout (Kingston) on their history-making voyage to tidewater. There are numerous other claims as to being the first boat(s) to travel through the D&H. (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy) (*Coalboats to Tidewater*, Manville Wakefield) (*The Delaware & Hudson Canalway: Carrying Coals to Rondout*, by D. H. Sanderson)

(Dec. 20) The gravity railroad was powered by five stationary steam engines which were delivered to Honesdale via the D & H Canal as soon as it was navigable. The engines were located at the summit of each of the first five planes. (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy)

## 1829

(Jan. 15 and May 13) The steam locomotives: America, built by the British firm of Robert Stephenson & Co. of Newcastle-upon-Tyne, and the Stourbridge Lion, built by Foster, Rastrick and Company of Stourbridge, England were unloaded in New York City. The former arrived on the ship Columbia on Jan. 15th and the latter arrived on May 13th from Liverpool on the ship John Jay. (US National Museum – Smithsonian - *Bulletin 210* of 1956) (*Honesdale and the Stourbridge Lion* by Vernon Leslie) (*The Delaware & Hudson Canal and the Gravity Railroad* by M. M. Osterburg)

(July 2) Both locomotives were loaded on the steamboat Columbia and traveled up the Hudson River to the D&H Canal at Rondout, NY, arriving on July 3. They were then transloaded to canalboats and delivered to Honesdale, PA, arriving in the latter part of July. (US National Museum – Smithsonian - *Bulletin 210* of 1956) (*Honesdale and the Stourbridge Lion* by Vernon Leslie)

(Aug. 8 & Sept. 9) The Stourbridge Lion locomotive was fired up with Lackawaxen coal and run back and forth on the test track. It earned the distinction of being the first locomotive to operate in America on a railroad built expressly for commercial traffic. However, the trial was a failure despite the beautiful performance of the Lion. It was almost double the weight of the original specification of 4 tons and the wood track with iron railcaps would not support the greater weight of the locomotive. (The Bridge Line Historical Society) (US National Museum – Smithsonian - *Bulletin 210* of 1956) (*Coalboats to Tidewater, Manville Wakefield*) (*Honesdale and the Stourbridge Lion* by Vernon Leslie)

(Oct. 8) Due to construction delays, the first loaded coal cars finally reached Honesdale from the mines via the D & H Canal gravity railroad. In the meantime, the 7,000 tons of coal which were shipped through the canal during this year had been hauled over the Rixe's Gap road by wagon and sledge. (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy) (*Roebling's Delaware & Hudson Canal Aqueducts* by Robert M. Vogel)

## 1830

(June 17) “To Adventurers: The completion of the Delaware & Hudson Canal, has prepared a wide and promising field for enterprise, to the Farmer, the Merchant, and the Mechanic. This Canal forms an inland navigation for Boats of 25 tons burthen from tide on the Hudson River near Kingston to the village of Honesdale... The original dimensions of the canal locks were 9’ wide by 75’ long and 4’ deep, while the prism was 15’ to 20’ wide at the bottom and 28’ to 32’ wide at the surface. (*From the Coalfields to the Hudson: A History of the Delaware & Hudson Canal*, by Larry Lowenthal, broadside credit to Bill McKelvey) (*Delaware & Hudson Canal: Past & Present* by Diann Vacox, NPS)

(July ) “Last year there was much inconvenience from (breakage of) chains by which the (stationary) steam engines draw up the coal wagons from the mines. During the season about 50 coal wagons were dashed to pieces in that manner, and when chains parted the wagon could not be seen in its descent; so instantaneously did it dart to its goal, that only a dim streak could be traced through the air. They now use cables of hemp and the accidents do not any longer occur. (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy)

(Dec. 18) Durham boats were sometimes seen upon the D & H Canal, for on this date the Mauch Chunk Currier reported that two, the Pilot and the Spy had arrived at that place from – “Honesdale at the head of the D & H Canal – to Carpenter’s Point (Port Jervis), at which they took on 15 tons of plaster of Paris. Three miles below the Water Gap they took on a cargo of boards for Bethlehem on the Lehigh (Navigation), 12 miles above Easton, then in ballast to this place...” These two Durham boats likely took

the D & H Canal from Honesdale to the crossing of the Delaware River where they then traveled down the river to Carpenters Point and onward to Easton, where they could lock up into the Lehigh Navigation system. (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy)

( ) In the first full year of operation the D & H Canal only 43,000 tons of coal were shipped. (*Delaware & Hudson Canal: Past & Present* by Diann Vacox, NPS)

### **1831**

The D & H Canal Co. hired an agent to visit manufacturing establishments “to demonstrate the means of using anthracite as well as to get them to use Lackawanna anthracite coal.” (*Delaware & Hudson Canal: Past & Present* by Diann Vacox, NPS)

(Aug.) Two Tuscarora Indians with their squaws and papooses arrived at Milford Friday last, by water, in bark canoes in which they traveled from Buffalo by way of the Erie Canal to the North (Hudson) River and from that river to the Delaware & Hudson Canal and so to the Delaware River, a short distance above Carpenter’s Point. They were shortly to leave for Pottsville, PA. (*The Milford Eagle*, Aug. 6, 1831) (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy)

( ) Although the practicality of anthracite coal as a fuel had been conclusively demonstrated, the public was still reluctant to accept the new fuel and so, ironically enough, the canal, which had been built primarily to haul coal, hauled far more cord wood during the first two seasons of operation. (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy)

### **1832**

(April) The New York & Erie Railroad was first chartered to run from Piermont, NY through Port Jervis to the shores of Lake Erie. It was to be of a broad six-foot gauge. (Minisink Valley Historical Society) (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely)

( ) The Delaware & Hudson Canal transported 90,000 tons of coal and 3,000,000 feet of lumber. (*Old Towpaths* by Alvin F. Harlow)

### **1833**

( ) In this year 111,777 tons of coal were moved through the D & H Canal. (*Delaware & Hudson Canal: Past & Present* by Diann Vacox, NPS)

### **1837**

( ) The D & H Canal suffered a setback during the financial panic of this year. Shipments of coal dropped from 115,387 tons to 76,000 tons in 1838. (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy)

### **1840**

The D & H Canal Co. reported that iron was being successfully smelted with anthracite coal. (*Delaware & Hudson Canal: Past & Present* by Diann Vacox, NPS)

### **1840s**

A stagecoach line between Port Jervis and Milford, PA flourished with the commerce stimulated by the coming of the Delaware & Hudson Canal and the arrival of the railroad in Port Jervis. (Pike County Historical Society, PA) (See ca.1860)

The D&H Canal was struggling to handle the additional shipments of anthracite coal, blue stone and timber through Port Jervis. In response, the Wurts brothers management hired Russell F. Lord to design and supervise the enlargement of the canal and to create a greater watershed at the canal's summit level. The increasing traffic on the canal and the future improvements in the canal prism demanded a greater water supply between Cuddebackville and Phillipsport / Spring Glen. The Wurts brothers quietly purchased hundreds of acres on the mountain above the canal (now known as Wurtsboro Mountain) for new sources of water supply. Five new large reservoirs were constructed between 1845 and 1870 as the appetite for canal water continued to increase up through the civil war period. (*Wolf Tales, 75th Anniversary* by S. David Phraner)

## 1841

(July ) Washington Irving, accompanied Philip Hone, Henry Brevoort and representatives of the Board of Managers on a trip through the canal and over "The Gravity" to the mines. Hone said in his diary "Their whole voyage was one of mirth and good cheer. They took pleasure in the very inconvenience of the small canal boat, making their beds on the hard planks, eating in primitive fashion and traveling three miles an hour. Geoffrey Crayon (Irving) enjoyed himself to the top of his bent. Apparently, it was something wonderful for him to forgo his day-time nap. (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy) (*The Delaware & Hudson Canalway: Carrying Coals to Rondout*, by D. H. Sanderson)

(Sept. 23) The Eastern Division of the NY and Erie Railroad was opened for freight and passenger traffic from Piermont to Goshen, NY with great fanfare. The steamboat Utica departed NYC on this day loaded with important passengers, in business, society, politics, judges, clergy, lawyers, railroad management, and journalism. All these guests more than filled the two trains available to carry the excursionists from the waters of the Hudson to Goshen, where the locals for miles around welcomed them with music, flags, gun salutes and tremendous cheers. There were many hours of feasting and drinking as well as the usual deluge of oratory typical of such gatherings. This was followed by more feasting and drinking, then the train ride back to the Utica where more feasting took place on the return to NYC. All voted that the day had lacked nothing in enthusiasm and that it had been a momentous occasion. For the first months of operation, the butter trade was the mainstay of the railroad. However, within six months the NY & Erie was in bankruptcy... (*Men of Erie*, Edward Hungerford) (*The Story of Erie*, E. H. Mott)

( ) By this year the demand for coal had so increased that the D & H Canal's limit had been about reached. In this year 192,000 tons were carried—27 times the first year's tonnage. (*Roebling's Delaware & Hudson Canal Aqueducts* by Robert M. Vogel)

## 1842 - 1872

Additional tonnage on the D & H Canal led to the need for larger boats which necessitated the canal prism and lock enlargements – three separate times. This resulted in an increased demand for water, especially at the 17-mile summit level (Cuddebackville to Spring Glen) during the dry season, from July to September. For this the canal company quietly purchased additional acreage in upland areas to build or increase the capacity of over twenty reservoirs and their feeders to get the needed water into the canal. (S. David Phraner)

## 1842

(Spring) Captain Ayres of the Erie was the inventor of the present bell-rope signal system on railroads. This invention also caused the control of the train to be transferred from the engineer to the conductor. (*The Story of Erie*, E.H. Mott - 1908)

( ) The Erie Railroad had been in operation for more than a year before the first shipment of milk was made to NYC. (*The Story of Erie*, E. H. Mott)

(Nov. ) At the close of the boating season work commenced on increasing the depth of the D & H Canal from 4' to 5', permitting boats to carry 40 tons of coal. The canal was deepened by dredging the bottom and building up the bank height with spoil, permitting passage of 40-ton boats. The work was not fully completed until the spring of 1844. (*Delaware & Hudson Canal: Past & Present* by Diann Vacox, NPS) (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy) (*Roebling's Delaware & Hudson Canal Aqueducts* by Robert M. Vogel)

### 1843

( ) The Erie first put sleeping cars in service although it only took three hours to go from one end of the railroad to the other at this time. They were built at the famous John Stephenson works in NYC. (*Men of Erie*, Edward Hungerford) (*The Story of Erie*, E. H. Mott)

(July) The NY Railroad Journal stated that "At this moment fine and wholesome milk is sold all over the city at four cents a quart. The price for swill and adulterated milk was six. This wonderful revolution has been wrought through the agency of the New York and Erie Rail Road." In this year the Erie shipped 4,000,000 quarts of milk to New York City. (*The Scarlet Woman of Wall Street* by J. S. Gordon)

### 1844

The canal expansion program which had commenced in 1842 was completed. The depth of the D & H Canal was further increased from 5' to 5.5' to allow boats to carry 50 tons of coal, and the channel was improved and banks strengthened. (*Delaware & Hudson Canal: Past & Present* by Diann Vacox, NPS)

### 1845

( ) D & H Canal management, happy with the fiscal effects of the 1842-44 enlargement project began another increase—to produce a 5 ½-foot depth which would pass boats of 50-ton burden and result in an annual canal capacity of one half million tons. The cost of the project was \$232,000. (*Roebling's Delaware & Hudson Canal Aqueducts* by Robert M. Vogel)

( ) When the New York & Erie Railroad was on the verge of bankruptcy, the state waived its \$3,000,000 in first-mortgage bonds. Cancellation of the state loan produced a marked change in the road's fortunes. It did not solve all the financial difficulties of the enterprise, but it did restore confidence. From that time on, the company's ability to finish the work was no longer in doubt. (*Railroads of New York* by H. H. Pierce)

(October ) The Erie made a contract for carrying the mails to Middletown. This was the beginning of mail service on the Erie. (*The Story of Erie*, E. H. Mott)

### 1846

( ) The English rails the Erie had used as far west as Otisville were expensive and their delivery was subject to delay and uncertainty. George Scranton of Oxford, NJ and his brother Selden T. Scranton had been attracted by the presence of both coal and iron in the Lackawanna Valley in PA. They had established an iron works at Slocum Hollow, now known as Scranton. The Erie made a contract with the Scrantons for 12,000 tons of rail at \$46 per ton. This cost was not much more than half the cost of English rails. (*The Story of Erie*, E.H. Mott - 1908)

(Spring) The rails made for the Erie by the Scrantons were ready for delivery. The rails were transported by teams through the almost unbroken wilderness between the Scranton's iron works and the Delaware & Hudson Canal Company's railroad at Archibald, PA, whence it was taken to Carbondale, thence by the gravity railroad to the canal at Honesdale, and thence on canalboats to Cuddebackville, NY, whence teams hauled it over the Shawangunk Mountains to the Erie Railroad from Otisville to the east. Of course, the rails for the Port Jervis area were delivered directly from the canalboats. (*The Story of Erie*, E.H. Mott - 1908)

( ) With the threat of competition from the Erie railroad hastening them into already inevitable action, the D & H Canal directors in this year authorized the most ambitious enlargement project in the canal's history. The plan was to increase both capacity and speed, the former by both deepening—to 6 feet—and widening, so that boats of 98 tons could be accommodated. The annual capacity would be thus drastically raised to one million tons, about five times the canal's 1842 capacity, an indication of the growing importance of both anthracite and the canal in the coal industry. The estimated cost was \$1.1 million. The principal consequence of the widening was the necessity for rebuilding all locks and aqueducts, the former being enlarges from the original size of 9 ½ ' by 75' to 15 by 90 feet. The lock-gate design was also changed to permit faster locking through. (*Roebing's Delaware & Hudson Canal Aqueducts* by Robert M. Vogel)

( ) The construction of the Delaware and Lackawaxen aqueducts (at \$41,750 and \$18,650 respectively) for the Delaware & Hudson Canal was begun by John A. Roebling. Roebling was arguably America's foremost early bridge – building genius. Materials needed for the works mostly carried by canalboats to the sites were: dressed stone; charcoal iron wire strands on reels (this was delivered by canalboats from Roebling's suppliers in Pittsburgh via the Pennsylvania Main Line; Delaware & Raritan and Delaware & Hudson Canals\* as Roebling did not move his works to Trenton until 1849); cast iron cable saddles; timber; wrought iron spikes; screw-bolts and nuts; suspension rods; coal for blacksmith fires; boiled linseed oil; calking material; pitch; coal tar; etc. \*This route also required the navigation of the following connecting waterways: Schuylkill River; Delaware River; Raritan River; Arthur Kill; Kill van Kull; NY Harbor; Hudson River; and Rondout Creek. (Wikipedia) (*The Story of Erie*, E.H. Mott - 1908)

( ) John A. Roebling was born in Muhlhausen, Germany in 1806 and immigrated to the US in 1831. He first produced wire rope in his small factory at Saxonburg, near Pittsburgh. The difficulties of transportation from that site to the Delaware and Hudson Canal were described by his son, Colonel Washington Roebling: "A typical journey was as follows: First load the reel on the big wagon; then haul into Freeport (a distance of eleven miles) and load on a canal boat; then the long trip to Philadelphia; (then up the Delaware River to Bordentown); then by the D&R Canal to New York; then up the Hudson to Kingston and Rondout; then transfer to a smaller canal boat and finally to the point of destination at Carbondale." (*The Roeblings, A Century of Bridge-builders and Industrialists*, by Hamilton Schuyler, Princeton University Press, 1931)

(Aug. 24) Notice to Teamsters. The subscribers have several hundred tons of railroad iron to deliver the present winter on the line of the NY and Erie Railroad at Lanesboro, Stockport, Equinunk, Cohecton, and Big Eddy (Narrowsburg). A part of the iron will be taken from Honesdale and the balance from this place. Mr. J.A. Patmor, at Honesdale is authorized to contract for what iron goes from Honesdale. Good prices in cash will be paid for the work. Scrantons & Pratt. (*The Story of Erie*, E.H. Mott - 1908)

(Dec. 28) The Delaware & Hudson Canal Company board approved a set of nine specifications, which would give the canal company a large degree of control over the NY & Erie railroad's location, and which the Erie would have to accept if it wished to adopt its route by peaceful means. The Erie was



anxious to avoid a confrontation and apparently accepted the D&H terms. One provision called for the Erie to “take special care, that their contractors and their men so conduct themselves, and prosecute their work, as not to injure the canal & its appendages, nor disturb or impede those engaged in the navigation thereof”. (*From the Coalfields to the Hudson: A History of the Delaware & Hudson Canal*, by Larry Lowenthal)

In spite of the above provisions, “The Erie contractors were aggressive men, slave drivers, too, and for slaves they managed to secure several thousand Irish who had just escaped their unhappy land after the great potato famine of 1845. A mighty crew of these lads was put to work on the section through the mountainous region around Port Jervis on the Delaware River. Here not far from Parker’s Glen, where the rock cliffs rose almost perpendicularly from the river the pick of the Irish drilling crews were lowered in great wicker baskets from the high ledges and there suspended in mid-air while the tarriers drilled like devils, then tamped their powder into the holes, lighted the fuses and yelled for the boys above to haul them up before the blasts let go. Lives depended on both the ropes and on quick response, and sometimes the ropes broke, and again the windlass was slow. And then there was sure to be another wake... The blasts often hurled gigantic rocks across the river to fall like a blizzard of stones into the Delaware & Hudson Canal, much to the demoralization of canalboat captains. So much damage was done to canal traffic that in 1847 many boatmen refused to run this stretch of the canal at all; and damage suits were brought against the railroad, an accursed thing anyway, according to canalers.” (*The Story of American Railroads* by Stewart H. Holbrook) (*Railroads: The Great American Adventure*, Charlton Ogburn)

## 1847

The D & H Canal Company began their third and final expansion and improvement program with various work projects under construction almost continuously – it required several years for completion of all;

- Alignment of locks was improved to eliminate zig zags
- Locks were enlarged to 15’ wide and 90’ long
- New basins were constructed
- Prism bottom and upper surface were increased to 30’ and 48’ respectively
- Four suspension aqueducts were constructed (work commenced the prior year)
- Channel widths immediately above and below locks were widened
- Canal banks were lined with stone along the Delaware and Lackawaxen Rivers
- Berm banks were improved
- Towpaths were widened from 10’ to 15’
- Canal water supplies were improved
- Boats of larger capacity were introduced

(*Immigrants and the Delaware & Hudson Canal Company* by Bill Merchant) (*Delaware & Hudson Canal: Past & Present* by Diann Vacox, NPS) (S. David Phraner) (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy)

(Feb. 23rd ) An advertisement for Lumber was “Wanted, on the Delaware & Hudson Canal.” It was to be of good sound White Pine, free of shakes, rents or black knots... and delivered on the Pennsylvania side of the Delaware River above high-water mark, between the mouth of the Lackawaxen and Delaware Dam... Total board feet wanted was 442,558. John A. Roebling, Engineer. (*Bridge Line Historical Society Bulletin*, Vol. 32, No. 12, Dec., 2022)

(Dec. 4) The boating season, which had started on April 25th , ended. Over 7,000 boatloads of coal had been carried. (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy)

(Dec. 31) The New York and Erie Railroad reached the eastern edge of Port Jervis. The Delaware & Hudson Canal had already brought their business to the small village on the Delaware and there was a rope ferry across it doing a brisk business. As usual there was high jollification over the first arrival of the Iron Horse. It had been no small trick, getting the new railroad over and down the Shawangunks. It was a steady grade for all of twelve miles. The cut at the summit was through solid rock for 2,500 feet and much of it was fifty feet deep. The Shin Hollow cut, halfway down the mountain, was three-quarters of a mile long and forty feet deep. There were other deep cuttings and quite a number of sizable fills. For the first time the NY and Erie had encountered really heavy construction. A locomotive and two flat cars loaded with citizens and railroad men left Otisville that afternoon. It was after dark when the train came to the uncompleted trestle at the east end of Port Jervis. The bridge was ready but the rails had not yet been laid down. Citizens and the railroaders went to work. It was just seventeen minutes before the advent of 1848 when the final link was placed and the train ran down to the point where the Port Jervis station was built. There was wild rejoicing that nite... The Erie had the advantage of the one low-level gateway through the Appalachians. (*Men of Erie*, Edward Hungerford) (*Railroads: The Great American Adventure*, Charlton Ogburn)

### **1847-1848**

Starrucca Viaduct, about 100 miles west of Port Jervis was built by the NY and Erie RR, spanning Starrucca Creek near Lanesboro, PA. Completed in 1848 at a cost of \$320,000, it was at the time the world's largest stone railway viaduct and was thought to be the most expensive railway bridge as well. Still in use, although reduced from double to single track, it is listed on the National Register of Historic Places and is designated as a National Historic Civil Engineering Landmark. It was designed by Julius W. Adams and James P. Kirkwood of locally quarried random ashlar bluestone except for three brick interior longitudinal spandrel walls and the concrete base of the piers. This may have been the first structural use of concrete in American bridge construction. The lead stonemason was Thomas Heavey, an Irish immigrant from County Offaly. It took 800 workers, each paid about \$1 per day, to complete the structure in a year. It is owned by Norfolk Southern Railway and currently leased to, used and maintained by Delaware Otsego Corporation. (NY, Susquehanna & Western RR) (Wikipedia) (Library of Congress) (*Landmarks on the Iron Road*, by W.D. Middleton)

### **1848**

(Jan. 6) The New York and Erie Railroad was officially opened to Port Jervis. The directors and a party of invited guests totaling over 100 took an excursion on the New York and Erie Railroad from Piermont to the limit of its extension on the Delaware – 74 miles. They had a sumptuous dinner at the NY & Erie Hotel. Railroad President, Benjamin Loder, gave an address which contained specifics on the construction from Otisville to Port Jervis, a distance of 13 miles: 317,000 pounds of blasting powder used, 210,000 cubic yards of solid rock and 730,000 of earth excavated; 300,000 days labor by 3,000 workers and 30,000 days labor by horses. At the time the Erie had 10 locomotives; 9 passenger cars; 70 – 8-wheel freight cars; 77 mail and baggage cars; and 42 miles of track in the Port Jervis Yard alone. (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely) (*Men of Erie*, Edward Hungerford) (*The Story of Erie*, E. H. Mott)

(Jan. 6) Hundreds of people from the surrounding country thronged the village of Port Jervis. Cannon boomed, and bunting floated in the breeze to celebrate the coming of the NY and Erie RR. The Union House, on the corner of Main Street, near the Delaware & Hudson Canal, was the scene of another jubilation in honor of the event. This hotel was kept by Samuel O. Dimmick. Silas Seymour, the Constructing Engineer of the railroad, gave Mr. Dimmick an order to cater to all who might participate in

the celebration at his house—and gave him carte blanche, in fact, and told him to send his bill to the Company and it would be paid. On the night of January 6th there was a great “spread” at the Union House. Mr. Dimmick was ill, and not able to be present during the evening. Next morning it was reported to him that his wine cellar was empty; that there was not a drop of anything in the bar to begin business with for the day and that there was scarcely a whole piece of crockery left in the hotel. The opening of the railroad had been evidently celebrated by the opening of everything openable in the house; and the first ‘smash-up’ as a result of things at the same place. The hotel was replenished, and when Mr. Dimmick saw Mr. Seymour he explained matters, and said he thought a bill for \$600 would be about right, “and not any too much at that.” “Make it out as ‘for supplies to the Railroad Company,’ ” said he. Mr. Dimmick made the bill out in that way, and it was paid. (*The Story of Erie*, E.H. Mott - 1908) (*Men of Erie*, Edward Hungerford)

( ) When the Erie Railroad was first chartered, the document specified that they were to build their road within the state of NY for its entire distance. That requirement was found impossible west of Port Jervis where the NY side of the Delaware River was already occupied by the D & H Canal, and the geologic terrain would not allow a second right-of-way between the river, canal, and the mountainous cliffs. This NY requirement was rescinded and the Erie was allowed to cross the river on Mill Rift bridge in Sparrow Bush and construct a section of their right-of-way in Pennsylvania before returning to NY. (S. David Phraner)

( ) A “formidable riot” occurred at Mongaup: it originated as an affray between some Irish laborers on the Erie railroad and the crew of a canalboat, the former being the aggressors. This led to a system of attacks upon the boats... the compliment being returned, in kind by the canallers. By prompt interference, the petty warfare has been terminated... (That editorial opinion was wishful thinking.) (*The Delaware & Hudson Canalway: Carrying Coals to Rondout*, by D. H. Sanderson)

( ) Early in this year there was friction with the NY and Erie railroad on account of carelessness blasting by its contractors along the Pennsylvania shore of the Delaware river. The danger of being struck by flying rocks or clods of mixed earth and wood seriously disturbed the boatmen on the canal along the opposite shore. In fact, the trouble went even further; violent personal attacks were made upon the boatmen by laborers in the employ of the contractors and in several instances severe injuries were inflicted. The boatmen were greatly alarmed. After friendly remonstrances addressed to the Erie company had failed, the authority of the judiciary was invoked and an injunction was sought. The nuisance does not seem to have terminated, however, until the completion of this portion of the Erie railroad later in the year. (*A Century of Progress: History of the Delaware and Hudson Company 1823-1923*)

(April ) The New York and Erie Railroad was being built on the Pennsylvania side of the Delaware River between Lackawaxen and Port Jervis, less than 300 yards away- -in most cases- - from where the Wurts’ Brothers Canal wended its way along the cliffs in New York State. Consequently, “conflicts almost amounting to riots” occurred frequently between rival groups with the railroaders more inclined than the canallers to “assume the offensive.” It was no uncommon thing for the boatmen, in passing quietly along on the towpath, to be compelled to run the gauntlet of a volley of pistol balls from the workmen on the other side of the river. The boatmen finally remained close in their cabins while passing the dangerous ground, and then the railroad construction crews amused themselves by peppering the mules or horses with their pistols. The feeling between the two parties finally culminated in a serious conflict a few miles above Port Jervis. A large party of railroad laborers crossed over to a place where a number of boatmen had collected. The two sides had no sooner met than a fierce fight began. The battle lasted for an hour. Five men, three canallers and two railroaders were killed. The Canal Company

summoned special policemen from NYC and special officers were sworn in by the Sheriffs of Sullivan and Pike counties to go to the scene of the disturbance and maintain the peace. Then the railroad laborers resorted to different tactics. By skillful manipulation of their rock blasts, they opened a bombardment on the canallers. Fragments of rock, frequently weighing many pounds, were hurled with wonderful precision into the canal, and against boats and locks, not only impeding transportation by obstructing the channel, but by making it more dangerous than ever for boatmen. As a result, many boatmen left the canal and sought employment elsewhere, while jails in Pike and Sullivan counties were filled with those who has disturbed the peace along the Delaware. By the time the law had quieted matters down, the boating season was almost over, and navigation was not resumed that year. (*The Delaware & Hudson Canalway: Carrying Coals to Rondout*, by D. H. Sanderson)

( ) There was another source of difficulty along that Pennsylvania – New York section of the waterway—the raftsmen whose chief delight was taunting the canallers they encountered: ... Words were usually flung across the towpath of the D&H Canal along that portion of the Delaware between Lackawaxen and Port Jervis. They never failed to anger the canallers who flung something meaner back; and in no time a veritable barrage of words and inuendos passed back and forth. Should the rivermen best the drivers, they would stop along the towpath, pick up a handful of stones and fling them at the raftsmen. This feud between the timber runners and canallers originated before 1849 when the canal ran through the Delaware at Lackawaxen rather than being carried over the river in a huge aqueduct. The rafts, being slow and unwieldy, were unable to miss the boats crossing the river. Sometimes they ran into them, causing no small amount of hard feelings toward the boatmen and resulting actions for damages. The building of the aqueduct should have eased the situation, but it never did, and should members of the rival occupations meet in a hotel or barroom, at the end of the day, trouble was sure to follow. (*The Delaware & Hudson Canalway: Carrying Coals to Rondout*, by D. H. Sanderson)

(March 28) The Washington Coal Co. (which shortly thereafter merged with the Pennsylvania Coal Co. and took the latter's name) began construction of a gravity railroad similar to that of the D & H Canal Co. Their line extended 47 miles from Hawley, PA on the D & H Canal to Port Griffith on the Susquehanna River. (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy)

( ) The Milford and Matamoras Railroad Co. was chartered and they were to construct a bridge with track and a wagonway across the Delaware between Port Jervis and Matamoras by Oct. 1, 1851, which they did not. The Erie RR was an integral part of this agreement and they took the route of litigation to avoid building the bridge. Having failed at all attempts to avoid building the bridge, the Erie completed the bridge in 1854. (Catskill Archive, *The Story of a Little Railroad and a Big Bridge*)

( ) The Erie's first five locomotives were built by the Norris Works of Philadelphia. Of these, the most famous was the Orange, the first to be constructed with a cab to protect the operators from the weather. She had run swiftly and faithfully, back and forth between Piermont and Middletown, and, a little later, through to Otisville and Port Jervis. The Orange was placed on a canalboat at Piermont and sent up the Hudson to Albany; thence upon the Erie Canal to Utica and the Chenango and down the latter canal to Binghamton, where she helped complete the Erie into that place. It took her five weeks to make that voyage. Thereafter her career of making first trips began once again, until the railroad had been brought all the way into Hornellsville. (*Men of Erie*, Edward Hungerford)

( ) The D&H Canal Company granted permission to a company which became Western Union Telegraph Co. to construct a telegraph line along its right of way. The line ran from Lake Erie following the turnpike through Owego, Montrose and Dundaff to Carbondale, thence along the right of way of the

“Gravity” to Honesdale, then down along the canal towpath to Port Jervis, from which place it followed the newly completed Erie Railroad to the Hudson River.

( ) The new Delaware and Hudson Canal aqueduct, built by John A. Roebling, across the Delaware River between Lackawaxen, PA and Minisink Ford, NY was completed. It has been designated the oldest wire strand suspension bridge in the U.S. After the canal closed it was converted to a one-way vehicle bridge. (History & Heritage of Civil Engineering – ASCE)

(Oct. 19) The New York and Ramapo Railroad was officially opened to from Paterson to Ramapo on the line of the New York and Erie Railroad. This new artery of traffic was destined to become the connecting link of one of America’s great trunk lines between NY and Chicago. The occasion was celebrated by the officers of the company and hundreds of invited guests who boarded two trains of entirely new, easy, capacious and comfortable cars, each drawn by a locomotive respectively called the New York and Ramapo, of extraordinary power, and admirable workmanship and finish – from the factory of Rogers, Ketchum & Grosvenor of Paterson. The complete story of the tour of the line; celebrations at Ramapo; lengthy speeches, numerous toasts, and sumptuous dinner were given in great detail and description in the Morning Courier. (*From the Hills to the Hudson* by Walter Arndt Lucas, Railroadians of America)

## 1849

(Jan. 6) Opening of the Erie R.R.

On Wednesday the 27th of December, this road was opened from Port Jervis on the Delaware River, 120 129 miles to Binghamton and in company with a large party of Gentlemen from this city, from Newburgh and other places, we had the pleasure of being the first train that passed over it.

The locomotives and cars assigned to the party were new. The leading engine was from the manufactory of Messrs. Rogers, Ketchum & Grosvenor and the other from the works of Messrs. Swinburn Smith & Co., both of Paterson, N.J. Of the engines of R.K. & G., nothing need be said by us. Of the work of Messrs. Swinburne Smith & Co. we know very little having seen but two of their engines, yet from the specimen here exhibited we are inclined to think favorably of it. We shall endeavor to know them better.

The cars were from the manufactory of Elton Gilbert of Troy and from Gould & Co. of Albany, also a new concern to us. The cars from the shop of Gould & Co. have high back or sleeping seats. In workmanship and finish they are not quite equal to those of E.G. & Co. They are however good substantial and easy riding cars.

We were pleased to find all the new cars on India rubber springs and even one of the locomotives has springs of the same kind. These were from the N.E. Car Co.

The facility with which the trains passed through the snow from 6 to 9 inches deep must have convinced the party that the locomotive in intelligent hands can perform wonders. Owing to various causes the train was delayed until a late hour yet the people of Binghamton were ready to receive us with open arms and welcome us with music and the firing of cannon. A sumptuous repast was in readiness for us.

After a good nights rest the people and guests interchanged opinions and it was announced that 80 miles more to Corning would be completed by 1st October 1849. Jan. 6, 1849. From *American Railroad Journal*. The Railway and Locomotive Historical Society Baker Library, Harvard Business School, Boston, Massachusetts, February 1, 1967.

(Spring) The first 125-ton experimental boat (91’ in length, 14.5’ wide and 8’ high) was built for the Delaware & Hudson Canal at Honesdale, PA, but that canal enlargement had not progressed enough to

move it by canal. The boat was therefore floated down the Lackawaxen and Delaware Rivers to Bulls Island, NJ, where it entered the D&R Canal and was delivered to NYC and up the Hudson to the Rondout entrance to the D&H. (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy) (*The Delaware & Hudson Canalway: Carrying Coals to Rondout*, by D. H. Sanderson)

(April 26) The Delaware & Hudson Canal opened for seasonal navigation and the new Delaware and Lackawaxen aqueducts were first used. (Wikipedia)

( ) As early as this year Welles & Co. began the express transportation business over the Erie. They were succeeded by Rice & Peck. (*The Story of Erie*, E. H. Mott)

## 1850

(June 12) The beautifully modeled and handsomely equipped canalboat Fashion arrived in Honesdale for service to Lackawaxen to make connections with the recently completed New York, Lake Erie and Western Railway. The graceful craft had been built in Rochester and was a twin of the first-class Erie Canal passenger packets. She was entirely new, as was the furniture, bedding, and all other equipments. New accommodations, beside ample dining and lunching facilities, permitted the lodging of sixty persons and, as a choice of refreshments suited to every palate was always politely served on board, it may be imagined that a trip on the boat could be made a very enjoyable one indeed. (*Coalboats to Tidewater*, Manville Wakefield)

(July ) The first annual Port Jervis Firemen's Day Parade, officially known as the Inspection Day Parade was held. It is the oldest continuously held parade in the U.S. (PJFD website)

## 1851

(March 11) As business expanded, the D&H Canal Co. increased the carrying power of its inland river; as the need for improvements became apparent, it made them; as its financial obligations became due, it met them. In little more than twenty years, it became what the Syracuse Standard called a "mammoth corporation" having by that time "550 boats of 125 tons each" and employing "an army of 5,500 arranged in platoons of miners, engineers, mechanics, boatmen, locktenders, drivers, etc." not including "their banking operators on Wall Street." (*The Delaware & Hudson Canalway: Carrying Coals to Rondout*, by D. H. Sanderson)

(May 14) The first passenger train passed through Port Jervis. On board were President Millard Fillmore and Senator Daniel Webster. (Minisink Valley Historical Society)

And, for a bit more detailed account: "The company steamer Erie loaded up with eminent Americans in New York City and with whistles blowing and a band playing set off up the river for Piermont, where the party was to take the cars to run across New York to Lake Erie. In the party were no less than one President of the United States, six candidates for that office, and a dozen aspirants for the vice-presidency. And there was also the greatest figure of all, Dan'l Webster, nigh seventy now and none too rugged, but still able to operate under his own power, aided by copious drafts of gin and rum and whiskey, which he alleged were good for his stomach.

Millard Filmore, by grace of God and the death of Zach Taylor President of the United States, was nominal head of the party, and with him were his Secretary of State, Mr. Webster, and 298 assorted statesmen and political catchpoles of varying degrees of importance. Two trains had steam up and were waiting at Piermont, eastern terminus of the Erie, when the boat party arrived. At his own request Mr. Webster was seated in a rocking chair—a depraved custom of Yankees—that was securely fastened to the

platform of the open flatcar. In his rumbling, sepulchral voice he said that he did not intend to miss any of the scenery.

The first train took off, but before it got to Goshen the engine had developed trouble. At Middletown Superintendent Minot met the emergency by using the new telegraph line to wire instructions ahead to the Erie roundhouse at Port Jervis to have a locomotive ready. This was done. On went the two trains. Along the Delaware, President Loder pointed out to the visitors the fine rails that were said to be the first rolled in the United States, made at Scranton. Along this portion of the road the first train made 34 miles in 35 minutes, and one can picture old Dan'l, out there in his gorgeous aloneness of his flatcar and rocker, holding his stovepipe hat and batting the sparks that fell on his buggy robe like the rain of hell..." (*The Story of American Railroads* by Stewart H. Holbrook) (*The President Travels by Train* by Bob Withers) (*The Scarlet Woman of Wall Street* by J. S. Gordon) (*Erie Railroad: A Pictorial Review, Vol. 2*, by Edward F. Gardner) (*The Story of Erie*, E. H. Mott)

(May 19) The NY & Erie Railroad reached Dunkirk, NY, on Lake Erie, from Jersey City. President Millard Filmore and several members of his cabinet, including Secretary of State, Daniel Webster, made a special two-day excursion run to open the railway. It is reported that Webster viewed the entire run from a rocking chair attached to a flatcar. The Erie was not only the longest, but also the widest railroad in the land with their 6' gauge. (Wikipedia) (*Erie Power* by Fred Westing and Alvin Stauffer)

( ) The Erie was one of the largest economic enterprises of the day and briefly the longest railroad in the world. Like so much else in New York State's economic development, the Erie Canal was the father of the Erie Railway. Governor De Witt Clinton, in order to secure the political support of the Southern Tier for the building of the canal, promised those sparsely populated counties an "avenue of their own once the canal was finished, to be built by, or with substantial aid of, New York State. (*The Scarlet Woman of Wall Street* by J. S. Gordon)

(Aug. 1) Of the 117 locomotives belonging to the NY & Erie Railroad, 64 were built in Paterson, NJ. (*From the Hills to the Hudson* by Walter Arndt Lucas - 1944)

(Fall) The Erie Fall Arrangements advertised "An Emigrant Train which departed Piermont at 6 pm for Dunkirk.

(Fall) William H. Stewart, one of the pioneer conductors of the Erie, ran the first through train between Piermont and Dunkirk. It was also the first train ever run on telegraphic orders. (*The Story of Erie*, E.H. Mott - 1908) (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely) (*The Scarlet Woman of Wall Street* by J. S. Gordon)

## 1852

(Aug. 18) "We understand that the New York and Erie Rail Road Company have concluded an agreement with the different parties in interest, which gives them a six-foot track from Suffern to (Jersey City). We look upon this as a most important movement not only for the Erie road but also of great value to the Paterson and Hudson River RR and the Paterson and Ramapo RR. It secures by leave to these roads a certain income of not less than 7 percent on the latter and 8 percent on the former company during their respective charters which makes the stock of these companies equal in value to the first mortgage bonds of the Erie company. This action on the part of the Erie company to lease these roads settles the question as to their route through New Jersey and gives them a wide track directly from Dunkirk to New York (City). From the efforts which have heretofore been made to secure to the Erie company an independent route through New Jersey, the Paterson and the Ramapo stocks have been depressed but as

the question is now settled they will doubtless soon take their stand with other first-class 7 percent stocks. It is understood that the tracks are to be widened to six feet at the expense of the Erie company and the old equipage of the two roads sold off and divided among their stockholders.” (From the Hills to the Hudson by Walter Arndt Lucas - 1944) The above gave the Erie company direct access to New York City, across the Hudson from Jersey City. The former Piermont, NY terminal required a lengthy steamboat trip down the Hudson versus a short, quick ferry trip across the river from Jersey City.

( ) The Erie, despite having cost \$23,500,000, had been built on a shoestring. Its cost per mile was not out of line with that of other railroads at that time, especially considering the engineering difficulties that had to be overcome. Its tracks were often in a sad state of repair, and while railroad accidents at this time were both frequent and bloody, the record of the Erie was particularly appalling. In this year the line had a total of thirty accidents, sixteen of them in the space of only two months, a rate better than one every four days. (*The Scarlet Woman of Wall Street* by J. S. Gordon)

### 1853

(May 11) Port Jervis was incorporated as a village, named after John Bloomfield Jervis, the chief engineer of the Delaware & Hudson Canal. In the early days Port Jervis was the headquarters of the Erie’s Delaware Division. (Wikipedia) (*The Diamond*, Vol. 37, No. 1, 2022)

(July 28) Although the Delaware & Hudson Canal enlargement had been completed for some time, it was not until this date that the full six-foot head of water could finally be let into the canal and boats loaded to their full intended capacity. A survey made at the time revealed that there were still 247 one-horse, 50-ton boats operating on the canal, though they had been “hipped,” increasing their capacity to about 75 tons. In addition, there were 100 remodeled section scows, 638 of the new large boats, and 17 experimental “lattice” boats. This brings the total number of boats in operation for the D & H to just over one thousand, in addition to 495 large boats operating for the Pennsylvania Coal Company. (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy)

(Nov. 21) Erie trains began operating directly to Jersey City via Suffern. (*NJ Transit Rail Operations* by Joel Rosenbaum and Thomas Gallo)

( ) In this year the D & H Canal was impacted by 7 floods, one freshet, and 7 canal bank breaks, causing the company to lose 31 working days. (*Delaware & Hudson Canal: Past & Present* by Diann Vacox, NPS)

( ) Daniel Drew was able to maneuver his way onto the Erie Board and by the following March he was elected treasurer. The fox of Wall Street was now in charge of the Erie’s henhouse. Thus began the financial chicanery of such fabled stock market manipulators as Jay Gould, Jim Fisk, and Daniel Drew which would involve Cornelius Vanderbilt and others and result in the Erie Wars. (*The Scarlet Woman of Wall Street* by J. S. Gordon) (*Jubilee Jim* by R. H. Fuller)

( ) Foreign investors held substantial blocks of Erie securities - \$3,000,000 of its \$10,000,000 capital stock and \$7,000,000 of its \$19,200,000 bonds were owned abroad (by Europeans). (*Railroads of New York* by H. H. Pierce)

### 1854

(Jan. ) The first bridge across the Delaware River between Port Jervis and Matamoras, PA was built by the Erie Railroad with both track and a wagonway. It was a covered wooden truss bridge. The Milford and Matamoras Railroad Company was organized but no work was done toward the building of a railroad



to connect with the bridge. See 1870. (Along the Delaware River, by R. C. and C. E. Albert) (Catskill Archive, *The Story of a Little Railroad and a Big Bridge*) (S. David Phraner)

( ) The Erie Railroad turntable at Port Jervis was constructed. It was subsequently enlarged for longer locomotives used by the Erie. (Monument Sign)

### 1855

( ) The D & H Canal Co. tried out a new time-saving innovation, the drop gate. It proved so satisfactory that as soon as the canal closed for the season, in December, they replaced upper lock gates with drop gates and balance beams on lower lock gates were replaced by hand operated machines on every lock. By May of the following year they were all complete. Thereafter one lock-tender could operate both upper and lower gates simultaneously without assistance. (*Delaware & Hudson Canal: Past & Present* by Diann Vacox, NPS) (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy)

### 1856

( ) By this year the Erie had 203 locomotives, 97 passenger cars, and 810 freight cars. (*The Scarlet Woman of Wall Street* by J. S. Gordon)

( ) Sleeping cars were running regularly on the Erie. (*The Story of Erie*, E. H. Mott)

( ) A dispute over the legality and interpretation of a contract between the D & H Canal Co. and the Pennsylvania Coal Co. was taken before the courts. The case dragged along for years until a verdict in favor of the D & H was finally handed down. It was a legal victory for the D & H, but a hollow one, for the sum recovered was less than one quarter of the amount then accrued and, while this legal decision was probably not the only factor involved, it undoubtedly hastened the day when the D & H Canal would lose the business of the Pennsylvania Canal Co. to the Erie Railroad. (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy)

( ) From 1841, the year when the Erie first had revenue, to this year, gross revenues increased from \$29,689 to \$6,349,990, an average annual growth of 49.6 percent. Net operating earnings, which first appeared on the company's book in 1842, grew from \$31,732 to \$3,189,592, an annual growth rate of 47.9 percent. (*The Scarlet Woman of Wall Street* by J. S. Gordon)

( ) A NY Juvenile Asylum placement account reported that they sent 75 children and 25 adults to Illinois via the Erie Railroad, to "become Agriculturalists or engage in other useful employments." (*The Orphan Trains: Placing Out in America* by M. I. Holt)

### 1857

( ) The Erie established its own express company which was purchased by the United States Express Company in 1861. (*The Story of Erie*, E. H. Mott)

(Oct. ) As panic once more hit Wall Street, and depression briefly returned to the nation, Erie revenues declined for the first time in its history. Somehow, by borrowing from Peter to pay Paul and leaving its employees unpaid for weeks at a time, the Erie managed to avoid default for almost two years. (*The Scarlet Woman of Wall Street* by J. S. Gordon)

### 1858

(March) The New York and Erie Railroad began to try coal to fuel their locomotives. (*Erie Power* by Fred Westing and Alvin Staufer)

( ) The litigation: The Presidents, Managers and Company of the Delaware & Hudson Canal Co. vs. the Pennsylvania Coal Co. resulted in 6 volumes of testimony which are a wonderful primary source for stories of the men and women who worked the boats, locks, and handled the coal. (*Immigrants and the Delaware & Hudson Canal Company* by Bill Merchant)

### 1859

( ) By this year 1,006,986 tons of coal were being transported on the D & H Canal, 494,209 tons of which belonged to the D&H Canal Co., the remainder belonged to the Pennsylvania Coal Co. (*Delaware & Hudson Canal: Past & Present* by Diann Vacox, NPS)

(Aug. 16) The New York and Erie Rail Road went into bankruptcy for the second time with more than \$700,000 in unpaid bills, its bonds' coupons uncashable, and its 4,400 employees unpaid. In the receivership which followed, its name was changed to the Erie Railway in 1862. (Wikipedia) (Minisink Valley Historical Society) (*The Scarlet Woman of Wall Street* by J. S. Gordon)

### Ca. 1860

John Watson Findlay, a coachman who immigrated from Scotland and resided in Milford, PA, regularly operated the Milford, Port Jervis and Dingman's Ferry stagecoach line carrying U.S. Mail and Wells Fargo Express for 39 years. The coach was a second-hand Tally Ho model called the *Hiawatha*. Remarkably the coach survived and the Findlay family donated it to the Pike County Historical Society in 1953. Although very deteriorated, it has been subsequently fully restored and is displayed in the Pike County Historical Society in Milford, PA. (Pike County Historical Society, PA)

### 1860

(March 6) The boiler of the steamboat *Alfred Thomas* violently exploded in the Delaware River a quarter of a mile north of the Easton-Phillipsburg covered wood bridge. This 87' x 19' shallow draft boat had been commissioned to provide a water link between the Bel-Del railhead at Belvidere and the NY and Erie Railroad at Port Jervis. But on the fateful moment, just after the vessel had been refloated from the shallow waters around Getters Island and her power applied, a shattering explosion occurred. Passengers and many parts of the vessel were thrown high into the air in all directions. In an instant the *Alfred Thomas* was reduced to a mass of shapeless metal. Thirteen passengers died and 15 others were seriously injured in the tragedy. (*Down Along the Old Bel-Del* by Warren F. Lee)

### 1861

( ) By this year the combined population of Deerpark and Port Jervis, which had been separated from it, was 8209 and the valuation had burgeoned to \$1,443,314. Whereas when the construction of the D&H Canal began it was a quiet town of 963 inhabitants, with a total assessed valuation of \$136,764. (*From the Coalfields to the Hudson: A History of the Delaware & Hudson Canal*, by Larry Lowenthal)

( ) Captain William Park of Easton and seven other helpers navigated the heaviest raft ever floated down the Delaware up to this time, from Narrowsburg, NY to Philadelphia. The 190' x 60' raft, formed principally of wharf timber, was laden with 3,500 oak RR ties, weighed 255 tons and drew 3.5' of water. (*Down Along the Old Bel Del* by Warren F. Lee)

(May to May 1863) The D&H Canal song "As I Went Down to Port Jervis" is the story of two young sons who joined the 14th NY Volunteer Infantry of the Union Army in the Civil War which was activated for two years. (*Songs and Tunes from the Catskills and Hudson*) (*The Hudson Through the Years* by Arthur G. Adams) (Wikipedia)

(June 25) The NY and Erie Rail Road was reorganized as the Erie Railway. This was the first bankruptcy of a major trunk line in the U. S. (Wikipedia) (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely)

### 1862

(June 6) Failure to raise a guard gate in Port Jervis on the 12-mile level of the D&H Canal resulted in a flood with losses of upwards of \$20,000 to the business and residential community. Unprecedented rains filled the D & H canal to overflowing, causing a break a short distance above Port Jervis and inundating the whole lower part of town. From Wells' store on Pike Street to the depot was a swiftly running stream tearing up sidewalks, damaging streets, and undermining foundations of buildings. The whole eastern side of the street was seriously damaged. The great body of flood water was finally thrown through Ball and Hammond streets which became impassible. Finally, the guard gate was raised allowing the waters in the village to subside, revealing the break in the towpath to be in excess of five hundred feet in length. The damage repairs caused the canal to be closed for 26 days. (*Coalboats to Tidewater*, Manville Wakefield) (*The Delaware & Hudson Canalway: Carrying Coals to Rondout*, by D. H. Sanderson)

### 1863

(Dec. 23) The Erie Ry built a branch line from their main line at Lackawaxen up the valley of the same name, parallel to the D&H Canal, 16 miles to Hawley, PA, so they could load coal directly from the gravity railroad. The first car-load of coal from Pennsylvania Coal Company was loaded on this date. (*Coalboats to Tidewater*, Manville Wakefield) (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy says this railroad was finished and the first coal train was operated on Dec. 14th)

### 1864

(June 6) An all-time daily record was set when 64 boats carrying 7,579.4 tons of coal arrived at Rondout. (*Coalboats to Tidewater*, Manville Wakefield)

### 1865

( ) The Pennsylvania Coal Company began shipping coal via the Erie Railroad and their shipments via the D & H Canal decreased proportionally. (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy)

( ) The Erie Railway merged with the Atlantic Great Western Railroad to expand west to Chicago. (Wikipedia)

( ) Jasper Francis Cropsey produced his oil on canvas painting of Starrucca Viaduct, now in the Toledo Museum of Art. (*The Railroad in American Art*, edited by Susan Danly and Leo Marx)

### 1867

(Autumn) Vanderbilt begins operations to gain control of the Erie. (*High Finance In The Eighteen Sixties: Chapters From The Early History of the Erie Railway* by Adams, Adams, Stickney, Curtis, and Black)

(October 8) Gould and Fisk enter Erie board of directors. (*High Finance In The Eighteen Sixties: Chapters From The Early History of the Erie Railway* by Adams, Adams, Stickney, Curtis, and Black)

( ) The Erie became the center of the Erie War, a battle for control between wealthy stockholders, including the infamous Robber Baron, Jay Gould and the notorious railroad baron Cornelius Vanderbilt.

Gould ultimately won control with Vanderbilt conceding under threat of litigation. (Model Train Stuff website)

## 1868

(Feb. ) A meeting (the first of several) with the leading citizens of Port Jervis was held at which the method of raising the money to build a 24-mile railroad line between Port Jervis and Monticello was outlined. It was estimated that the grading, including a large amount of blasting through solid rock, would cost \$650,000, while the rail, ties, bridges, stations and other buildings, and title to the right-of-way would cost another \$350,000; or \$1,000,000 for the whole project. The estimated revenue was \$82,000 annually, with expenses of \$68,000 including interest on the railroad bonds. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

(May 4) The State of NY passed a law known as the “Town Bonding Act”, to permit townships within the state to bond themselves, within certain limits, in order to raise funds for building railroads to serve their communities. This law was intended primarily to aid in building the NY & Oswego Midland RR, but its passage made possible a number of smaller projects such as the Monticello & Port Jervis RR. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

(June 27) The Monticello & Port Jervis Railroad Company (M&PJRR) was organized to build the line between the two places. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

(Fall ) Progress dealt the canal another blow when the D & H Company (note “Canal” is removed from the name) entered into a contract with the Erie Railroad which provided that the railroad should transport the D & H Coal to the Hudson River during the winter months when the canal was closed by ice. From that date on the D & H Company entered into new contracts or leases with numerous railroad companies expanding mostly northward into New York State and the New England states. This expansion took place rapidly. The D & H Canal Company board of managers became increasingly absorbed in the great railroad expansion. (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy)

( ) The Pennsylvania Legislature granted a charter for a railroad from the Lehigh coal regions to the Delaware River at Matamoras. (Catskill Archive, *The Story of a Little Railroad and a Big Bridge*)

( ) The litigation between the D & H Canal Co. and the Pennsylvania Coal Co. was finally decided by the U.S. Supreme Court in 75 US 276 (1868). The court was of the opinion that there was no covenant, express or implied, on the part of the PA Coal Co. that it would transport on the D & H Canal all the coal brought over their railroad connecting with the canal, and judgment being given accordingly for the coal company, a writ of error was taken hence. The voluminous pleadings and testimony of this case are a treasure trove of historic documentation of the operations and activities of the D & H Canal. It is what notoriously results from a Federal case.

## 1869

( ) By this year the freight haulage of the Erie had risen to 817,829,190 ton-miles and freight revenues were \$12, 583,793. This was to be greatly augmented by new contracts with the Pennsylvania and the Delaware & Hudson coal companies, and the lease of the Jefferson Railroad from Susquehanna to Hawley via Honesdale, and to Carbondale, as well as seemingly strong traffic agreements with the Delaware, Lackawanna & Western at Great Bend and the Lehigh Valley Railroad at Waverly. These last two contracts were chiefly for the movement of coal west to Buffalo and the Great Lakes. (*Men of Erie*, Edward Hungerford)

( ) The individuals who were granted a charter for a railroad between the Lehigh coal regions and the Delaware River at Matamoras organized the Lehigh and Eastern Railroad Company to build such a railroad. This alarmed the Milford and Matamoras Railroad Company, whose charter was about to lapse and they began building their railroad. (Catskill Archive, *The Story of a Little Railroad and a Big Bridge*)

(Jan. 27) The final survey for the route of the M&PJ RR CO. was approved and bids were solicited for grading and track laying. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

(April 15) At 3:15 in the morning the NY-bound *Buffalo Express*, nine cars long, was forty minutes late and trying not to lose more as it rounded a curve in the rugged country around Carr's Rock, thirteen miles northwest of Port Jervis, NY. Its thirty-miles-per-hour speed was too much for the streaks of rust beneath it. Conductor Jasper Judd was horrified to discover that he had lost the last four cars of his train, three of them sleeping coaches. The four cars had snapped their couplings, jumped the track and hurtled over a precipice to land with shattering impact in a ravine fifty feet below. One of the cars, heated with coal stoves, immediately caught fire. The darkness was illuminated by the blazing coach as the screaming, injured, passengers roared to death and those already dead were incinerated. It was hours before doctors could reach that remote spot, to find it more in need of undertakers. The final toll was forty dead, many of them unidentifiable, and seventy-five injured, some of whom would never fully recover. This disaster, Erie's worst, caused a wave of public horror that was succeeded by indignation when an inspection of the tracks next day disclosed them to be in deplorable condition. Superintendent Riddle's March 3 report about the "rotten" condition of rails and equipment had been published by Daniel Drew as propaganda to justify his over-issue of stock for "steel rails" which he never intended to get. Riddle's "apprehension for the safety of trains" was seen to be well founded as the public was handed gruesome proof that Erie's directors—notably Drew—were more preoccupied with Wall Street profits than with any responsibility toward passengers. There was a fusillade of outraged editorials against the Erie management... (*Jim Fisk: The Career of an Improbable Rascal*, by W.A. Swanberg)

(April 15) Ground was broken for the new M&PJ RR. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

(April 20) The *Port Jervis Union Gazette* reported on one of the largest breaks on the canal occurred near Culvert Book at Cuddeback's Bridge which washed out over 8,000 cubic yards of earth through an opening 600 feet long. When the canal broke, two empty boats which were on the way back to Honesdale were drawn through the opening. A force of about 300 workmen were engaged in making repairs. The two boats which were washed out were put back into the canal by use of blocks and tackle at canal company expense. (*Coalboats to Tidewater*, Manville Wakefield)

(May 10) One of three brakemen on each train were eliminated by the Erie Railway. In retaliation, brakemen blocked freight trains at Port Jervis until the order was rescinded on the 13th. (*The Story of Erie*, E.H. Mott - 1908)

(May 28) Erie Railroad Port Jervis brakemen petitioned the Erie for a wage increase from \$1.75 to \$2 per day. (*The Story of Erie*, E.H. Mott - 1908)

(June 6) Erie Port Jervis brakemen went on strike and the Port Jervis yard was blocked with freight and coal trains. (*The Story of Erie*, E.H. Mott - 1908)

(June 8) The Erie agreed to the employees demands and work resumed, but intermittent work disruptions continued. Finally, Jay Gould and James Fisk went to Port Jervis in November with several hundred men

to replace the strikers. That temporarily broke the strike but labor unrest continued in the area for years. (*The Story of Erie*, E.H. Mott - 1908)

(July 14) On this night, Engineer James Griffin pulled his Erie freight into a siding at Mast Hope, PA, twenty-eight miles northwest of Port Jervis, to let westbound Express Train No. 3 pass on the main line. Griffin fell asleep in his cab, then awoke in some confusion, believing that the express had passed. He headed out onto the main line just as the express rounded a curve and bore down on him at top speed. The collision was frightful, spinning one locomotive around, spilling hot coals from the firebox and setting the station and one crumpled passenger car ablaze. Nine passengers were burned to death in the car, one of them the Rev. Benjamin Halleck of NY, who was uninjured by the crash but pinned by wreckage and held fast while rescuers vainly tried to save him. "He coolly gave directions as to the best way to extricate him," related a historian, "as the flames closed in about him, and he met his awful death without a murmur or groan." Ten passengers were injured, and among the dead were three burned beyond recognition. (*Jim Fisk: The Career of an Improbable Rascal*, by W.A. Swanberg)

(Sept.) The D & H Canal Co. contracted with the Erie Railroad to transport the company's coal from Honesdale to Weehawken during the winter months. (*Delaware & Hudson Canal: Past & Present* by Diann Vacox, NPS)

(Nov. ) The brakemen in the Port Jervis area were working on three-quarter time and even then their paychecks were slow in coming, so they went on strike. This caused a disastrous blockade of freight on the main line. Fisk hurried to Port Jervis with a gang of strikebreakers and special deputies who had orders to shoot anyone interfering with the movement of freight. The strikers were furious, says Mott, and "the peace of the community was greatly disturbed." Yet Fisk had the nerve to appear there in person, "and his appearance was greeted with shouts and hearty cheers and expressions of delight from the very men he had ordered shot - such was the magnetism, the personal power of this inexplicable man." (*Jim Fisk: The Career of an Improbable Rascal*, by W.A. Swanberg)

( ) Port Jervis was the second dining station on the Erie and was abandoned in this year as dining cars on the trains took its place. (*The Story of Erie*, E.H. Mott - 1908)

( ) The first steel or steel-capped rails were put down on the Erie. They were made at Trenton. (*The Story of Erie*, E. H. Mott)

## 1870

(Jan. 6) The *Port Jervis Evening Gazette* reported "About 300 canalboats are frozen in on the line of the D & H Canal, with cargoes aggregating 37,000 tons. There are 9,000 tons on the Rondout docks and frozen in on boats at that place are 4,500 tons more." (*Coalboats to Tidewater*, Manville Wakefield)

(March ) The bridge across the Delaware River between Port Jervis and Matamoras, PA which had been built by the Erie Railroad and had been waiting twenty years for the Milford and Matamoras Railroad to be built up from Milford and cross it, was blown down by a violent gale or windstorm. The Erie engaged in corporate and legislative shenanigans and litigation to avoid the rebuilding of the railroad bridge. The end result was that in 1871 a new road bridge, known as the Barret Bridge was built across the Delaware River at the foot of Pike Street, Port Jervis and the proceedings against the Erie were withdrawn. (Along the Delaware River, by R. C. and C. E. Albert) (Catskill Archive, *The Story of a Little Railroad and a Big Bridge*)

(June ) The D & H Canal Co. contracted with the Erie Railroad to, on or before this date transport D & H coal on favorable terms and "Construct a railroad from Carbondale to their main line at Susquehanna to

Rochester and Buffalo.” This was the first in a series of such agreements to rapidly acquire and control other railroad lines. (*Delaware & Hudson Canal: Past & Present* by Diann Vacox, NPS)

( ) In this era Port Jervis was a center for excursions on the D & H Canal which was a tourist attraction. Many groups enjoyed visiting the scenic areas along the canal. (*The Delaware & Hudson Canal and the Gravity Railroad* by M. M. Osterburg)

(Nov. 29) The first M&PJ RR passenger train of record with Erie locomotive No. 14 and three coaches departed north from Port Jervis for the end of track. When they returned to Port Jervis, the party went to the Delaware House, across the tracks from the Erie station. An elegant supper of oysters, venison, quail, roast beef, roast turkey, and luscious fruit was served. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

## 1871

(Jan. 23) The formal opening of the M&PJ RR took place. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

(Summer) Several special picnic excursions were run to two miles south of Monticello on the M&PJ RR – the largest being for the Grand Masonic Picnic of Port Jervis Lodge No. 328. The Erie’s finest locomotives and coaches were utilized. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

( ) The Erie was so short of serviceable locomotives that there was a disastrous freight blockade at Port Jervis, where “the sidings were packed with trains for miles.” (*Jim Fisk: The Career of an Improbable Rascal*, by W.A. Swanberg)

## 1872

(Early) The Erie RR 1871 Annual Report had a page devoted to the M&PJ RR and the stewardship of the big brother. Gross earnings were less than a third of the \$82,000 estimated by the promoters in 1869... Business on the line was insufficient to justify its construction. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

(July 2 & 4) Port Jervis became a center for excursion trips on the canal. J. L. Burton outfitted a packet boat for excursion purposes and named it Dyberry after the headwater stream at Honesdale. To publicize the new craft, Mr. Burton invited 300 friends to accompany him on a trip to Butternut Grove, located between Port Jervis and Huguenot. On the way home, A fife and drum corps made things seem lively and a most delightful time was spent by all on board. Captain Burton provided a bountiful supply of iced lemonade, and some of the guests brought large baskets, from which a pleasant supper was extemporized. Two days later saw the Dyberry doing a big business, carrying the Independence Day visitors between Port Jervis and Sparrowbush. (*Coalboats to Tidewater*, Manville Wakefield)

(Aug. 2) The Delaware Council No. 10, Order of the American Mechanics arranged for a grand picnic and excursion. The picnic was held in Butternut Grove and the excursion made on the Dyberry. The Erie Band was engaged to discourse the music. And so it went all through the summer, one exhilarating excursion after another. For the Dyberry and Captain Burton it was not to last. The railroads quickly caught on to the idea and by the next summer they quickly drew the customers away from the towpath and the tiller. (*Coalboats to Tidewater*, Manville Wakefield)

( ) The first Barrett Bridge across the Delaware River between Port Jervis and Matamoras, PA was built and opened. See 1875. (*Along the Delaware River*, by R. C. and C. E. Albert)

( ) The D&H Canal carried to tidewater its peak load – 2,930,333 tons of coal. (*The Delaware & Hudson Canalway: Carrying Coals to Rondout*, by D. H. Sanderson) (*Roebing's Delaware & Hudson Canal Aqueducts* by Robert M. Vogel)

( ) Pullman coaches began running on the Erie. (*The Story of Erie*, E. H. Mott)

#### 1874

(June) The M&PJ RR went into receivership. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

( ) The D & H Canal Co. had in operation 1,029 boats with 3000 men and 2000 mules or horses. (*Immigrants and the Delaware & Hudson Canal Company* by Bill Merchant)

(Sept. 11) "Home News": At Port Jervis, NY on a single evening not long since, there were assembled not less than 1,615 cars and 101 locomotives belonging to the Erie railway. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

#### 1875

( ) The first Barrett Bridge between Port Jervis and Matamoras, PA was destroyed by an ice jam. (*Along the Delaware River*, by R.C. and CC.E. Albert)

(January) The “1st Annual Convention” of the Brakemen’s Brotherhood was held in Hornellsville with representatives of three lodges attending: Hornellsville; Port Jervis, NY; and a third lodge, not identified. In certain respects it seemed to have been formed in the image of the Brotherhood of Locomotive Engineers. It provided the services of a benevolent society, possessed its own meeting hall, and met in secrecy on a weekly basis to conduct its business. But, in significant ways it diverged from the organizational style adopted by the engineers. Brakemen did not hesitate to join with other trades in strikes. In fact, they were the central figures in all major work stoppages of the 1870’s. Their brotherhood provided an organizational umbrella for industrial action. More important, it seems clear that the Brakemen’s Brotherhood assumed rather early the form of a nascent industrial union of railroad workers. (*A Generation of Boomers* by Shelton Stromquist)

(May 26) The Erie Railway was bankrupt and went into receivership. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best) (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely)

(June 15) The Unprofitable Erie lease of the M&PJ RR was terminated and the small railroad was told to buy its own locomotives and rolling stock. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

(July 7) The M&PJ RR was sold at auction and on July 16 reorganized as the Port Jervis and Monticello RR. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

(Sept. 18) The Port Jervis & Monticello RR purchased a second-hand locomotive from the Delaware & Hudson RR and brought it and a coach to Port Jervis under its own power. They later acquired another locomotive and some freight and more passenger cars. This latest locomotive was acquired from the Morris & Essex RR and had been built in Paterson. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)



## 1876

( ) In the first half of the year 1,400 rafts containing 70 million feet of lumber were floated down the Delaware River. (*Down Along the Old Bel Del* by Warren F. Lee)

(July 21) On Monday morning an extra to No. 3 on the Erie passed through (Port Jervis) with 180 U.S. Soldiers on their way to the seat of the Indian War. They were from the 3rd Artillery, Fort Hamilton, N.Y. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

( ) The second Barrett Bridge across the Delaware River between Port Jervis and Matamoras, PA was built and opened. See 1903. (*Along the Delaware River*, by R. C. and C. E. Albert)

## 1877

(Jan. 19) The Delaware Division of the Erie has been blockaded by the late snowstorms and ice to a greater extent, it is said, than ever known in the history of the road. During Tuesday and Wednesday about 100 men were engaged in shoveling snow and ice from the track between Lordville and the eastern end of the division. Among this number between 40 and 50 were extra men. Tuesday Engineer Ware arrived here with 40 men and put them at work between Lordville and Stockport. The "flanging" of the track on the division was about completed on Wednesday and most of the extra men were dismissed. Trouble, however, may be yet expected, as whenever a thaw comes water will run and freeze on the rails and thus cause a serious impediment to the moving of trains. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

( ) A raft, 80' x 200' with 160,000' of square timber and top loaded with 165,000' of hardwood passed down the Delaware River. It was the largest seen to date. (*Down Along the Old Bel Del* by Warren F. Lee)

(Nov. 16) The Erie company have given orders for the number of every locomotive, day and night, to be telegraphed to Jersey City the minute it passes the various depots, so that the precise location of every train on the road will be known and at all times. Railroading is getting to be one of the exact sciences. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

(Nov. 28) The Port Jervis & Monticello RR developed a habit of making high speed runs over their road. On this fateful day carelessness caused a head-on collision which caused the railroad many thousands of dollars. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

## 1878

(June) The Erie Railway was sold via bankruptcy reorganization to become the New York, Lake Erie and Western Railroad. (Wikipedia) (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely)

## 1879

( ) In a single day 100 rafts containing 25 million feet of lumber passed down the Delaware River. (*Down Along the Old Bel Del* by Warren F. Lee)

(May 15) A small steamboat named the *Kittatinny* was taken up the D&R Canal Feeder to Bulls Island, where it was locked into the Delaware River. It passed up the river to the Delaware Water Gap where the owners planned to run trips to Port Jervis. In attempting to ascend the Delaware she struck a rock at Milford, PA and was badly damaged. After repair and return to the Gap another trip was attempted, but

*Kittatinny* steamed out into the river, struck a rock and sank on May 15th. (*Down Along the Old Bel Del* by Warren F. Lee)

## 1880

(April 27) The small steamboat *Kittatinny I*, owned by the Broadhead brothers made its first and undoubtedly the only steamboat voyage on the Delaware River between the Delaware Water Gap and Port Jervis. Hence, this voyage, which took approximately seven hours to make on the upstream journey, achieved the goal that was assigned to the ill-fated *Alfred Thomas* almost twenty years before. (*Down Along the Old Bel-Del* by Warren F. Lee)

(June 22) The entire trackage of the Erie RR was converted from 6' gauge to standard gauge – 4' 8.5". This allowed the direct interchange of cars between the Port Jervis and Monticello and the NYLE&W at Port Jervis as well as with other railroads at major terminals like Buffalo and Jersey City. (Wikipedia) (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely)

(July 29) The first passenger car on the Erie, lit with gas, went east on the fast train No. 8 on Monday. There are four large burners on a side, with two large reservoirs under the car for the gas. The gentleman in charge reported the working of the new light a grand success. It will probably be placed on all the Erie passenger cars in time. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

(Oct. 8) General Grant passed through Hancock on Erie train, 8 o'clock Saturday evening. The train was two hours late and only stopped a short time. The few who could shook hands with the General. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

## 1881

(May 26) The watchmen along the Delaware division of the Erie railroad, receiving \$1.00 a day, have been given a ten-cent increase per day. They work from six in the morning until six at night. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

(June ) The Port Jervis & Monticello RR purchased a new standard gauge locomotive from Dickson Locomotive Works of Scranton, PA and brought it back under its own power to Port Jervis. Two second hand, standard gauge, coaches were acquired from the New Haven RR. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

(July 31, Sunday) A total of 200 men were assembled at Port Jervis, boarded a special Port Jervis & Monticello train which stopped every two miles to let off a group of men and it then made a fast return to Port Jervis. Each group of men pulled spikes, worked the 6' gauge rail over to the new standard gauge position and spiked it down at 4' 8.5", finishing at 8:30 am Monday morning. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

## 1882

( ) Tri-State Rock monument was placed by the National Geodetic Survey. It marks the meeting point of the boundaries of NJ, NY and PA, historically called Carpenters Point, accessed via the road located in Laurel Grove Cemetery in Port Jervis, NY. (National Geodetic Survey)

(June 15) Hereafter all the passenger trains on the Erie road are to burn hard coal. As fast as the change can be made, the locomotives will all be changed to hard coal burners. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

( ) A preliminary examination of the Delaware River between Trenton and Port Jervis was authorized by the River & Harbor Act. The ensuing report found the cost of improvements to be unjustified as benefits would accrue solely to a declining lumber business. (*The District: A History of the Philadelphia District, U.S. Army Corps of Engineers: 1866 – 1971* by F.B. Snyder and B. H. Guss)

(Oct. ) An accident took place involving a loss of a large amount of property at bridge number two on the Erie Railroad, three and one-half miles west of Port Jervis. A seventy-one-car freight train broke in two three quarters of a mile west of the bridge where there is a heavy down grade... the two sections coming together on the bridge. Two flat cars were loaded with large walnut logs. The logs, broke loose from the fastenings that held them secure and the logs projected outside the car, stripping the railing along the bridge until the cars reached the portion crossing the D & H Canal. At this point there was a superstructure of iron girders and braces that supported the bridge. The huge logs, crashing into this network of iron, tore it from its fastenings: the weakened bridge gave way, and fifteen cars were hurled into the canal. Telegraph poles, both along the Erie and the canal, were torn down and for a short time communication be this means was destroyed. The cars that went down with the bridge were ten loaded with wheat and oats, two of flour, two of walnut logs and one of oil cake. They drew off the water of the canal and a large force of men worked earnestly to clear away the debris and cargoes. The novelty of a freight train in the canal attracted hundreds to the scene from Port Jervis. In spite of efforts of officers and employees, every train that ran out to the wreck and back was loaded with sightseers, including women and girls. (*Coalboats to Tidewater*, Manville Wakefield)

#### **1884**

(June) Among the other types of boats that sometimes plied the coalway was the steam yacht “Minnie” of Rondout, utilized by Paymaster Larter, of the D&H Canal Co., as a means of conveyance, in making his payments... (It) arrived in Honesdale and was greeted by a large gathering of babies, children, youth, middle-aged and old people. It was the first thing in the way of a steamboat ever seen in the borough, and as such was an object of great curiosity to many. Hundreds doubtless viewed it who had never witnessed anything of the kind before. The return trip was made in less than two days, not running any at night. (*The Delaware & Hudson Canalway: Carrying Coals to Rondout*, by D. H. Sanderson)

#### **1885**

(Aug. 5-6) A northeast storm with heavy rain and strong winds caused widespread flooding and precipitated the famous Bolton Basin Break in the Sparrowbush section. There, the canal embankment was badly washed out at two points. At the first one, 100 feet of the bank was torn out to a depth of 20 feet below the bottom of the canal. There were a large number of canalboats tied up for the night, and when the break occurred many were caught in the surge of water sweeping through the basin to the breach. Three of the boats became wedged together just west of the bridge over the canal. This effectively blocked off the flow of water to the break, backing the swirling water up until the second break occurred about one thousand feet west of the first break. The second break was even more serious than the first. The bank for 200 feet was carried away and with it earth from the bottom of the canal to a depth of 20 to 25 feet. A boat loaded with coal was broken from its fastenings and carried through the gap for 200 feet and nearly out into the Delaware River and was a total loss. There were nineteen other boats in the basin, twelve being loaded and eight were empty. Two of the light boats were badly sprung and virtually beyond repair. Before the breaks occurred the boatmen and their families left their boats as the water started inching towards the top of the towpath. The next day the boats lay twisted around in all conceivable directions, with the waters of the Shinglekill still rushing through the great gaps in the towpath – It was the worse break that had ever occurred along the line of the canal. (*Coalboats to*

*Tidewater, Manville Wakefield*) (*The Delaware & Hudson Canal and the Gravity Railroad* by M. M. Osterburg) (*Port Jervis* by M. M. Osterburg) (*The Delaware & Hudson Canalway: Carrying Coals to Rondout*, by D. H. Sanderson)

## 1886

(July 15) Beginning Sunday, a fast newspaper train will be run over the Erie railway, leaving Jersey City at 2:45 a.m. and reaching Hancock at 6:32, Susquehanna at 7:17, and Elmira at 9:15. This train has been chartered by a combination of New York Sunday papers . . . The idea being to supply the people living along the Erie and its branches with papers, at an early hour, and also to extend their field to points in the western part of the state. This newspaper train consists of an engine and two cars and is the fastest on the road, its running time on the rails being fifty miles per hour. The train will make, we understand, but four stops between Jersey City and Elmira, bundles of papers being thrown off at every station where they are ordered. (Note: Discontinued in November, 1886) (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

(Aug. ) The first express refrigerated rail car manufactured for that purpose was built by the Erie Railroad. They were equipped with: speed rated trucks and brakes; an air-line for pneumatic braking; communication signal air-line; and steam line for train heating when placed ahead of passenger cars. (www.FreightWaves.com)

( ) The Erie replaced the United States Express Company with its own Erie Express which was purchased by Wells, Fargo & Co. in 1888 which paid the Erie 40% of the express earnings. (*The Story of Erie*, E. H. Mott)

(Nov. 6) The Port Jervis & Monticello RR was again auctioned in a foreclosure process – this time a local Port Jervis druggist, Mr. George Lea, placed the highest bid - \$\$20,100. Lea in turn sold the railroad immediately to the Honorable H.R. Low of Port Jervis for an undisclosed amount. The line was reorganized and renamed the Port Jervis, Monticello & NY RR. They announced that they would immediately proceed with construction of an extension from Monticello for five miles to a connection with the NY Ontario & Western RR. What actually occurred was that the PJ, M & NY RR built an extension of 17 miles over easier grades from Huguenot, 4 miles north of Port Jervis, to a connection with the NY O & W at Summitville. They anticipated a large volume of Anthracite coal from the Erie via their line to the O&W and via the new Poughkeepsie bridge to New England via the New Haven RR. But, this did not happen. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

## 1887

(June 28) The Erie began to develop as its own specialty, the swift transport of fresh fruits and vegetables from California and from elsewhere in the Far West and Southwest into the New York area. On this date a Central Pacific refrigerator car arrived at Jersey City, hauling a shipment of 806 boxes of plums, apricots, and peaches from Yacaville, California. It was unloaded at Jersey City and hauled by wagon via the Erie ferry over to a building on the south side of Bowling Green, NYC, where it was auctioned—and a mighty business had begun. (*Men of Erie*, Edward Hungerford)

## 1888

(Mar. 11) Wells Fargo & Co. took over the plant of the erstwhile Erie Express Company and was already placing its signs and call-cards along the entire length of the NY Lake Erie & Western Railway. They already had hundreds of express wagons and twice that number of horses servicing New York City. Over

the Erie each night out of Jersey City ran two of the fastest trains on the road, Number Nine and Number Thirteen and at Chicago they connected with Santa Fe Seven (a/k/a Fargo Fast) for the west coast. The Erie was not the most direct route between New York and Chicago, but it was a well-operated and dependable railroad, and the affiliation between it and Wells Fargo continued for many years. At the close of the business day, the 400 wagons of the Wells Fargo fleet in NYC and Brooklyn took the Erie ferries to Jersey City where the thousands of packages were sorted and placed in cars for designated cities. At 8 pm the car doors were locked and Number Nine departed. The procedure was reversed for eastbound Wells Fargo traffic. (*Wells Fargo: Advancing the American Frontier* by Edward Hungerford)

(June 21) The Erie Railroad contemplated a diversion of Monticello freight traffic to the NY Ontario & Western RR and served notice that Monticello trains could not use the Erie station at Port Jervis. The PJ, M & NY RR found the switch where they entered the Erie track spiked shut. The PJ, M & NY RR built a temporary platform at the Jersey Avenue crossing and their passengers by horse drawn omnibus to and from the Erie Port Jervis station. The Erie backed down and soon permitted the resumption of freight interchange and later allowed the PJ, M & NY RR to use their Port Jervis station again. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

(July 19) The Erie has now completed stone ballasting of its road for a distance of 200 miles from New York. The ballast is 18 inches in depth, and gives a pleasant elasticity to the road bed as trains fly over it. Now, 74 pounds to the yard, steel rails are being substituted as the continued improvements are being carried on. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

(July 25) The Robbins Circus had arrived in Port Jervis in a train of 19 cars via the Erie RR from Susquehanna, PA. Due to heavy grades, the Port Jervis and Monticello RR divided the train into three sections for movement to Monticello. The last section was about two miles from Monticello when the engineer discovered that the second car was on fire. The train was stopped immediately; the car door opened; and flames burst out. With difficulty the two men in the car got out, but the two elephants and the two scared white Brahma bulls which were chained to the car perished. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

(Aug. 5) The Erie has ordered twenty new hard coal burning engines for use on its passenger trains. The engines are to be equipped with all the latest improvements, are to possess great power, and are to be built with special reference to speed, from 65 to 70 miles per hour being expected of them. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

(Late Dec.) The Poughkeepsie Bridge over the Hudson River was completed and the first train crossed. Maybrook, NY Yard was developed to funnel traffic from the west, via several railroads, over the new bridge. (*The Railroad Switching Terminal at Maybrook, NY: Gateway to the East* by Mark Newman)

### **ca. 1889**

The Mule Club began an excursion in two Lehigh Coal & Navigation Co. canalboats on a most novel trip which began at Trenton; went north to New Brunswick via the Delaware & Raritan Canal; the Raritan River and the Kills to the Hudson River to Rondout, NY; through the Delaware & Hudson Canal to Honesdale, PA & return; south to Jersey City and through the Morris Canal to Phillipsburg and across the Delaware River to the Delaware Canal; south to Bristol, PA and the Delaware River to Philadelphia, all in about three weeks. (From an undated news clipping - original in Trenton, NJ, Public Library)

## 1889

(Apr. 1) The PJ, M & NY RR extension to the O&W at Summitville was opened and an excursion to NYC which was operated on the first Sunday was jammed with Port Jervis residents who were traveling for the scenery but not for the convenience. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

(June 13) In 1888 the stone business done along the Delaware division of the Erie railway amounted to a million dollars, gross. Of this the Erie got about \$200,000 for freight. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

## 1890

( ) The largest timber raft ever assembled, with 500,000' of switch timber and 5,000 ties was sent down the Delaware River. (*Down Along the Old Bel Del* by Warren F. Lee)

( ) The three-story brick building now known as the Erie Hotel and Restaurant was built. It has had many names and owners over the years. After a 1994 fire severely damaged the structure, it was completely restored. The first floor features a restored bar, railroad momentos and many framed historical photos of downtown Port Jervis. The Erie Hotel remains functional with ten rooms for guests. (Port Jervis website)

## 1891

(Sept. ) A merry party of young people, six gentlemen and five ladies chartered at New York City the Hunt & Donaldson freighter, Iowa, captained by Lewis N. Edsel for a two week's tour up the D&H Canal. The boat was very tastily arranged for comfort and convenience during the trip. The walls were prettily decorated and the floors adorned with Turkish and Afgan rugs of many hues. An upright piano was on board to while away the hours on the raging canal. The party had also provided for the inner man by having a steward and cook to accompany them. It is the intention of the excursionists to tarry at the various points of interest along the canal and take views and sketches, some of the young men being expert amateur photographers and one of the young ladies an artist of celebrity... (*The Delaware & Hudson Canalway: Carrying Coals to Rondout*, by D. H. Sanderson)

## 1892

(Aug. 17, 18, 19 & 20) "Special train service on the Port Jervis Monticello & NY RR between Port Jervis and Columbia Park on account of (horse) races of Orange County Circuit. Fare for the round trip 15 cents. Masonic Fair, Murray's Hall, Monticello, Thursday, Aug 19th Special Moonlight Excursion. The Erie Band will be in attendance." (Broadside - *Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

( ) The Port Jervis railroad station was built; designed by Grattan & Jennings in the Queen Anne style. It is listed on the National Register of Historic Places and is no longer used for railroad purposes. (Minisink Valley Historical Society) (Library of Congress) (*Next Station Will Be... Vol. VII, Port Jervis, Susquehanna, Scranton*) (*A Pictorial Review, Erie, Vol. 1*, by Edward F. Gardner)

## 1893

(May 4) The clearance car from the Pennsylvania railroad, the mission of which was to inspect the road, went by Hancock on Train 27. It was a flat car surmounted by an arch, and on top of the arch wooden pegs. Any projection too close to the track would knock off the pegs. There was a place in the ledge

between the Basket and the Eddy that they struck. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

(May) A nationwide Panic forced the NYLE&W into bankruptcy again. (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely)

(July 20) A Generous Act. The Erie will give its employees free transportation to the World's Fair in Chicago. These passes will not be honored on Train 5, and will only be issued to employees three months or more in the company's service, and will be limited to 15 days. Good in day coaches. A reduced rate for sleeping car accommodations may be obtained if desired. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

(Aug. 17) Word was received by the Erie carpenters at Narrowsburg this morning to close and board up ten towers on the Delaware division. This will lay off 20 operators. The towers which have been closed up are as follows: Shohola, Westcolang, Narrowsburg, west of Narrowsburg, between Cocheton and Callicoon, Rock Run and Hancock, Hankins and Basket, west of Lordville, west of Stockport, west of Hales Eddy. This involves the discharge of two operators at each tower, each receiving \$45 a month. The savings to the company will therefore be \$900 a month. (*Port Jervis Union*) (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

(Nov. 23) The Erie is introducing a new feature in the strengthening of tracks around curves. Car-loads of large braces are being distributed along the line which will be placed along every curve. These braces are so constructed as to hold the tracks in a vice-like embrace and the tracks will, when thus reinforced, withstand tremendous pressure. These braces will obviate the danger of spreading rails. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

## 1894

( ) The present Mill Rift bridge 90.84 was constructed. It is a pin connected steel, Pratt Deck Truss bridge built to carry the Erie main line over the Delaware River between Sparrow Bush, NY and Mill Rift, PA, south of Cherry Island, about 4 miles NW of Port Jervis. Originally 2 tracks, now only one track. (HAER report, Library of Congress)

( ) The Erie RR Lackawaxen River bridge 110.54, spanning the Lackawaxen River at Lackawaxen, PA was built. It is a 591-foot-long steel, pin-connected Pratt Deck Truss bridge built for two tracks and now only one track. It has been documented by the Historic American Engineering Record. (HAER report, Library of Congress)

## 1895

( ) The Port Jervis and Monticello Railroad was leased to the NY, Ontario & Western Ry. (Minisink Valley Historical Society)

(June ) Another “tourist” group attracted wide attention when the Kit Kat Club chartered boat No. 3304 and put her in condition for a D&H Canal voyage conveying a dozen artists and an equal number of their friends: Around her is stretched a strip of canvas in a frieze of black cats. Half way the length of the boat is a fresh white awning, and at her bow is a pennant with a running cat, like those on the frieze. There is another pennant at her stern and strings of Chinese lanterns run from the flag pole at each end to the awning. In place of the sand and brick dust that lay on her deck when she was still in trade, there are Turkish rugs and colored blankets with camp chairs and sofa pillows. Art has done much for No. 3304, and now her best friends wouldn't know her. If they thought they did, there would be no way of proving

it, for over the old number on her stern a piece of white canvas has been dropped, and this has a cat in a triangle painted on it, too; and under this are the words “Kit Kat,” which is the new name of the old boat. With the exception of a small space in the stern which has been set aside for the cook and the other two members of the crew, one of whom is a driver, the club members have the whole of the boat to themselves... The cruise will last two weeks, and the boat will stop at any spot which proves attractive to the artists. When they reach Port Jervis they will leave the boat and the Kit Kat will lose her flags and her rugs, her awning and her lanterns, and become No. 3304 again, and when art has deserted her, go back to trade. (*The Delaware & Hudson Canalway: Carrying Coals to Rondout*, by D. H. Sanderson)

(June 21) “There is a rumor current among the D&H Canal Co’s employees that the Company has decided to abandon the canal east of Summitville, and that coal from Honesdale, after having been carried in boats as far as Summitville, will be placed on Ontario & Western cars at a point midway between Summitville and Phillipsport, at Rose’s Lock. If the report be true, there will be seventy-four miles of canal abandoned. Boating is very poor on the canal and many little girls are seen driving the teams, their service being much more cheaply obtained than that of men or boys. (*The Delaware & Hudson Canalway: Carrying Coals to Rondout*, by D. H. Sanderson)

(Aug. 29) The NY Lake Erie & Western emerged from receivership as the Erie Railroad. The Erie diamond, previously used by the NY Lake Erie & Western RR was re-used for the newly reorganized Erie RR. (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely) (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

(Nov. 14) The famous financier J. P. Morgan helped reorganize the NYLE&W as the Erie Railroad and they purchased the Chicago & Erie Railroad the same year. (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely)

## 1897

(Dec. ) The D&H Canal Co. showed that canal coal transportation costs per ton were \$1.15 compared with rail costs of \$.87. In mid-December they announced that beginning at the opening of navigation in 1898 the fleet will consist of about 450 boats, which will be handled by about 200 boatmen, to be chosen by the Superintendent... No particular boat will be assigned to a boatman, but he will be ordered to take a light boat from Rondout through to Honesdale, and on arriving at the latter place he will immediately be given another boat (the first one ready) and proceed with it to Rondout, returning in like manner from Rondout with a light boat immediately upon arrival there. Thus there will be no delay at either terminus of the canal, and it is expected that each boatman will be enabled to make from twelve to fifteen trips per season. (*The Delaware & Hudson Canalway: Carrying Coals to Rondout*, by D. H. Sanderson)

## 1898

(Jan. 15) The Port Jervis Electric Street Railway Co. opened. It went 3.3 miles from East Main, Ball, Fowler, Jersey, Front, Pike and West Main Streets to Riverside, a/k/a Port Jervis to Sparrowbush. Later a 1-mile branch was added and the total track mileage was 4.4. The system was standard gauge with 56 lb. “T” rail and they had 3 box motor cars and 3-four wheel open or closed passenger cars. The powerhouse and a carbarn / maintenance facility were located in Germantown or West End. (Minisink Valley Historical Society) (*Poor’s Manual*, 1910) (*Port Jervis* by M. M. Osterburg)

(Summer) The chartered launch “D & H” steamed up the entire canal. During that tour, a photographer rode along and recorded the final scenes of the canal’s operation. (*The Delaware & Hudson Canal and the Gravity Railroad* by M. M. Osterburg)



(July 15) The first New York Volunteer Regiment, which is made up of Separate Companies from this part of the state, will pass through Hancock this evening, on its way to San Francisco, from which place it will be shipped to the Philippines. It is announced that the regiment will leave New York at 2:15 p.m. on the Erie, and it should go through here in the neighborhood of 7 o'clock. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

( ) The Milford and Matamoras Railroad was never built, although a corporation known as the Milford, Matamoras and New York Railroad Company constructed, in this year, an iron railroad bridge on the foundations of the old Erie bridge, and built a railroad from Port Jervis across it to certain slate gravel beds below Matamoras. It was their intention to extend the railroad to Milford at some time. (Catskill Archive, *The Story of a Little Railroad and a Big Bridge*)

(Oct. 27) The special train on the Erie bearing Colonel Theodore Roosevelt, Republican candidate for Governor, arrived in Hancock Monday afternoon shortly after 1 o'clock, and the Colonel and party were given an enthusiastic reception, two cannon in the rear of the depot also booming out a welcome. As the train came to a stop, about 1,000 people crowded around the rear of the end of the car. William A. Hall, ex-president of the village of Hancock, mounted the steps of the car and introduced Mr. Roosevelt as he appeared in the door. The Colonel of the "Rough Riders" was greeted with three cheers . . . (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

(Nov. 5) Some idea of the drop of business on the D & H Canal can be gauged when it is realized that in 1890 there were 800 D & H boats on the canal, but by 1898 there were only 387 still in operation. The Delaware & Hudson Canal continued its useful life as a coal carrier until Nov. 5th, when boat No. 1107, in command of Captain Frank Hensberger left Honesdale for Rondout. (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy) (*Coalboats to Tidewater*, Manville Wakefield) (*From the Coalfields to the Hudson: A History of the Delaware & Hudson Canal*, by Larry Lowenthal)

( ) After the D&H Canal was abandoned the water supply reservoirs were sold and evolved differently into "summer homes" communities, a title used by the early railroads in promoting the Catskill resort trade. (*Wolf Tales, 75th Anniversary* by S. David Phraner)

## 1899

(Early ) The Delaware Valley and Kingston Railroad was chartered for the express purpose of constructing a railroad over the route of the D & H Canal from Kingston to Lackawaxen, there to connect with the Pennsylvania Coal Company's road and thus deprive the Erie Railroad of that company's traffic. The Erie – acting quickly to defeat this scheme, purchased outright the railroad property of the Pennsylvania Coal Company which it had operated under a lease agreement and as a further safeguard, bought up the right of way of the canal, thus preventing any competitor from building over a parallel route. This was the final disposition of the corpse of the old canal. (*The Delaware and Hudson Canal: A History*, by E. D. LeRoy)

(Apr. 28) The Delaware & Hudson Canal Company made a change in its corporate name by dropping the "Canal" and it became simply the Delaware & Hudson Company and it then focused on railroads. (*Old Towpaths* by Alvin F. Harlow) (Wikipedia)

(Aug. 9) The Erie Railroad acquired the capital stock of the Pennsylvania Coal Co. and thus became the overseer of the D & H Canal that was becoming a sanitation problem. On this date the railroad issued a warning that people must cease throwing things into the canal that would pollute the water. (*Coalboats to Tidewater*, Manville Wakefield)

(Sept. 18) A head-on collision occurred in Port Jervis between Port Jervis, Monticello & NY locomotives Nos 5 & 7. The two were so locked together that it was necessary to call Erie wreckers to release them. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

(Nov. ) The Delaware Valley and Kingston Railroad Company was incorporated to build a railroad along the route of the abandoned Delaware & Hudson Canal to haul coal from the Pennsylvania Coal Company to tidewater and caused alarm to the Erie and their coal traffic from the same source. The Erie quickly protected itself by purchasing outright the Pennsylvania Coal Company's rights and franchises and properties for \$37,000,000. (*The Story of Erie*, E.H. Mott - 1908)

(Nov. 23) A train robbery occurred at the Port Jervis, Monticello & NY RR Main Street Station in Port Jervis. A night watchman was jumped by several masked and armed men. They bound and gagged him but he managed to get free and stop the train on which the robbers were trying to escape. The robbers were not caught. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

( ) The Erie Pond Eddy station, MP 98.4, was built. (*Next Station Will Be... Vol. VII, Port Jervis, Susquehanna, Scranton*)

### **Early 1900s**

The Delaware Valley Transportation Company operated a motorbus from Port Jervis to Milford, PA.

### **1900**

(Mar. 15) President Fowler of the NY Ontario & W RR announced at a railroad commission hearing that his road now owned the Port Jervis, Monticello & NY RR, and thus automatically owned the Kingston & Rondout Valle RR. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

(May 31) Last week the Erie officials placed 10,000 wall-eyed pike fry in the Delaware at Lordville, and 10,000 each at Stockport, Hancock and Hale Eddy. (*The Erie as Seen From a Lineside Newspaper – Emily Homer*)

### **1901**

(June 21) The Erie Railroad public timetable advertised service to Monticello , White Lake and stations on the Port Jervis, Monticello and NY R.R. Through Pullman Parlor Car service was also promoted from NY (Jersey City) and Monticello, via Port Jervis. (*The NYO&W'S Port Jervis & Monticello Branches Part 1, The Steam Era*)

(August 22) Last week the water from the Neversink river was shut out of the D & H Canal and the waste gates of the canal raised so that the water from the seventeen mile level, between Summitville and Rose's Point has been drawn off. The canal has been emptied between Rose's Point and Port Jervis (sometimes by cutting openings in the bank). The people living along the canal have appealed to the State Board of Health. Suits for heavy damages are threatened by boarding house keepers, and many boarders threaten suit, if, as they fear, they develop malaria as a result of their summer outing in the valley. That part of the canal is owned by the Erie Railroad Company. (*The Delaware & Hudson Canalway: Carrying Coals to Rondout*, by D. H. Sanderson)

## 1902

(Jan. 16) The Port Jervis Electric Street Railway Co. was consolidated to form the Port Jervis Electric Light, Power, Gas, and Railroad Co. (Poor's Manual, 1910) (Unknown builders photo of a single truck open car "Port Jervis" from the Bill Volkmer collection – (Dave's Electric RailRoads: www.newdavesrailpix.com)

(Spring) The Erie RR published a booklet: Rural Summer Homes for this year. There were over 50 hotels and boarding house establishments listed in the Port Jervis area. They accommodated from 5 to 350 guests at rates ranging from \$5 to \$18 per week. Most provided connections with the Port Jervis station. Servants were from \$5 to \$10 per week. (*Rural Summer Homes*, 1092, Erie)

(Summer) The canal sanitation problem at Port Jervis reached a crisis in this summer when much of the local illness was blamed on the unhealthy condition of the old canal bed. Accordingly, in November the Erie Railroad put a force of men to work digging a ditch to drain the canal of the accumulated surface waters. (*Coalboats to Tidewater*, Manville Wakefield)

(Dec. 1) The foreclosed Port Jervis, Monticello & NY RR went on the auction block at Fowler House in Port Jervis and a bid of \$250,000 by the Ontario Company, a subsidiary of the NY Ontario & Western RR was accepted. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

(Dec. 6) The PJ, M & NY RR was reorganized as the Port Jervis, Monticello & Summitville RR – owned by the Ontario Co. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

(Dec. 22) The NY O & W began operation of both the Port Jervis and Monticello branches as part of their new Kingston Branch. The first train hauled by NYO&W locomotive No. 42 from Port Jervis to Kingston had 150 passengers was received by a large crowd and serenaded by a military band. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

( ) The Erie Lackawaxen station, MP 110.1, was built. It was demolished in 1950 by a locomotive running through it. (*Next Station Will Be... Vol. VII, Port Jervis, Susquehanna, Scranton*)

## 1903

(Feb. 5) There was an unprecedented rush of traffic on railroads Sunday. On the Erie, 101 trains were moved eastward. Many of these were double headed and carried between 75 and 85 cars each. All available motive power was utilized, express cars being used for cabooses. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

(Feb. 12) NOTICE: The Erie announces another popular New York excursion, at the very low rate of \$2.50 for round trip. Tickets are good going on train leaving Hancock, at 7:46 a.m., Lordville 8:03 a.m., Long Eddy 8:13 a.m. Saturday, February 21st, and arrive in New York at 1'o'clock - noon; can have return leaving New York on or before Feb. 23d. This is a splendid opportunity to visit the metropolis at the height of the season and at nominal expense. Special attractions at the Theatres, Art Galleries, Music Halls, Zoological Gardens, etc. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

(Feb. 26) Third Line of Track: Col. George Dunn, Chairman of the State Railroad Commission, in talking to a Binghamton "Herald" reporter about the recent hearing of the Commission at Albany when the Erie company was given permission to bond for \$50,000,000 to be expended in making improvements, said that the Erie would add another track to its system from Port Jervis westward, making

the system to Binghamton a three-track one. Between Port Jervis and New York City the line will be a four-track system. For some time the road has been reported to be securing rights of way and grants of strips of land along its line in the section around Binghamton. The work of changing the Erie into a four-track system between Port Jervis and New York City is already under way. The work of adding another track west of Port Jervis will be taken up at the earliest possible moment. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

(June 3) The B & B – Biggest and Best Excursion of the season account of Barnum & Bailey’s Greatest Show on Earth at Kingston via the NY Ontario & Western Ry – Special Trains Both Directions. Connections to and from Port Jervis were shown. (Promo flyer – Walter Kierzkowski) (*The NYO&W’S Port Jervis & Monticello Branches Part 1, The Steam Era*)

( ) The second Barrett Bridge across the Delaware River between Port Jervis and Matamoras, PA was destroyed by the “Pumpkin Flood” and shortly thereafter replaced. Temporary cable ferry service was implemented. See 1939. (*Along the Delaware River*, by R. C. and C. E. Albert) (*Port Jervis* by M. M. Osterburg)

( ) The Sanborn map and NYO&WRRR switch list shows four freight (coal) customer sidings in Port Jervis, at \_\_ miles from NY: 1. Williams Coal @ Barcelow St. – 114.80; 2. W. H. Canfield’s Coal – 114.96; 3. W. H. Coonrod’s Coal – 115.00; and 4. Port Jervis Electric Light, Power, Gas, and Railway (power plant also for the local trolley line) - 115.10. (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely) (Walter Kierzkowski)

(Nov. 19) Last Saturday between the hours of 10 a.m. and 10 p.m., 900 loaded freight cars passed over the Delaware Division of the Erie, more than has been in many years before in the same length of time. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

## 1904

( ) The second Erie railroad bridge between Port Jervis and Matamoras was washed away and not replaced. The vacant abutments for that bridge can be seen at Riverside Park in Port Jervis. (Delaware River / Visit Port Jervis website) (S. David Phraner)

(Sept. 1) Drinking Water Served to Passengers: A gratifying innovation has been made by the Erie Railroad, which requires the colored porters in the day coaches of all through trains to pass through the cars at stated intervals and serve iced spring water. World's Fair passengers taking the Erie and Big Four Line will put this among the very attractive features of the service... (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

(Sept. 8) The Erie's Labor Day excursion to Binghamton and Elmira Monday was largely patronized. When the train of seven cars left Hancock it contained 750 passengers, 72 of which boarded the train at this station. They were packed in like sardines in a box, and when the train reached Deposit they were still further compressed to make room for 100 more excursionists. However, the congested condition was relieved at Susquehanna where more coaches were added. The seating capacity of a passenger car is 60. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

(Sept. 22) The Erie has prepared its hospital cars for service and will soon distribute them to the various division points. The cars are supplied with all the up-to-date surgical appliances and are fitted with suitable beds and operating room. One of the cars will be stationed at Port Jervis, and one at Susquehanna. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

## 1905

(July) The Port Jervis, Monticello & Summitville RR and its equipment retained a separate identity until this date when it was leased for 50 years from the Ontario Company and became in name as well as fact, a branch of the NY Ontario & Western RR. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

(Aug. 10 - 13) Throughout his political career as well as in private life, Theodore Roosevelt traveled extensively across the country by rail. On August 10th the president departed Oyster Bay, NY by a special train of four Pullman cars for Long Island City. The story says “thence by tug around NYC to Jersey City”. Your editor believes that the special train was put on a car-float and that the tug moved them to the PRR float-bridges at their Jersey City Terminal. There they continued, as per the story, by the PRR to the connection with the Lehigh Valley RR at Newark Jct. They traveled on the LV with the president making speeches at Phillipsburg, Easton, Bethlehem, and Wilkes-Barre. That evening the train was turned over to the Erie RR at Waverly for the segment to Lakewood, NY. The next morning, the distinguished party boarded a special trolley car of the Chautauqua Traction Co. that sped them to the Chautauqua grounds, where the president made a speech. The train returned to Jersey City via the Erie RR: Salamanca, Hornell, Elmira, Owego, Binghamton, Port Jervis, and Paterson. (*The Diamond*, Vol. 27, No. 3, 2013)

(Aug. 17) The Special train on which President Theodore Roosevelt returned from Chautauqua to his home at Oyster Bay passed through Hancock on the Erie at 9:15 last Friday night. A number of people were at the depot to get a glimpse of and cheer the Chief Executive. As the train moved slowly through the village, the President appeared on the platform of the rear car and bowed in acknowledgment of the hearty cheering. The Special was made up of three palace cars, and preceded by what is termed a safety train, which ran about 15 minutes ahead of the President's train. The greatest precautions were taken to prevent an accident. All freight trains were ordered to stop thirty minutes before the scheduled time of the Special at all points on the road, and remain "dead" until the Special had passed. All switches were spiked and men stationed by them for an hour or two before the Special was due at the various points. Over the Delaware division the train was pulled by Engine No. 515 in charge of Engineer S. Lucky, and the train in charge of Conductor Ed. Rosencranse and brakemen C. Murphy and B. Ostrander. On the train were several Erie officials; there were also several Secret Service men in the car with the President, and several telegraphers and linemen. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

(Nov. 30) The Erie RR offered \$1 round trip Thanksgiving Day Excursions from Port Jervis to NYC. On arrival, tours of NYC were offered on a motorized wagon with open bench seating and no roof. (Tri-States Railway Preservation Society)

## 1907

( ) The Erie Railroad received three 0-8-8-0 duplex, camelback, steam, Mallet locomotives from ALCO @ Schenectady. They were L-1 class, numbered 2600 to 2602 and were hand fired, but they had two firebox doors so theoretically they could be fed by two firemen. At the time they were the largest and most powerful locomotives in the world, weighing 409,000 pounds and fitted with nearly two miles of firebox tubes. Each L-1 could do the work of three of the older Decopod or Consolidation locomotives. They were based in Port Jervis and used in pusher service up the Susquehanna Hill or Gulf Summit grade to the west. (*Erie Power* by Fred Westing and Alvin Stauffer)

(July 26) Port Jervis was incorporated as a city. (Wikipedia)

## 1908

By this year plans were under way to construct a huge switching terminal at Maybrook, NY, to funnel traffic to New England, which would be the largest of its kind east of the Mississippi River. (*The Railroad Switching Terminal at Maybrook, NY: Gateway to the East* by Mark Newman)

(April 9) The Erie recently issued an order putting a tax of \$1 on all canoes carried any distance at all, and it has occasioned much indignation among the patrons of the road who like to ride to head waters on the Erie and come down the many streams. It is a decided change from an old ruling by which canoes were to be carried free at the convenience of the company, when accompanied by their owners, and when a release had been signed. The canoes were to be slung from the roof of the baggage car and the owners were to look after them. This rule was passed for the convenience of an occasional traveler who had a canoe. For the past 3 or 4 seasons, however, canoeing has been popular on the Delaware River, and canoeists from New York and eastern points have placed their boats in the baggage cars of fast trains and have had them transported free of charge for a distance of about 150 miles, leaving the railroad at Hancock or nearby stations and floating down the Delaware. It was to secure revenue from these canoeists that the charge of \$1 is made. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

( ) The 5,314-foot-long Otisville Tunnel at the highest point on the Erie's Graham Line was completed. It passes under Shawngunk Ridge and was sold by Norfolk Southern to Metro North in 2003 and has been documented by the Historic American Engineering Record. (Library of Congress)

## 1909

(Jan. ) Moodna Viaduct, about 45 miles east of Port Jervis, was built as part of the Graham Line freight bypass and was opened for service, following three years of construction. The steel trestle, which was built by the Erie RR, spans the valley for 3,200 feet and is 193 feet high at its highest point, making it the second highest and longest railroad trestle east of the Mississippi River (after the 1889 Poughkeepsie Bridge of the former, abandoned, NY, New Haven and Hartford RR, which is 6,768 feet long and 212 feet high over the Hudson River. This bridge has been converted to the Walkway Over the Hudson River.) Moodna Viaduct, which was designed to reduce wind resistance is a major reason why the single-track trestle is still in use today. It crossed over the Erie RRs now-abandoned Newburgh Branch, and is still in service today, carrying Metro-North's Port Jervis commuter trains plus Norfolk Southern and Susquehanna freight trains. (Wikipedia)

(Jan. ) The Erie's Graham Line or Guymard Cutoff, including Moodna Viaduct, east of Port Jervis was opened. This was a low-grade freight line with less curvature and no grade crossings bypassing Middletown, NY, but it was seven miles longer than the original route. However, the original portion of the line from Port Jervis to the beginning of the Cutoff still had grades which frequently required pushers on long and heavy eastbound freight trains. (Wikipedia)

(Aug. 11) A great fire broke out in the Monticello business district. At Port Jervis, Hose Company No. 4, nearest to the O&W freight house, loaded their hose wagon and additional hose from other companies into box cars, while 75 men crowded into the two coaches of the shuttle train and got to Monticello in 45 minutes, followed by firemen and equipment from Middletown on another train. The Port Jervis and Middletown firemen fought the fire until 1 pm the following day without rest, but practically the entire business district was destroyed, with the losses running over a million dollars. The following Sunday, the O&W ran excursions from Port Jervis and New York City, hauling over 2,000 people to view the ruins. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

## 1910

( ) Maybrook Yard, built and operated by the Central New England, later absorbed by the New Haven RR, opened. Facilities included a turntable, roundhouse, locomotive and car repair and servicing facilities, blacksmith, machine and carpenter shops, refrigerator car icing facilities, locomotive coaling facility, gravity hump yards with multiple classification tracks, a freight station, offices, a passenger station, employee homes, a YMCA, etc., and employed as many as 1500 workers. It grew to 80 miles of track and 119 switches which could handle a total of 5000 cars. Eventually, the yard would be used by trains of the New Haven, Ontario & Western, Erie, Erie Lackawanna, Lehigh & Hudson River, Lehigh & New England Railroads, NY Central, Penn Central. (*The Railroad Switching Terminal at Maybrook, NY: Gateway to the East* by Mark Newman)

( ) Erie Railroad 4-6-2 K-3 Pacific No. 2509 was originally builder Alco's famous demonstrator which had toured the country as No. 50,000. Many new design features built into this locomotive were incorporated in locomotives subsequently manufactured by Alco and their competitors, but Erie did not reorder. However, New York Central ordered a fleet of K-3s. (*Erie Railroad Story* by Paul Carlton)

(June 9) The Port Jervis Electric, Light, Power and Railroad Co. street railway business was separated from the other businesses and shut down. (Minisink Valley Historical Society)

(July 24) The Port Jervis streetcar line was reopened as the Port Jervis Traction Co. (Minisink Valley Historical Society)

## 1911

(Aug. 1st) Effective August 1st, the Erie Railroad which has heretofore carried bicycles free as baggage, charges 25 cents to any place outside of New York State, or passing through other states into New York State. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

## 1912

(May 16) The observation parlor cars which have been of such convenience to Erie travelers have been discontinued on Erie trains 3 and 4 between New York and Cincinnati. No reason is given for the change which took effect last week. The Pullman sleeping cars are now in use. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

## 1913

(Apr. 17) A 210' x 50' raft of timber was floated down the Delaware from Callicoon, NY for Bordentown, NJ (the entrance to the Delaware & Raritan Canal, but it would have to have been reduced in width to less than 24 feet to get towed through the D&R). This was one of the last revenue timber rafts seen on the river. Unfortunately, the raft, comprised of heavy toggle timber, struck the dam at Wells Falls near the Union Mill and broke up. (*Lambertville Beacon*, April 17, 1913)

(Apr. 24) Yesterday forenoon at 10 o'clock the new automatic electric signals on the Erie were placed in operation between Susquehanna and Lordville. They were already in operation between Port Jervis and Callicoon, and men were engaged in completing the connecting link between Callicoon and Lordville. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

## 1914

(Mar. 3) There was so much snow that trains on the O&W stalled. An impressive caravan steamed down from Summitville to clear the Port Jervis branch. The line-up was Engines 140 and 177, a flanger, caboose 8154 and Engine 13 in reverse. The combination of ice at the Ball Street trolley crossing, excessive speed, and the proximity of the Coonrod coal siding led to a startling series of events. Opinions differed about why the train pounded up the steep incline to the coal shed, but the fact is that it ran through the switch, steamed up the siding, banged open the coal shed doors, pushed out the south end of the shed and toppled awkwardly off the trestle to the frozen ground 20 feet below. Crew members sailed out of windows and doors in all directions, landing in the coal piles and bales of hay under the trestle enclosure. Fortunately, when the commotion ceased, the flanger hung halfway between the end of the track and the pileup below, causing only minor injuries to the 30 laborers inside. No. 13 and the caboose stopped just short of disaster inside the ravaged walls of the wooden building. Not one of the men assigned to the run had ever traveled the branch before, and no pilot had been provided... (*O&W: The Long Life and Slow Death of the New York, Ontario, and Western Ry.* by William F. Helmer) (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best says the date was 1888, but at that time there was no trolley crossing in Port Jervis as the trolley did not begin operating until 1898)

( ) The Erie received their first 2-8-8-2 triplex locomotive, P-1, No. 5014, from Baldwin Locomotive Works. It was named the Matt H. Shay; weighed 426 tons and topped them all in size, power and publicity. It was theoretically capable of pulling 640 – 50-ton cars on the level and did haul a train of 250 cars (1.6 miles long) between Binghamton and Susquehanna for 17 miles at 10 to 15 mph, until it pulled a coupler knuckle. Like the earlier L-1s they were also based at Port Jervis and used in westbound pusher service up the Susquehanna Hill or Gulf Summit grade to Susquehanna, PA. Two more P-1's were ordered in 1916, but the heavy maintenance costs of the class gave the three short lives. Their boilers simply could not produce enough steam for their full utilization. (*Erie Power* by Fred Westing and Alvin Staufer) (*American-rails.com*) (*www.steamlocomotive.com*) (*Erie Railroad: A Pictorial Review, Vol. 2*, by Edward F. Gardner)

## 1915 to 1919

Erie's 97 2-10-2 Santa Fe type locomotives were built. They were the most powerful non-articulated locomotives on the Erie. They had sufficient speed for road service and were able to maintain a high percentage of their tractive force over prolonged periods. They also did fine work as pushers on Susquehanna Hill west of Port Jervis. These R class locomotives ranked among the heaviest and most powerful 2-10-2 type engines in existence. (*Erie Power* by Fred Westing and Alvin Staufer)

## 1916

(June 29) Although war has not been officially declared by President Wilson against Mexico, a state of war practically exists. Throughout the country during the past ten days, in answer to the call for militia for border patrol duty, all has been hustle in the various armories preparatory to leaving for concentration camps. Tuesday and yesterday 12,000 of the New York and other eastern states' militia were ordered to Texas. Several train loads of the troops passed through Hancock via the Erie and O & W Railroads. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)



## 1917

( ) During WW I, a single raft appeared on the Delaware River en-route to Bordentown with logs to be used for pilings. (*Down Along the Old Bel Del* by Warren F. Lee)

(Apr. 24) The Erie Railroad has authorized all division officers to allow employees, or farmers, or others outside of the Erie service to use, free of charge, any unoccupied land owned by the company that is fit for growing purposes, and will assist in securing seeds if there is any difficulty in obtaining same at local points. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

(Aug. 23) Several train loads of western horses have gone yesterday over the Erie railroad the past few days, bound, no doubt, for European ports and the War Zone. One day recently 28 carloads were fed and watered in Deposit. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

(Nov. 15) Monday morning two train loads of soldiers from the State of Washington passed through Hancock (and Port Jervis) via the Erie, enroute to France. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

(Nov. 15) Erie Railroad Co. First in Field: The Erie Railroad is first in the field again, this time with the first national army hospital car, which has been designed and standardized by the Erie Mechanical Department . . . The car is now in New Jersey where it is being held in readiness for Uncle Sam's soldiers . . . The main portion of the car contains seven two-story cots on each side and has, therefore, capacity of 28 patients. It has regular hospital equipment and provision is made for doctors and nurses. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

(Dec. 28) The US rail facilities were seized by the government, including those of the NYO&W. Director William McAdoo assumed control. Joseph H. Nuelle, the O&W's General Superintendent and Chief Engineer was appointed Federal Manager. (*O&W: The Long Life and Slow Death of the New York, Ontario, and Western Ry.* by William F. Helmer)

## 1918

(June ) The three great express operating companies in the US: Adams / Southern, American and Wells Fargo were ordered to be merged to form the new American Railway Express. (*Wells Fargo: Advancing the American Frontier* by Edward Hungerford)

(Aug. 1) Quite a number of troop trains have been rushed to eastern embarkation points, via the Erie and O & W Railroads this week. One train of eighteen coaches, Tuesday evening on the Erie, contained troops from Texas. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

(Oct. 3) Special Train to Boost Loan - Carrying Literature, War Trophies and War Heroes Will Arrive This Morning. The special train to boost the Fourth Liberty Loan, carrying war trophies, war heroes, and speakers, will arrive at Hancock via the Erie Railroad this Thursday morning at 9 o'clock. On the exhibit cars are carried a Browning heavy machine gun, Vickers and Lewis rapid firers, liquid throwers of German and French make, a 16-inch shell, the price of which was \$5,000, French and German bomb throwers, German trench mortars, aerial torpedoes, and depth bombs used to vanquish the German U-boats. Two flat cars carry camouflaged big guns. The train will remain until 11 o'clock on the siding near the depot, and the cars will be arranged so that persons entering them on the one end will be able to walk through and see everything in a thoroughly systematic manner. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

## 1919

(Jan. 23) Four trains loaded with returning soldiers passed west through Hancock on the Erie railroad Sunday. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

## Ca. 1920

The Erie RR became famous as the “route of the perishables” and made a specialty of shipping oranges and watermelons (as well as vegetables and other fruits from California - editor), sausages and steaks from Chicago to its giant terminal at Jersey City for consumption on the dinner tables of the Northeast. (*Train* by Tom Zoellner) (Bill McKelvey)

## 1921

( ) Jesse Van Kleeck expanded his interest and talents in automotive matters (an auto and truck sales agency) by starting a livery service that matured, at its peak, into a bus company holding interstate and charter operating rights. The company expanded its route structure beyond its primary Kingston – Ellenville corridor to reach Grahamsville, Saugerties and through a successful application by successor owners of Eagle Bus Lines, for “rights of public convenience and necessity” to operate a bus route between Ellenville and Port Jervis via route 209, passing through Mamakating village of Wurtsboro and four hamlets. (S. David Phraner)

(Dec. 1) Erie Mail Trains are Heavily Armed: The Erie mail trains now carry a number of heavily armed guards to ride in the cars. These men, all members of the U.S. Marines, have been assigned to this work by Postmaster General Hays. Their orders are "shoot to kill any person or persons who attempt to molest the mails or interfere with a mail train". The guards work in pairs and are consistently on the watch for robbers. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

## 1922

( ) By this year the Erie was running 20 passenger trains a day to and from Port Jervis, and over 2,500 Port Jervis residents were employees of the railroad. (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely)

( ) Shortline was founded to operate buses in the southern tier area of New York. (Wikipedia)

## 1924

( ) The last timber raft came down the Delaware River. (*Port Jervis* by M. M. Osterburg)

(Nov. 18) The Port Jervis Traction Co. streetcar line was abandoned. An historical marker is located on E. Main Street (US 6) as one travels south in Port Jervis: 41 degrees 21.681N, 74 degrees 41.141 W. (Minisink Valley Historical Society) (HMdb.org)

## 1926

(June 10) Special Train & Rates to Port Jervis, NY via New York, Ontario and Western Railway, Thursday, June 10, '26, Account Firemens Convention. Departing Kingston 7:30 am; stopping at all intermediate stations; and arriving at Port Jervis at 9:50 am; on return departing Port Jervis at 6 pm. (Walter Kierzkowski)

(Dec. 1) The NYO&W Ry announced the opening (service was actually installed in October) of a new route between the NY, NH, & Hartford RR and Central Freight Association Territory via Campbell Hall

(Maybrook) via the O & W to Norwich, NY then via the DL&WRR to Buffalo connecting with the NY Chicago & St. Louis RR; Wabash Ry; Pere Marquette Ry and Grand Trunk Ry System. This attracted bridge traffic to the O & W. (Walter Kierzkowski)

### **1927 to 1929**

( ) The Erie pioneered with America's first group of high speed 2-8-4 steam locomotives and within a couple of years acquired 105 of them – the largest Berkshire ownership anywhere. Built by Alco, Lima, and Baldwin, these locomotives each could do the work of two heavy Consolidations and they superseded the triplex locomotives. They helped the Erie attain higher speeds, better running times and found itself carrying more perishable (refrigerated) carloads to the NYC market, besting the Lackawanna, Lehigh Valley, and New York Central. In fact, Erie was known for helping move solid trains of fruit and vegetables to the east coast from the west. (*Erie Railroad Story*, Paul Carlton) (*Perfecting the American Steam Locomotive*, J. Parker Lamb)

### **1928**

(Spring) Passenger service to Port Jervis by the O&W was discontinued. Improvements to highways, bus competition, and rapidly increasing auto ownership took its toll on the railroad. The branch was thereafter only operated for freight service and a diesel locomotive worked the Port Jervis and Monticello branches only two days per week. (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best)

(Oct. 17) Franklin D. Roosevelt made whistle stop campaign speeches on this day in Binghamton, Deposit, Port Jervis, Hancock, NY and Susquehanna, PA along the Erie Railroad. (Speeches of F. D. Roosevelt)

### **1929**

( ) The Magor Car Corporation of Clifton, NJ built 25 Northeast style cabooses for the Erie Railroad, which were operated through Port Jervis. One of these cars, No. 04940 survives in preservation at the Mahwah (NJ) Museum and Liberty Historic Railway is providing restoration funding. (Mahwah Museum) (Bill McKelvey)

(June 2) The Erie Limited began operating between NY, Buffalo, Chicago and intermediate stations – but not stopping at Port Jervis. It had a Lounge Car; Individual seat coaches; a Dining car; and a Parlor car between NY & Buffalo. (*A Pictorial Review, Erie, Vol. I*, by Edward F. Gardner)

### **1930**

(Jan. 16) During the past weekend there were at Hancock, parked in an Erie switch near the depot, when not on the road, two gas cars. On the side of one was printed "Detector Car, Sperry Rail Service". Inquiry revealed the fact that this particular car was equipped with apparatus to detect defects in the rails, an innovation in that line of work. The instruments locate the defects as the wheels pass over the rails. Two defective rails were located in the vicinity of Lordville. (*The Erie as Seen From a Lineside Newspaper – Emily Homer*)

(Apr. 1) The property of the Delaware & Hudson Corp. was transferred to the Delaware & Hudson Railroad Corp.

### 1931

( ) On or about December 1st the Erie railroad management will temporarily take off eastbound train #30, and #27 westbound. Due to the depression, the company is now running these trains at a loss of \$80 per day. In the spring, just as soon as industrial conditions improve, these trains will be restored again. (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

### 1932

( ) A full size, operable, replica of the Stourbridge Lion locomotive was constructed by the Delaware and Hudson Railroad Corp. and lent by them to the Wayne County Historical Society at Honesdale, PA. The locomotive has subsequently been transported by the Erie Railroad to various railroad pageants, including the Chicago World's Fair in 1933 and 1934; the NY World's Fair in 1939 and 1940; and the Chicago Railroad Fair in 1948; otherwise it can be seen on exhibition at Honesdale. (US National Museum – Smithsonian - *Bulletin 210* of 1956)

### 1933

(Apr. 13) Erie to Drop Three of Her Oldest Trains: As a complete surprise comes the announcement that the Erie will drop three of the oldest and finest passenger trains on the system, effective April 30, when the spring and summer timetable goes into effect. Train No. 3 westbound, and No. 4 eastbound, are to be dropped from the schedules. They have been on the Erie schedules for over 60 years. No. 3 leaves Hancock from New York at 7:54 in the evening. This train runs through to Chicago. Train No. 4, eastbound, running from Chicago to New York, arrives in Hancock daily at 10:14 a.m. Also train No. 17, westbound, which arrives at Hancock at 5:05 a.m. This will leave in service passenger trains Nos. 1, 2, 5, 6, 7 and 8, all through trains. The schedules of the remaining trains will be changed to close the gap in the schedules made by dropping Nos. 3, 4 and 17. Lack of business is given as the cause for the change. (*Susquehanna Transcript*) (*The Erie as Seen From a Lineside Newspaper* – Emily Homer)

### 1935

( ) The Motor Carrier Act was passed, governing interstate franchise holders. The Short Line family of motor-coach operations and corporate structure then changed. They absorbed the motor coach routes of affiliate Sullivan Transit Corp. and in doing so, Hudson Transit Lines, Inc. assumed all interstate operating rights, meaning all ICC rights and rights within New Jersey. At the same time Hudson Transit Corp. held all NY interstate certificates. The Short Line system described above received grandfather operating rights in this year for its routes, including those through Port Jervis. Short Line purchased the operating rights of Deer Park Transportation Company (Deer Park is the town surrounding the City of Port Jervis) between NYC and Carbondale, PA, with an extension to Forest City, PA. This route passed through Port Jervis along US 209 to Milford, PA and thence via US 6 to Honesdale, PA and beyond. Deer Park Transportation Corp. reverted to a charter bus carrier except for a local route they operated between Port Jervis and Lake Huntington. Later in the 1940s this route was operated with limousines connecting with Erie Railroad passenger trains at Narrowsburg. Deer Park Transportation continued to operate the Carbondale route for Short Line under contract during the transition of managements. (*Motor Coach Age*, Sept. 1969 – Motor Bus Society) (S. David Phraner)

### 1936

( ) A map of Short Line motor coach routes reveals that Port Jervis was well served and linked to the national intercity motor bus network. Port Jervis was at the intersection of four bus services. The principal route reached the city from Middletown, the seat of Orange County. It diverged off Route 17

following State Route 211 to Cuddebackville and then south along US Route 209. A secondary route diverged from Route 17 just west of Goshen, following US Route 6 through Slate Hill to and through Port Jervis. Both of these Short Line franchises had interstate operating rights commencing in New York City, passing through New Jersey and continuing on the Route 17 corridor to Middletown and beyond. The same map shows Short Line operating a service between Port Jervis and a number of communities up river from Port Jervis. Short Line was once a family owned business. Today, Short Line / Hudson Transit routes through Port Jervis are operated by Coach USA, providing two daily trips along the US 209 corridor to Carbondale and Honesdale. A motor coach trip to port Jervis from NYC takes one hour 38 minutes and costs about \$35. In summary, unlike many cities across the US, Port Jervis is fortunate that it still has intercity motor coach service in addition to being at the origin of the former Erie Railroad commuter shed. (*Motor Coach Age*, Sept. 1969 – Motor Bus Society) (S. David Phraner)

(Aug. 28) The million dollar Rexall Streamlined Convention Train made a stop at Middletown, NY. It came from Kingston, NY on the 27th and after Middletown it went to Jersey City, NJ for two days. The train of 12 heavyweight Pullman cars (with exhibit, lecture and lounge space, was pulled by NY Central Mohawk locomotive No. 2873. The train was probably backed to Campbell Hall, where it could be turned for its trip to Jersey City. (*National Railway Bulletin*, Vol. 69, No. 5, 2004) (Internet search)

### 1937

(May 13) The first "Mystery Trip" was jointly sponsored by the North Jersey Model Engineers Railroad Club, *Model Craftsman* Magazine, the Railroad Enthusiasts, Inc., and the Erie RR. This trip went to Port Jervis via the NYS&W to Franklin Jct., The L&HR to Greycourt, Erie to Port Jervis, with a return via the Graham Line. (*Midlander Trainsheet*, Vol. 2, No. 4, Autumn 1996)

(Sept. 26) The Second "Mystery Trip" on the Erie and WB&E went from Jersey City to Avoca, PA and return with a combine, five coaches and two diners for the 275 passengers. It was sponsored by North Jersey Model Engineers Railroad Club, *Model Craftsman* Magazine, the Railroad Enthusiasts, Inc. and the Erie RR. The train departed Erie's Jersey City Terminal behind K4B Pacific No. 2752 at 8:30 am and proceeded west over the NYS&W through Hackensack and then the Erie Bergen County Line, stopping at Ridgewood and then a photo stop at Moodna Viaduct before Port Jervis. It continued west to Lackawaxen, Hawley, Saco, and finally Avoca, where the 2752 was replaced by J2's No. 2498 and 2467. They were required for the heavy grades up to Suscon Jct, and the WB&E main line where a photo stop was made at the 1735' long, 187' high Panther Creek Viaduct. At Ash Gap the helper was released and returned to Avoca. The train now descended to Stroudsburg and the 100-mile trip back to Jersey City. Since the train was two hours late, at Butler the decapod was exchanged for a faster K1 Pacific and finally arrived back at Jersey City at 10:55pm. But, the riders got about 260 miles of travel over some of the most remote rail mileage in the East – all for \$3 round trip! Plus, Dinner in the Diner – tomato juice, fried chicken – country style, French fried potatoes, green peas, head lettuce w/ French dressing, figs in juice, bread & butter, tea and coffee was only 90 cents... (*Midlander Trainsheet*, Vol. 2, No. 4, Autumn 1996)

### 1938

(Jan. 18) Due to the effects of the Great Depression, the Erie entered bankruptcy again. (*The Railroads of Port Jervis*, Vol. 1 by Rudy Garbely)

( ) The Erie RR hauled the largest steel girder ever made from Transfer, PA, through Port Jervis, to Weehawken, NJ. The 100 ton, 144' long, 17' 5" high beam was built by the American Shipbuilding Co. for the Lincoln Tunnel approach.

(June 12) The first “Railroad Inspection Tour of the Month” “Farewell to the Wilkes Barre & Eastern” excursion departed the Erie Jersey City Terminal behind Erie J-2 decapod No. 2472 (the trip flyer showed Erie 2-8-4 No. 3360) hauling a baggage car, two diners and 9 coaches for the more than 400 passengers. The Sunday trip was sponsored by the NY Division of the Railroad Enthusiasts, the Railway and locomotive Historical Society, the North Jersey Model Engineers Railroad Club and Railroad Magazine. An Edward S. Miller photo at Avoca Yard shows Erie 2-10-4 No. 2428 at the head of the excursion train ready to depart on the eastbound leg via the Erie’s Wyoming Division. The train had reached Avoca via the Wilkes Barre and Eastern and the Susquehanna Connecting Railroad. Photo stops were made at Stroudsburg; Avoca; Hawley; and for 5 minutes at Port Jervis. The 350-mile round trip cost was \$3.00. A special luncheon was offered for 75cents and the Special Dinner was \$1.00. The WB&E was abandoned in 1939. (2020 Railway Calendar, Lackawanna & Wyoming Valley Ry Historical Society) (*Midlander Trainsheet*, Vol. 2, No. 4, Autumn 1996) (Trip Flyer – Bill McKelvey collection)

(Nov. ) Francis Meany photographed Erie Pacific No. 2726 at Port Jervis eastbound with Train No. 62. (*Erie Railroad: A Pictorial Review, Vol. 2*, by Edward F. Gardner)

(Dec. 4) A “Farewell to the Wilkes-Barre and Eastern” excursion was operated with double-headed Erie G-15 4-6-0s No. 961 and sister photographed at Stroudsburg, PA. (*Erie Railroad Story*, Paul Carlton)

### 1939

( ) The existing road bridge across the Delaware River between Port Jervis and Matamoras, PA was replaced with a fourth bridge, which remains. (*Along the Delaware River*, by R. C. and C. E. Albert)

( ) The 4-4-0 steam locomotive William Crooks of the Great Northern RR traveled through Port Jervis on its way to the 1939 World’s Fair in NYC. (*Port Jervis* by M. M. Osterburg)

### 1940

( ) Bob Collins photographed Erie train No. 9, coming through Oxford, NY, returning a fine variety of milk cars among the eleven constituting the forward part of the train. They would all be distributed to various branches from Port Jervis to Owego in the following hours. (*The Route of The Erie Limited* by Rod Dirkes and John Krause)

(May 12) The NY Division of the Railroad Enthusiasts organized “A most attractive Railroad Hobby, Camera and Apple Blossom Scenic Trip” from Weehawken to Historic Old Kingston (NY) via the NYC West Shore RR to Cornwall; the NY Ontario & Western Ry. to Campbell Hall; West Shore RR to Kingston; NYO&W to Port Jervis, Middletown & Cornwall; and West Shore back to Weehawken. Mogul Camelback 2-6-0 No. 281 pulled the nine-coach special and a dining car through the entire trip. Round trip fare was \$3.25, and the trip was recommended by Railroad Magazine. (Walter Kierzkowski) (*The NYO&W’S Port Jervis & Monticello Branches, Part I w/trip flyer*) (*Steam on the Anthracite Roads*) (*Railroad magazine*, June 1940) (*The NYO&W’S Port Jervis & Monticello Branches Part 1, The Steam Era*)

(May 12) International Business Machines, headquartered in the Binghamton area, went all out to support the New York World’s Fair, by chartering five trains of 10 cars each to take many of its employees to the Fair. Bob Collins photographed one of the trains eastbound at Chester, NY with 4-6-2 No. 2744 in charge. (*The Route of The Erie Limited* by Rod Dirkes and John Krause)

(Oct. 27) The Pennsylvania RR promoted an “Off the Beaten Track - Vivid Autumn Scenic Trip” from Philadelphia across NJ and up the West Shore RR to Newburgh and then the Erie RR to Port Jervis,

Lackawaxen, and back to Jersey City where the PRR was taken back to Philadelphia. Fare for the 425 mile trip was \$4.25. (Trip flyer, Bill McKelvey collection)

## 1941

(March 16) A Day of Mountain Railroading to ride the Monticello and Port Jervis Branches of the NYO&W Ry from Weehawken was organized by Jack Farrell (it became known as the “Jack Farrell Special”). The train consisted entirely of parlor cars and an observation parlor car hauled by O & W U-1 class Camelback Ten-Wheeler No. 244. Fare was \$3.50 round trip. It was the last O&W passenger train on the branches. There was significant snow on the ground in the Monticello, Hartwood and Valley Junction areas. (Walter Kierzkowski / Richard T. Loane) (O&W Ry HS 1990 Calendar) (Trip Flyer reproduction – Bill McKelvey collection) (*Minisink Valley Express: A History of the Port Jervis Monticello and NY RR*, by Gerald M. Best) (*The NYO&W'S Port Jervis & Monticello Branches Part 1, The Steam Era*)

(May 25) The NY Chapter of the Railroad Enthusiasts organized an excursion for about 225 railfans. Their special train departed from the Jersey City terminal of the Lehigh Valley Railroad and two diners were added at Easton, PA. Upon reaching Wilkes-Barre the group boarded the electric cars of the Laurel Line and were whisked to Scranton. At Scranton waiting buses took them to a New York, Ontario & Western special train which was waiting for them on the other side of town. The O&W train made a fast run to Cadosia, and on to Middletown, NY where they stopped for lunch at the depot lunchroom. They departed Middletown about 8pm for Weehawken ferries and trains back to their NY or NJ starting points. (*The O&W Observer*, July, 1941 and June 1980)

(Aug. 29) Two NYO&W special passenger trains (probably taking campers back to Weehawken at the end of the Labor Day weekend) were photographed at Monticello, just north of Port Jervis. (Walter Kierzkowski)

(Dec. ) The Erie emerged from bankruptcy. (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely)

## 1945

( ) Baldwin supplied two diesel A units with 6 wheel trucks to the Erie for demonstration service. Each unit had two 1000 hp eight-in-line cylinders and the pair went to work and hauled the Erie Limited for a spell. They were painted in an attractive red, blue, white and cream scheme. (*Erie Power* by Fred Westing and Alvin Stauffer)

## 1946

(July 10) A nine-car prisoner-of-war special was photographed by Robert F. Collins westbound from Camp Shanks at Monsey, NY, en-route to Fort Eustis, VA. The special, consisting of nine Santa Fe coaches pulled by Erie No. 2751, was carrying German Prisoners of War en-route back to their homeland via Norfolk. (*Erie Memories* by Edward J. Crist)

## 1947

(Feb. 1) Former US Army Transportation Corps 65-ton Whitcomb diesel-electric locomotive No. 8468, and probably others were leased by the NY O&W RR. This unit was photographed at their Middletown, NY station. (*NYO&W in the Diesel Age*, by Robert E. Mohowski)

(June 15) NY Railroad Enthusiasts used regularly scheduled trains to haul their dedicated consist of observation car, NYC diner and two coaches to Summitville, Port Jervis, Kingston and return to

Summitville. They were returned to Weehawken at the rear of southbound train No. 12. Future Railfan and Railroad magazine publisher, young Hal Carstens was on the trip! (*Ontario & Western Observer*, June, 1980 – “Fan Trip Super Issue”)

( ) The Erie acquired 500 box cars, 300 hopper cars, and 200 gondola cars, and it repaired or rebuilt a comparable number. Although all rebuilding and general repairs occurred at Dunmore, less expensive work took place at three other shops, each specializing in one type of equipment: boxcars went to Port Jervis, NY; hopper cars to Avoca, PA; and gondolas and flat cars to Brier Hill, OH. (*Erie Lackawanna: Death of an American Railroad 1938-1992* by H. Roger Grant)

(Ca. 1948) The General Motors *Train of Tomorrow* was photographed at the Middletown station of the NYO&W RR. The train came to the O&W via the Lackawanna RR at Scranton. (*NYO&W in the Diesel Age*, by Robert E. Mohowski)

## 1948

(April 11) This trip was postponed to June 13 per Western Union Telegram dated April 8... The Joint Railfan Trip Committee sponsored a trip on the Erie RR from Jersey City to Port Jervis via the Graham Line to Harriman, Greycourt to Newburgh & return to Jersey City utilizing a doodlebug and a trailer car. They had a photo stop at Moodna Viaduct. (*Diamondbugs* by Jack Grasso)

(June 6) Fairbanks Morse demonstrator No. 1502 was used on the Erie main line to haul a passenger train between Jersey City and Port Jervis, but the Erie never bought any FM power. (*The Erie Railroad Story*, Paul Carlton)

(June 13 or July 25?) The Joint Railfan Trip Committee sponsored an excursion over the Erie RR from Jersey City Terminal via Main Line, Graham Line, Moodna Viaduct, Harriman, Port Jervis, Newburg Branch, and Montgomery Branch. The trip utilized Erie “doodlebug” No. 5014 and a Stillwell trailer car. Trip photographs were taken by Harry Zannie and James Speer. (*The Diamond*, Vol. 4, No. 1) Note: See April 11th above. Note: In *Diamondbugs* by Jack Grasso some of the photos taken on this trip by Jim Speer and those credited to the collection of John Zuidema are dated July 25.

## 1949

( ) Radio-telephones were installed in 85% of Erie main line diesel locomotives. (*Erie Power* by Fred Westing and Alvin Stauffer)

(April 18) Beginning on this date, not a train moved on the bankrupt NYO&W Ry. A strike by the operating brotherhoods threw everyone out of work except the officials as the company could not afford to pay salaries with no current income. Labor and management strife continued until a six months’ truce was declared, but the situation only got worse... Staff was cut, service was reduced and morale declined. Management attempted to increase freight solicitation, but nothing seemed to help... (*O&W: The Long Life and Slow Death of the New York, Ontario, and Western Ry.* by William F. Helmer)

(Sept. ) A NYO&W RR dispatchers train order book shows in early Sept. several orders issued to “USA 1368” for movements between Middletown and Summitville and between Monticello and Port Jervis. Note: This entry may refer to 65-ton Whitcomb locomotive No. 8468... At the time the NYO&W was leasing diesel locomotives they were also leasing used steam locomotives from the Jersey Central, Delaware & Hudson, and New Haven to cope with a postwar boom in freight service before their new EMD diesels were delivered. (*NYO&W in the Diesel Age*, by Robert E. Mohowski)



## 1951

( ) The heaviest single unit of freight on record originated on the Erie Railroad was a 7.5 mile long high-voltage submarine power cable manufactured by the Okonite Co., Passaic, NJ. The world's largest such cable was loaded in nine Erie gondola cars, all in one piece, and was shipped on the main line through Port Jervis, NY to the state of Washington for use in Puget Sound. The 4.66" diameter cable weighed 745,000 pounds (803,000 pounds including blocking, bracing, etc. Heavy chains were welded between the cars to keep the cable from breaking if a coupler failed. (Dennis Yachechak)

( ) Photographer Marvin H. Cohen captured Erie H21 class steam locomotive No. 1717 at Port Jervis. It was assigned to Port Jervis for local runs. The ranks of several hundred such 2-8-0s were being reduced by the delivery of new diesels. By this year only a few Consolidations remained at Port Jervis and freights were 94% dieselized. These older H21's had been rebuilt to H21a's and H21b's for an extended life into the diesel era. (*Erie Railroad In Color* by David R. Sweetland)

(June 24) A railfan excursion was operated on the Erie RR from Jersey City to Scranton via the Wyoming Division and return. It was powered by Erie GP-7 No. 1211 and RS-3 No. 917. (*The Erie Railroad Story*) (*Erie Railroad Tracksides* with Robert F. Collins)

( ) With rods removed, K5 No. 2929 was turned on the turntable at Port Jervis roundhouse for its trip to retirement, a few days after making its last trip on an excursion run on June 24th. This Pacific had received a few betterments from the modernization program, including the larger tender. In the beginning of 1951, there Erie had 339 diesel and 235 steam locomotives on their property, and by the end of the year, 402 diesel and 145 steam engines. Marvin H. Cohen photo. (*Erie Railroad In Color* by David R. Sweetland)

(Aug. 4) The 18-car special Erie Railroad 1851 – 1951 Centennial exhibition train passed eastbound through Port Jervis. It contained exhibits and displays celebrating the history of the railroad. On a flat car was the 4-4-0 steam locomotive William Mason, built in 1856. The Erie had borrowed the Mason from the Baltimore & Ohio Railroad, painted the Erie name on it and flaunted it as its own for the centennial. The locomotive is now in the B&O Museum at Baltimore. The train was powered by former NY, Ontario & Western RR EMD F3 No. 821 which had been purchased by the Erie and renumbered 800D. It was paired with an EMD F7B unit demonstrator. (*Erie Railroad Story*, Paul Carlton)

(Dec. ) The remaining Erie gas-electric motor cars (a/k/a “Doodlebugs”) were towed west through Port Jervis, in a “hospital train” to Meadville, PA for disposition. Seven were scrapped; five were sold to the Central Ohio Railfans Association; four of these were resold to American Aggregates of Dayton, OH, and were totally rebuilt by Greenville Manufacturing Works of Greenville, OH, into locomotives for the AA operation; One, No. 5012, was acquired by the Ohio Railway Museum at Worthington, OH, where it was used as a power supply for their tourist trolley line for a time. No. 5012 has been there since 1952; it is the only surviving doodlebug, but has suffered considerably from continuous exposure to the elements. (*Diamondbugs* by Jack Grasso)

( ) The Erie became the first major railroad to have its entire main line served by radio. Known as the “four-way train radio-telephone,” this VHF system allowed static-free voice contact from train cab-to-caboose, train-to-train, train-to-station, and station-to-station. “The Erie should be congratulated for continuing to set a progressive pace for American railroading,” editorialized the Cleveland Press in 1950. “Radios offer unending possibilities for increased safety and convenience.” (*Erie Lackawanna: Death of an American Railroad 1938-1992* by H. Roger Grant)

## 1952

(June 22) The NY Division of the Railroad Enthusiasts operated an excursion from Jersey City to Susquehanna via Moodna Viaduct, Graham Line, Port Jervis, Starrucca Viaduct, Carbondale and return via Jessup Branch & Wyoming Division, Lackawaxen and Main Line back to Jersey City. A baggage car and an open gondola were available for the enthusiasts to ride. (*Railroad Mag.*) (*Trackside Erie to Conrail* with Robert F. Collins) (*Erie Railroad Trackside* with Robert F. Collins)

(End of Year) The Erie retired its last steam locomotive from freight service. "The Erie was the first major railroad operating between NY and Chicago to use diesel locomotives 100% for freight service." (*Erie Lackawanna: Death of an American Railroad 1938-1992* by H. Roger Grant)

## 1953

(Jan. ) The Erie Railroad advertised their all-diesel freight service with full page ads. (*Erie Railroad Story*, Paul Carlton)

(June ) Erie RR K-1 4-6-2 Pacific No. 2524, built in 1905 by Alco's Rogers Locomotive Works in Paterson was stored at Port Jervis after diesels took over, pending a call back to service which never came. The Erie very publicly donated this locomotive to the overseas war effort in Korea. It arrived in Korea too late to assist with the war effort, but did power passenger trains until it was scrapped there. (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely) (Bill McKelvey)

## 1954

( ) A four-unit General Electric A-B-B-A test locomotive, No. 750 was operated on the Erie Railroad between 1954 and 1957, hauling main line through freight trains. One A and B unit had the Cooper Bessemer FVAL8T 1,200 hp engine while the other two units had the Cooper Bessemer FVAL12T engines. The tests confirmed that the engines were suitable for use in GE's entry into the domestic locomotive market, becoming the GE 7FDL engine with the introduction of their U25B locomotive. One of the FVAL8T engines survives in the ownership of the Lake Shore Railway Historical Society in Northeast, PA and has been declared an Historic Mechanical Engineering Landmark by the American Society of Mechanical Engineers. ([www.trains.com](http://www.trains.com))

(Mar. 17) The last steam locomotive was operated in revenue service by the Erie RR. (Wikipedia) (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely)

(July 14) The Erie entered the trailer-on-flatcar (TOFC) field: its first piggyback shipment, a trailer loaded with cleaning compound, moved from Chicago to Croxton Yard, NJ, in train number 100, the *Flying Saucer*, on this date. (*Erie Lackawanna: Death of an American Railroad 1938-1992* by H. Roger Grant)

## 1955

( ) The American Car and Foundry Berwick, PA plant produced a new Talgo design, streamlined lightweight, passenger train for the New Haven RR. It was powered by an 810 HP Fairbanks-Morse diesel electric locomotive. The train was tested on the Lackawanna and passed on to the O&W for delivery to the New Haven. The train was photographed at the Middletown station of the O&W. (*NYO&W in the Diesel Age*, by Robert E. Mohowski)

(Aug. 18) Flash floods caused by Hurricane Diane took the Erie main line west of Port Jervis out of service for 21 days. It also inundated the Port Jervis rail yards and turntable, which were under water for

two days. (William J. Gallagher, 1998) (Erie Railroad Trackside with Robert F. Collins) The Erie RR between Susquehanna, PA and Port Jervis, NY, suffered serious washouts along the Delaware River resulting in their mainline being out of service almost as long as the DL&W's was. Consequently, the Erie also detoured freight and passenger trains over other railroads. The Erie was able to restore their main line well before the Lackawanna so as to be able to provide a shorter detour route for DL&W trains. (*Flags, Diamonds and Statues*, Vol. 19, Nos. 1 & 3) (*Railway Age*, Sept. 19, 1955) (*Erie Railroad Magazine*, Vol. 51, No. 7, September, 1955)

( ) Unlike on the Erie, hurricane Diane did minimal damage to the NYO&W RR. So, the Erie detoured some of their trains over the O&W between Middletown and Sidney, NY, using Erie locomotives. About 5,000 freight cars made this detour. (*NYO&W in the Diesel Age*, by Robert E. Mohowski)

(Sept. 11) The Erie reported that their main line between Port Jervis and Lackawaxen was reopened the previous evening. It had been closed for 22 days. Erie trains 91 and 5 were the first trains through the reconstructed area. Train BH-4 was the first DL&W detour train to be routed via Erie on this date. Also, a westbound DL&W passenger excursion train ran over the Erie from Secaucus to Binghamton. (*Flags, Diamonds and Statues*, Vol. 19, Nos. 1) (*Railway Age*, Sept. 19, 1955)

(Sept. 12) The DL&W ran one freight train each way over the Erie between Binghamton and Secaucus. (*Flags, Diamonds and Statues*, Vol. 19, Nos. 1)

(Sept. 13) By this date the DL&W freight detour trains were falling into a type of routine: one eastbound and one westbound used the Erie main line through Port Jervis. (*Flags, Diamonds and Statues*, Vol. 19, Nos. 1)

(Sept. 16) On this date the DL&W detoured two final westbound freight trains via the Erie main line. (*Flags, Diamonds and Statues*, Vol. 19, Nos. 1)

## **1956**

(October) The Erie and the Lackawanna began to cooperate by consolidating waterfront services and properties at the Lackawanna's Hoboken location. (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely)

## **1957**

(March 29) The NY, Ontario & Western Railway became the first Class 1 railroad in the US to be abandoned. Their freight service to Port Jervis ended. The Erie took over coal deliveries to one or more of the O&W-served coal distributors in Port Jervis until approximately 1962. (Minisink Valley Historical Society) (Wikipedia) (Walter Kierzkowski)

## **1958**

(Sept. 27) This Rail Fan Camera Safari was operated from Hoboken to Binghamton and return via DL&W RR and Erie in cooperation with the Railroad Enthusiasts, Inc., NY Div. The train operated via the Boonton Line; Washington; the Old Main Line to Portland, PA; Pocono Summit; Scranton; Tunkhannock Viaduct; Binghamton; and then via the Erie RR to Susquehanna, PA; the Starrucca Viaduct; Deposit, NY; Lackawaxen, PA; Port Jervis, NY; Suffern, NY; Ridgewood and back to Hoboken. (Robert Bahrs) (Trip brochure and ticket No. 263 from S.T. Lofthouse)

## 1959

(April 26) Branford Electric Railway Assoc. sponsored an excursion with Erie ALCO PAs. It ran from Hoboken to Spring Valley, NY then west to Suffern, NY, and on to Port Jervis, NY, then Lackawaxen, PA. Returning, it went east to Newburgh via the Erie main line and then on to Hoboken. Photo stops were made at Suffern, Moodna Viaduct, MG Crossing, Port Jervis, Lackawaxen, Salsbury Mills and Newburgh. This trip gave fans the opportunity to ride both over and under Moodna Viaduct on the same train. There was no lunch stop, but the train was provided with a diner serving lunches for \$1.50 and dinners for 2.25 (which included appetizer, meat, potato, vegetable, desert and beverage). The adult round-trip fare was \$8.75. (*The Diamond*, Vol. 21, No. 1) (Trip flyers – Bill McKelvey & Edward Sosman collections)

## 1960

(July 19) Bob Collins photographed a Boy Scout special train westbound at “Collins Curve”, Waldwick, NJ, powered by Erie PAs No. 852 and 854 pulling a long string of Stillwell coaches, a diner, and some New Haven Pullman-built cars. It was heading, via Port Jervis, to the 50th Anniversary Boy Scout National Jamboree at Colorado Springs, CO which was attended by 56,317 scouts. (*Erie Railroad Trackage* with Robert F. Collins)

(Sept. 21) Shortly after midnight – less than a month prior to the merger – No. 7 *The Pacific Express* while dropping down the grade from Ottisville to Port Jervis at excessive speed, derailed on Rundles Curve (MP 83.8). Engine 823 and her companion E-8 crossed the eastbound main and rolled on their sides south of the right-of-way. The long train, fortunately heavy with head-end revenue traffic, followed. It should be noted for the record that Rundles Curve was the site of a previous overspeed disaster involving manifest freight 99. (*Trackage: Erie to Conrail* with Robert F. Collins)

(Oct. 17) The Erie Railroad merged with its former rival Delaware, Lackawanna & Western Railroad to form the Erie Lackawanna Railroad. (Wikipedia) (Minersink Valley Historical Society) (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely)

(Nov. 12) A 116 car Erie freight train passed through Port Jervis westbound powered by a total of 8 diesel units: FTs 7024, 7023, 7033, and 7034, plus F3s 706D and 706C with FTs 701C and 701D. Two locomotive crews were required because these units had no MU connections through the A unit fronts. (*Erie Railroad Story*, Paul Carlton)

( ) Erie Lackawanna management decided to dispatch through freights via Port Jervis, N.Y. to Binghamton even though the route through Scranton was 22 miles shorter. The reasons may have been that the Erie was the larger partner in the merger, comprising two-thirds of the assets and their traffic volumes to and from Ford in Mahwah and the Maybrook, N.Y. interchange, as well as the egos of the former Erie EL management. The Port Jervis route had more generous clearance restrictions and could operate Hi-Cube boxcars and tri-level auto-racks without any problems. The DL&W had less generous restrictions. The original Erie Port Jervis route which ran along the Delaware and Susquehanna rivers had 254 curves between Port Jervis and Binghamton which took longer to traverse. On the positive side, the Port Jervis route required less helper assistance compared to Scranton because there was only one helper district – eighteen miles long – west of Port Jervis. In addition, that hill, Gulf Summit at 1,369-foot elevation, was 563 feet lower than the DL&W route over the Pocono Mountains and their route had two helper districts either east or west. (*The Diamond*, Vol. 36, No. 2, 2022)

## 1961

(Oct. 31) The Lehigh & New England RR was abandoned on this date and some of their diesel locomotives were repainted at their Penn Argyl shops and sold to the Louisville & Nashville RR. On their way to the new owners, Bill Brennan photographed three former L&NE FAs, one FB plus one RS-2 dead in tow behind EL Alco FA-1 No. 7284 and FB-1 No. 7343 in an EL westbound manifest freight, west of Port Jervis. (*Erie Lackawanna In Color, Vol. 6* by John Canfield)

## 1962

(May 27) A Rail Camera Safari, sponsored by the NY Div. of the Railroad Enthusiasts was operated from NY (Hoboken) via the Erie-Lackawanna and Delaware & Hudson to Susquehanna & Scranton, PA & return. The train, pulled by EL PA No. 863, was comprised of a pair of ex-Lackawanna baggage cars (used as open air cars), seven ex-Erie Stillwell commuter coaches, and an ex-Erie heavyweight dining car. (*The Railroads of Port Jervis, the Erie Lackawanna Years, 1960 – 1976, Vol. 2*, by Rudy Garbely)

## 1963

(April 2) Bob Collins photographed several views of the last EL train to operate into Passaic city center before the new connection around Passaic was put into use and the rail was removed. The special ceremonial train consisted of ex-Lackawanna E8 No. 819, and two Phoebe Snow coaches which broke the ribbon at South Paterson, carrying officials of the railroad and the affected communities between South Paterson and Passaic to complete the commemoration of the change. (*Erie Railroad Tracksides* with Robert F. Collins)

(April 20) Erie Advance NE74 eastbound was photographed by Bob Collins flying high over Lanesboro, PA on Starrucca Viaduct destined via Port Jervis for Maybrook with New England perishables. The lead unit, No. 7141 was one of the last four diesels acquired by the Erie before the merger with the DL&W: two two-unit AB sets which the Erie got from the NYO&W in 1957. They were among the very first F3's to be retired from the merged company's roster. (*Erie Railroad Tracksides* with Robert F. Collins)

( ) The Erie Lackawanna agreed to sell part of their Boonton Branch to the State of NJ for construction of I-80. The western end of the Boonton was linked with the Greenwood Lake Branch to access Croxton Yard for through freights. This route had many grade crossings, more curves, poorer engineering, and stiff grades in both directions. Freight traffic was gradually shifted to the Port Jervis route. (*The Diamond*, Vol. 36, No. 2, 2022)

## 1964

(May 9) The NY Div. Railroad Enthusiasts sponsored an excursion from Hoboken over the Erie Lackawanna and the Delaware & Hudson around Lanesboro and over the D&H's Ararat Summit. The train was pulled by EL (ex-Erie) PA-1 No. 852 and returned via Port Jervis. (*The Railroads of Port Jervis, the Erie Lackawanna Years, 1960 – 1976, Vol. 2*, by Rudy Garbely)

(Sept. 4-7) The National Railway Historical Society annual convention was based at Newark and operated jointly with the North Jersey and West Jersey Chapters. The Robert Treat Hotel was the Convention Headquarters. Excursion trips included were one on the Erie Lackawanna to Port Jervis. (*The Diamond*, Vol. 28, No. 1, 2014) (N. Jersey Chapter, 50th Anniversary Celebration brochure & timetable) (*Marker Lamp*, No. 120, Oct. 1964) (Convention brochure – Bill McKelvey collection)

## 1965

(June 11) Al Holtz photographed Erie Lackawanna train No. 22, eastbound at Port Jervis with E-8 No. 809 (former Lackawanna No. 820), two trailers of mail on a TrailerTrain flat, a RPO, baggage car, and single revenue coach. This train was the Binghamton via Erie connection for the Chicago to Hoboken (via Lackawanna), Phoebe Snow train. Such a light train for the Erie connection may have been due to a delay of the Phoebe Snow making the connection at Binghamton. (*Erie Lackawanna in Color, Vol. 5* by John R. Canfield)

(Sept.) When Gregory Maxwell became the third and final president of the Erie Lackawanna he found that their freight trains ran too fast for track conditions. “We wanted to make the Erie Lackawanna a 50-miles-per-hour railroad,” he remarked. This was a sensible decision. If a derailment occurred at 60 miles per hour, 25 to 30 cars would likely be damaged, but with a speed 10 miles per hour less, only 15 to 20 cars would probably be involved. “The savings in claims and repairs,” argued Maxwell, “would be highly significant. “We were speeding up and closing terminals, and so we still had a jump on cross-country trucks.” Management closed or reduced operations at seventeen yards and terminals, including the closure of Port Jervis. (*Erie Lackawanna: Death of an American Railroad 1938-1992* by H. Roger Grant)

## 1966

(May 11) Erie Lackawanna GP7s Nos 1220 and 1245 derailed on “junkyard curve” east of Port Jervis after colliding with another train waiting for clearance into PJ yard. (Gene Collora photo in Erie Lackawanna 2007 Calendar)

(July 24) An Alco C-415, No. 415 demonstrator worked on the Erie Lackawanna in demonstration service, but they didn’t buy any. (*Erie Railroad Story*, Paul Carlton)

(August ) Don Wallworth photographed General Electric U30B demonstrators hauling an EL freight eastbound at Ridgewood, NJ. GE later upgraded the U30Bs first to U33Bs and later to U36Bs. The train had surely passed through Port Jervis. (*Erie Lackawanna In Color, Vol. 4* by Larry DeYoung)

(August 18) Mill Rift bridge, just west of Port Jervis, where the Erie Lackawanna main line crossed over the Delaware River from New York to Pennsylvania, was a very popular spot for railroad photographers. On this day Bob Collins photographed an 80-car Train 97 which was well-powered with 15,000 horsepower. Included were three consecutively numbered GE U25B’s – Nos. 2509, 2510, and 2511 as well as three Alco Centuries – all 2,500 hp each. The Centuries were deadheading west, something the Erie and EL had to do as their eastbound tonnage was much heavier than it was westbound. (*Erie Lackawanna In Color, Vol. 3* by Larry DeYoung)

(Sept. 17) On September 17, 1966, the Railroadians organized a Binghamton Loop Trip (Ramble) for their members, using the regularly scheduled Phoebe Snow train westbound on the former Lackawanna through Scranton and eastbound on the connecting train No. 22 via the former Erie through Port Jervis. Upon boarding their train at Hoboken, the members could avail themselves of coffee and the Lackawanna’s famous Krusty Korn Kobs in the Phoebe Snow’s lightweight diner. The price of their tickets included luncheon (westbound) and dinner (eastbound) on train No. 22, the latter of which had an ex-Erie diner that was specially provided for the group’s use. Each participant received a “Welcome Letter,” meal information, a route description, a map, a description of the viaducts on the route, and elevation profiles of both east and west segments. Westbound, they traveled over the 1,100-foot-long and 117-foot-high Paulinskill Viaduct; the 1,450-foot-long and 64-foot-high Delaware River Bridge; over

Pocono Summit (elevation 1,970 feet at Tobyhanna); over the 2,375-foot-long and 240-foot-high Tunkhannock Viaduct; and over the 1,600-foot-long and 150-foot-high Martins Creek Viaduct. On the return trip on the Erie side, they passed over Gulf Summit (1,373 feet above sea level), the highest elevation on the Erie Railroad. Then they crossed the famous 1,040-foot-long and 100-foot-high Starucca Viaduct. This was the territory where the Erie's famous Triplex mallet locomotives were once used. The trip followed the Erie Main Line and went via Middletown, New York, rather than using the Graham Line or traversing the Moodna Viaduct.

Surely the Railroadians knew that the Erie Lackawanna was planning to discontinue the Phoebe Snow as well as the Binghamton-to-New York connecting trains (Nos. 21/22 on the former Erie) on November 27, 1966, and this was probably the incentive for the Loop Trip. The two 1949-vintage Phoebe Snow diners were still assigned to those trains, so DL&W diner No. 469 (EL No. 769, which is preserved at Port Jervis) could have been the one used westbound on the Railroadians trip. It is also possible that the Erie No. 941 (EL No. 741, also preserved at Port Jervis) could have been the diner added to train No. 22 for the Railroadians return trip to Hoboken. (Richard Wilson) (Rudy Garbely) (Fran Phillips)

### 1967

(Oct. 23) An Erie Lackawanna director's special operated west from Hoboken on the Port Jervis line with a coach, a sleeper, four business cars and an observation car behind E8As No. 831 and 833. (*Trackside around New York City 1953-1968* with Robert Malinoski by Steve Barry)

### 1968

(April 1) While the October 17, 1960 union of the Erie and DL&W was one of the first railroad mergers, the late '60s saw an outbreak of rail merger madness principally in the east. Major proposals facing the ICC included mammoth Penn Central and the smaller but more financially sound engagement of Norfolk & Western with Chesapeake & Ohio. It was obvious that the weaker eastern carriers, including Erie Lackawanna, needed a home. Therefore, as a condition to N&W/C&O moving forward with their ill-fated plans a holding company named "DERECO" was established by and under the control of coal-rich N&W. Accordingly, Erie Lackawanna came under the control of the Roanoke, VA based railroad on April 1, 1968. Shortly thereafter, on July 1, 1968, the D&H came into the fold. On the day preceding this latter event, Bob Collins recorded EL freight No. 100 operating behind D&H motive power. The all-Alco consist included RS-3 No. 4099 sandwiched between two newer Century B-B units, the 5023 and 5021. The period of intermingling DERECO motive power had begun. (*Trackside Erie to Conrail* with Robert F. Collins) (*Erie Lackawanna In Color, Vol. 6* by John Canfield) (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely)

(June 9) On Sunday June 9th the Circle Run to Port Jervis and Binghamton was via the Erie RR and return was via the Lackawanna route. Photographers William Brennan, Allan Roberts and Bob Yanosey paced this Special PX861 west from Port Jervis. It had a baggage car, four 1300 series coaches (of Phoebe Snow vintage), several heavyweight coaches, food service cars and another 1300 series coach on the rear. On the return trip Erie Lackawanna E-8 No. 833 (the EL's last) headed up a matched pair of EL Alco PAs. ("Welcome to Erie Lackawanna Jamboree" brochure – Bill McKelvey collection) (*Trackside Erie to Conrail* with Robert F. Collins) (*Erie Lackawanna In Color, Vol. 6* by John Canfield)

(July 1) William Brennan photographed an eastbound Erie Lackawanna manifest freight powered by four 4000 series Delaware & Hudson RS-3s on the EL NY Division. (*Erie Lackawanna In Color, Vol. 6* by John Canfield)

( ) The remaining fragments of the D & H Canal were designated a National Historic Landmark. (Wikipedia)

(July 1) The D & H Railroad Corp. was acquired by DEREKO and reorganized as the Delaware & Hudson Railway.

## 1969

General Electric's U50C model No. 5001 was photographed at the Port Jervis yard. The unit was pulled from the GE plant at Erie, PA prematurely to avoid getting tied up in an impending labor dispute. In simple gray primer, the Big "U-Boat" (mechanically, two U25B units in one body) became an unplanned demonstrator. (Erie Lackawanna 2005 Calendar)

## 1970

(Jan. 6) The last regularly scheduled use of an EL dining car was on the final run of the Lake Cities on January 6, 1970, after which all of the EL's surviving diners were stored in the coach yard in Port Jervis pending disposition. All were off the roster or converted to maintenance-of-way service by the end of 1972. Ex-DL&W diner No. 469 (EL No. 769) went through a series of private owners before ending up at a stationary restaurant in Tennessee, where it was found by the Dining Car Society and acquired in 2010. Ex-Erie diner No. 941 (EL No. 741) was retained by the EL and placed in service on the Binghamton wreck train. After a short stint at the Everett Railroad, the car was acquired by the Dining Car Society in 2001. (Rudy Garbely)

(March 16) The Black River & Western RR took over freight service from Penn Central on the former PRR Flemington Branch, One former DL&W open platform coach was used to carry the overflow crowd of guests.

(April ) Don Wallworth photographed an eastbound Erie manifest train at Glen Rock on the Bergen County Line powered by three CB&Q (Burlington Route) diesels, a GP30 No. 942, a GP35, and another GP30, still in original paint, shortly after the merger into Burlington Northern. The train had obviously traveled through Port Jervis on the Erie main. (*Erie Lackawanna In Color, Vol. 3* by Larry DeYoung)

(May 30-31) The High Iron Co. operated an overnight excursion between Hoboken and Binghamton, NY with NKP locomotive No. 759 – part of the Steamtown, U.S.A. Collection. The 410-mile round trip operated through the scenic beauty of the Delaware River Valley and the Pocono Mountains via the Erie Lackawanna Railway westbound via Port Jervis and return via Scranton. Equipment included an open-window combination car, snack car, open Rock Mountain Observation Car and air-conditioned reclining seat coaches. The round-trip fare of \$38.00 did not include overnight stay in Binghamton area Hotels and Motels, but High Iron Co. furnished transportation to and from the hotel of the passenger's choice. (High Iron Co. Timeline) (Trip flyer, Bill McKelvey collection) (*Steam in the Delaware – Welcome to Sullivan County!* Promotional piece by Manville Wakefield) (*A Colorful Look At: The Erie Lackawanna* by Rich Pennisi)

(October ) Erie Lackawanna freight NE-97 from Maybrook, NY passed through Port Jervis powered by U25B No. 2507 and two GP 35s. Behind them were two EL E8s being towed to Hornell diesel shops to be re-gearred for freight service. (Erie Lackawanna 2005 Calendar)

## 1971

(Aug. 14 & 15) A two-day High Iron Co. excursion departed from Hoboken Terminal with an 18 car train to Binghamton via Port Jervis and return via Scranton / Boonton line. The Editor was on board! This



trip was billed as “FAREWELL TO #759” as the locomotive needed new flues and HICo. did not have the funds to do the work. Arrangements and operation was similar to the May 30-31, 1970 trip but the fare increased to \$45.00. [Trip flyer from Bill McKelvey collection] (High Iron Co. Timeline)

## 1972

(April ) Erie Lackawanna E-8 No. 817 and mate powered train No. 54 from Port Jervis to Hoboken with a consist of Stillwell coaches in mixed paint schemes. With the discontinuance of long-distance passenger trains, the E8s were either relegated to commuter service or re-gearred for freight service. (Erie Lackawanna 2005 Calendar)

(June 22-23) The Erie Lackawanna bore the brunt of Tropical Storm Agnes, suffering more damage than any other railroad in the northeast. (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely)

(June 26) The Erie Lackawanna Railway, a wholly owned subsidiary of Dereco, Inc., filed for bankruptcy. (Norfolk & Western Railway press release) (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely)

(July 26) Port Jervis express No. 59 was photographed by Bob Collins headed by a pair of E-8s led by EL No. 829 pulling nine Stillwell coaches including one in standard EL colors and four air-conditioned 2650 series cars. (*Trackside Erie to Conrail* with Robert F. Collins)

(Oct. 28) The Ontario & Western Chapter, NRHS, sponsored a Scenic Motor Bus Tour of the Monticello, Port Jervis & Kingston Division and the Delaware and Hudson Canal. A 12 page brochure with historical text, trip itinerary, photos and map was published for participants. (Charles Leemans)

## 1973

( ) Erie Lackawanna management began dispatching most through freights between Croxton and Binghamton via Scranton instead of via Port Jervis as they had done between 1960 and 1972. Some of the reasons for this decision were: the large traffic decreases at the Maybrook, NY interchange after the Penn Central's takeover of the New Haven RR; Hurricane Agnes caused enormous damages to EL's facilities and operations; the main line between Elmira and Hornell was closed for almost a month; the company filed for reorganization under the Federal Bankruptcy Act; and slow orders posted due to deteriorated track conditions from heavy freight use and low spending on track maintenance. President Gregory Maxwell approved three proposals researched by J. M. Moonshower in late 1972: 1. Construct a new “Loop Track” to connect the Greenwood Lake with Croxton Yard; 2. Divert a portion of the through freight from the Port Jervis route to the Scranton route; downgrade the Port Jervis route to mostly single track with passing sidings. 3. Long term, divert all through freight traffic to the Scranton route; retire Port Jervis Yard and supporting facilities. This latter diversion proposal was never implemented because the Port Jervis route was essential for handling excess-clearance traffic and clearance restrictions on the Scranton route were not improved until mid-1975, after the trustees agreed to Conrail takeover. There were many more complexities of the operating decisions between the Port Jervis and Scranton operating routes... (*The Diamond*, Vol. 36, No. 2, 2022)

(May 26-27) The High Iron Company sponsored a two-day excursion on the Erie Lackawanna Railway between Hoboken and Binghamton via the former Erie route and returning via the former DL&W through Scranton. It was powered by former Reading RR 4-8-4 steam locomotive No. 2102, in the guise of Delaware & Hudson No. 302. The consist included: an auxiliary tender; shop-crew car CONNEAUT; E-L Business Car No. 2; Open-window combine car No. 576; 6 NJ DOT/E-L coaches; Snack car No. 1328; 6 more NJ DOT/E-L coaches; Kitchen-lounge car; Full-length Dining Car; Pullman car EUGENE

FIELD; Pullman Car CLOVER COLONY; and BROTHERS TWO. [Peterson, Henry W., *Lackawanna Railroad Trackside*] (High Iron Co. Timeline) [*A Look Back at the Erie and Lackawanna Railroads*, DVD, Railroad Video Productions] (Bill McKelvey collection – trip brochure) (Allan H. Roberts via Mitchell Dakelman) (*Trackside Erie to Conrail* with Robert F. Collins) (*The Bridge of Stone: History of the Starrucca Viaduct* by W. S. Young)

(Oct. 14) On this date in a ceremony at Lanesboro, PA, attended by several hundred persons, the American Society of Civil Engineers presented a National Historic Civil Engineering Landmark plaque to Robert F. Bush, the Erie Lackawanna's chief engineer and Robert L. Downing, its general manager, transportation. At 2:30 pm, horns blowing, two Erie Lackawanna freights passed each other on the viaduct and a Delaware & Hudson freight, its lead diesel displaying American flags roared beneath. The structure is also listed on the PA Historical and Museum Commission's Register of Historic Sites and Places and the federal government's National Register of Historic Places. (*The Bridge of Stone: History of the Starrucca Viaduct* by W. S. Young)

(Nov. 14) The Metropolitan Transportation Authority agreed to subsidize the existing Erie Lackawanna passenger service on the Port Jervis Line. New Jersey Transit subsidized the service within New Jersey. (Wikipedia – Port Jervis Line)

## 1974

(March 14) Michael J. Miterko photographed eastbound Train No. 70 at Black Rock Cut, just east of Port Jervis, with the last revenue move of Stillwell coaches on the Erie Lackawanna, thus bringing down the curtain on an era when these distinctive-looking cars were especially associated with the EL and the Erie before it. This particular Train 70 had fifteen cars behind E8's Nos. 829, 816, and 825, a doubling of two trains' consists to take the old equipment back to Hoboken to be replaced with push-pulls on Monday. (*Erie Lackawanna In Color, Vol. 3* by Larry DeYoung)

(May 8) Vandals set fire to ties on the east portion of the Poughkeepsie bridge, terminating use of it by trains and resulting in the closure of Maybrook Yard, which funneled rail traffic to the bridge. (Wikipedia)

(Sept. 14) The long-expected end came for conventional equipment on the Erie Lackawanna passenger trains between Hoboken and Port Jervis. No. 70 came down in the morning with three E-8's and 15 Stillwell coaches; in the afternoon, No. 71 ran to Port Jervis with just one E-8 and two Stillwell coaches. Later the new equipment was deadheaded to Port Jervis by a pair of U34CH's, led by No. 3376. (*Erie Lackawanna East*, Karl Zimmerman)

( ) Maybrook Yard was closed. (*The Railroad Switching Terminal at Maybrook, NY: Gateway to the East* by Mark Newman)

## 1975

(March 9) Bob Collins photographed U-34-CH No. 3381 at Port Jervis with the logos of NJ DOT and EL. (*Trackside Erie to Conrail* with Robert F. Collins)

## 1976

(March 20) Both Erie Lackawanna red, white, and blue painted Bicentennial SD-45s, No. 3632 and 3638 were photographed by Bob Collins, west of Port Jervis with the solid piggyback consist of Croxton-99 heading to the Gulf Summit grade, and a little further on, a rendezvous with a D&H bicentennial beauty. The staged classic shot was with the EL units atop the historic Starrucca Viaduct while the Delaware &

Hudson's own Bicentennial tribute, U-23-B No. 1776 approached on an eastbound manifest. At the same time a D&H Carbondale bound freight behind an Alco road-switcher was included in the photo as well by Collins. (*Trackside Erie to Conrail* with Robert F. Collins)

(April 1) The Erie-Lackawanna Railway became a part of the Consolidated Rail Corporation (Conrail). Conrail assumed control of freight service of bankrupt freight railroads and provided commuter rail service under contract with states. (*NJ Transit Rail Operations* by Joel Rosenbaum and Thomas Gallo) (Minisink Valley Historical Society) (Wikipedia – Port Jervis Line) (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely)

(June) Former Lehigh Valley locomotive No. 512 went west through Port Jervis with a freight train. (Mahwah Museum)

( ) Former Lehigh & Hudson River Alco C420 No. 21 worked its way west through Port Jervis with a Merchandise Freight. (Mahwah Museum)

(Summer) Former Reading RR GP30 No. 3619 and a Lehigh Valley unit went west from Suffern. (Mahwah Museum)

(Oct. ) Two former Penn Central F7s went west through Port Jervis on a freight train. (Mahwah Museum)

## 1978

( ) Congress designated all but the last five miles of the reach as the Upper Delaware Scenic and Recreational River, a component of the National Wild and Scenic Rivers System and a unit of the National Parks System. A world-class trout fishery exists in the river. Tourism is the leading industry along the upper Delaware. (*Along the Delaware River*, by R. C. and C. E. Albert)

(Oct. 24) A Conrail eastbound Inspection Passenger Extra was photographed on the Erie Main Line at Binghamton, NY. It was powered by a pair of former Erie E8s, Nos. 4022 and 4014 with one in Conrail paint and the other still in Erie Lackawanna colors about 31 months since that road's demise. (*Trackside Erie to Conrail* with Robert F. Collins)

## 1979

(July 17) New Jersey Transit was formed to acquire, operate and contract for the operation of public transportation services and facilities. (*NJ Transit Rail Operations* by Joel Rosenbaum and Thomas Gallo)

(Sept. 14 -15) To help celebrate the 150th anniversary of the Stourbridge Lion, the first steam locomotive to ever operate in the US, the NY Railroad Enthusiasts sponsored a motor coach trip from Pennsylvania Station, NYC, stopping at the Hanover Trail Restaurant in Ramsey, NJ for a steak tip dinner and then on to the Holiday Inn at Port Jervis, NY. The following morning they continued on to Honesdale, PA to ride the 52-mile, four hour steam hauled excursion on the Lackawaxen & Stourbridge RR, the former Erie RR Honesdale Branch. There was an optional shorter diesel-hauled excursion to Hawley, PA and an opportunity to view the replica of the Stourbridge Lion. In the afternoon was the Stourbridge Lion Sesquicentennial parade. On the return to NYC they stopped for dinner at the Rusty Nail in the old Ontario & Western station at Mechanicstown, NY. (Charles Leemans)

## 1980

( ) Secondhand RDC cars renovated by NJ DOT were occasionally used by NJ Transit on the old Erie main as far west as Port Jervis; four cars owned by Metro North were commonly used in two car shuttle service between Suffern and Port Jervis. (*Erie Railroad Story*, Paul Carlton) (Charles “Rusty” King)

(June 29) The Tri-State Railway Historical Society operated *The Erie Limited* from Hoboken to Port Jervis and return. (*RailPace*, April 1980)

(Aug. 3) The Tri-State Railway Historical Society operated a special train from Hoboken to Port Jervis and return, over the Main Line, Bergen County Line, and Graham Line. (*The Block Line*, Spring, 1980)

(Oct. 5) Tri-State Railway Historical Society sponsored “The Erie Limited Rolls Again” trip from Hoboken to Port Jervis with two U34CH’s, Nos. 4176 & 4151, on the head end, 9 passenger cars and 2 refreshment cars. Welcome Aboard brochure included a mile by mile itinerary and map. (*Block Line*) (*RailPace*, Sept. 1980) (Trip ticket No. 557 and Welcome Aboard brochure from collections of S.T. Lofthouse) (Trip flyer, Bill McKelvey collection)

(Nov. 8) The Ontario & Western Ry Historical Society sponsored an “All New O&W Fall Tour” to follow the old Midland Route from Middletown, NY to Pompton Junction, NJ in a modern air-conditioned, rest room-equipped motor coach. The \$17.50 fare included a steam train ride over the entire length of the Morris County Central Railroad – which was an actual segment of the former NJ Midland RR. A trip itinerary, with maps and photos was published for participants and others. (Brochure – 16 pgs.) (*Ontario & Western Observer*, Oct., 1980) (Charles Leemans)

## 1981

(April 25 & 26) The Canal Society of NJ sponsored tours of the Pennsylvania Coal Company and the Delaware and Hudson Gravity Railroads in the Hawley, Dunmore, Carbondale and Honesdale areas. Included was a visit to see the full scale replica of the Stourbridge Lion – the first steam locomotive to run on a commercial track in the US. (Canal Society of NJ trip announcement)

(Oct. 18) Tri-State Railway Historical Society sponsored “The Erie Limited Rolls Again” - Spectacular Fall Foliage Excursion from Hoboken and Waldwick to Port Jervis and return. Fare for the 200-mile jaunt was \$19.95. (Bill McKelvey collection – trip flyer) (*Block Line* Summer & Nov. 1981)

## 1982

(Aug. 10) Robert Bahrs photographed NJ Transit RDC car No. 5180 (Former PRSL RDC No. M402) at Chester, NY, east of Middletown, NY. (Paul Mulligan)

(Aug. 16) Northeastern Region – Southern Tier District Bulletin Order 2-S15 established four round trips with the Metro North Railroad RDC-1s between Suffern and Middletown beginning this date. MNR RDC cars No. 11 (ex-New Haven No. 37) and No. 19 (ex-New Haven No. 32) ) were used on these shuttles. About a year later the RDCs were used between Suffern and Port Jervis over the Graham Line. (Noah Caplin) (*Block Line*, Vol. X, No. 4, Sept. 1982) (Richard Wisneski)

(Sept. 15) Double headed NJT U34CH locos Nos. 4165 and 4157, back to back, pulled a 6 car train to Port Jervis taking NJT personnel to familiarize them with the operation of the Metro-North Line. NJT No. 1, the former CNJ *Blue Comet* car No. 1178 was on the rear. (*Block Line*, Oct. 1982)

(Dec. 31) Conrail was authorized to divest itself of commuter rail service. (*NJ Transit Rail Operations* by Joel Rosenbaum and Thomas Gallo)

### 1983

(Jan. 1) The Metropolitan Transportation Authority, a public authority of NY State took over Conrail's commuter operations in the northern suburbs of the New York metropolitan area, as far north/west as Port Jervis, and merged them into Metro-North Railroad. NJ Transit Rail Operations took over commuter rail service formerly operated by Conrail. The Port Jervis Line from Suffern to Port Jervis is operated under contract by NJT for Metro North Railroad. A rebuilding of the Graham Line, funded by NY State allowed speeds to be upgraded to 79 mph. (Wikipedia) (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely) (*NJ Transit Rail Operations* by Joel Rosenbaum and Thomas Gallo)

(April 18) Metro North commuter service was moved from the old Erie main line to the seven-miles-longer Graham Line, which was the Erie's lower-grade freight cut-off. The following year the old Main line between Harriman and Middletown was abandoned. (Wikipedia – Port Jervis Line)

### 1984

( ) The New York, Susquehanna & Western Railway entered into a five-year contract with Sea-Land to haul its container trains between the Delaware & Hudson Railway at Binghamton and a new dedicated Sea-Land terminal on Susquehanna property at Little Ferry. (Bill McKelvey)

### 1985

(March 2) The NY Railroad Enthusiasts sponsored a trip over the Graham Freight Line via Moodna Viaduct and Otisville Tunnel to Port Jervis on regular trains of NJ Transit and Metro-North on this Saturday. They began at Hoboken on Train No. 71 to Suffern, NY where they changed to the Metro-North Budd Car to Port Jervis. At Port Jervis they were met by their charter bus and taken to the Victorian Tom Quick Inn at Milford, PA for lunch. Their bus took them back to Port Jervis with some local sightseeing and they returned via train No. 74. (trip flyer, Charles Leemans collection)

(March 21) Conrail B23-7 No. 1933 paused at Suffern, NY with the heavyweight Conrail Track Geometry Car, used to record the profile and alignment of the former Erie Railroad eastbound main. (*Trackside Erie to Conrail* with Robert F. Collins)

(May 31) A Conrail inspection train, PX 4022-East, was photographed by Bob Collins at Suffern, NY with two E-8s on the head end. (*Trackside Erie to Conrail* with Robert F. Collins)

### 1986

( ) The New York, Susquehanna and Western Railroad gained trackage rights from Conrail and began operating containerized and other freight through Port Jervis. The NY S & W RR was resurrected by the late Walter Rich, President and CEO of the Delaware Otsego Corporation, which ran several shortline railroads in NY state. (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely)

(Aug. 2 & 3) Eastern Steam Spectacular, Erie Limited, trains sponsored by Tri-State and Jersey Central Railway Historical Societies, were powered by Blue Mountain and Reading RR 4-6-2 No. 425, (having been hastily substituted for Nickel Plate Road No. 765 which encountered insurance problems) operated between Hoboken and Port Jervis. Backup power was Morristown & Erie Ry ALCO Centuries Nos. 17 and 18. The train of mostly former DL&W EMU trailers both arrived from and was returned to Reading

via Dover. [Bill McKelvey collection – trip flyer] [*Blue Mountain Odyssey*, Mark 1 Video] (Jersey Central News) (*RailPace*, Sept. 1986) (*Block Line*, Vol. 13, Nos. 9 & 10)

## 1987

(Sept. 27) NJ Transit's "Fall Extravaganza" steam excursion from Hoboken to Port Jervis carried 800 riders in a consist of 15 cars which included a food service car, a dozen matched Blue Mountain & Reading green DL&W MU trailers and Andy Muller's private car No. 300 – QUEEN of the VALLEY. BM&RDGs ex-Pennsy E8s and Reading Technical & Historical Society's ALCO C630 No. 5308 had followed the excursion train up to Port Jervis. E8s Nos. 5898 and 5706 powered the excursion train back to Hoboken as the 2102 could not be turned at Port Jervis, and the C630 was to pull the 2102 back to Hoboken, but turbocharger failure required the 2102 to push the 5308 back. (*RailPace*, Sept., Nov. 1987) (*Block Line*, Vol. 15, No. 2) (*Trackside Erie to Conrail* with Robert F. Collins)

## 1988

(July 23 to 31) Garden State in '88, Annual NRHS Convention based in Somerset, NJ sponsored the below major excursions: (Convention Brochure) (*Block Line*, Vol. 15, No. 10, Oct. 1988 and Summer 2018) (*New York, Susquehanna & Western In Color*)

(July 30) Steam trip to Port Jervis hauled by Nickel Plate Road Berkshire No. 765. (Bill McKelvey)

(Sept. ??) Blue Mountain & Reading RR former Reading T-1 4-8-4 No. 2102, PRR E-8's 5706 & 5898 and 14 former DL&W coaches traveled through Easton/ Phillipsburg to and from Hoboken for the Hoboken Festival VII. A steam excursion to Port Jervis and return was operated on the Sunday following the festival with No. 2102 and the E-8's.

(Oct. 15) Tri-State Railway Historical Society operated the Southern Tier Fall Foliage Express from Dover, Morristown, Summit, Hoboken, and Waldwick to Port Jervis, and return via same stations. (*Block Line*, Vol. 16, No. 9)

## 1990

(Fall) Metro North Railroad RDC-1s No. 11 (ex-New Haven No. 37); No. 18 (ex-New Haven No. 23); No. 43 (ex-New Haven No. 43); and No. 65 (ex-NYC No. M465) made up the Suffern to Port Jervis shuttle fleet. The RDCs constantly broke down and were an endless source of customer complaints. One morning we departed Suffern for Port Jervis with a pair of RDCs – the trailing RDC had its two diesels tagged "Do Not Start". By the time we got to Campbell Hall, only one diesel was working in the lead RDC. We crawled into Middletown, and the only working diesel shut down when we stopped. The engineer just happened to have two cans of crankcase oil with him. He went back to the trailing RDC, filled up the two crankcases and started up the two "Red Tagged" diesels. Away we went to Port Jervis at track speed. The Port Jervis Machinist, Lee Cutteback, and railroad helpers would often meet on weekends to service the Budd cars at Port Jervis. Sometimes parts would fall off the RDCs during their runs. If these were noticed along the Right-of-way they would be picked up and stored in the toilet compartment of one of the cars and be put back on during the weekend work session. Once one of the RDC engines had a bad overheat sensor which caused frequent shut-downs. The solution was to remove the engine cover and let it run in the open air until a new sensor could be found and installed. Of course, this tripped the hot box detectors, so a quick stop and inspection was made, but the guys were always able to keep the train on time. MNR planned to replace the RDCs with push-pull trains in early 1991. (*Block Line*, Vol. 17, No. 6, Fall, 1990) (Richard Wisneski) (Noah Caplin) (Charles "Rusty" King) (Arthur Erdman)

(Oct. 14) A *Fall Foliage Express* Train was operated from Dover to Hoboken to Port Jervis and return by Tri-State Railway Historical Society in cooperation with NJ Transit. Adult fares were \$39.00 from Dover, Morristown, & Summit; \$35.00 from Hoboken and Waldwick and Box lunches were available for \$6.00 each. [*Block Line*, V. 17, No. 5, Summer, 1990 and No. 6] (Trip flyer, Bill McKelvey collection)

(Dec. 7) Operation Desert Storm resulted in increased traffic for the railroads. Conrail military special MIL-500 moved eastbound from Port Jervis to Port Elizabeth, NJ on this day. (*RailPace*, March 1991)

## 1991

(Jan. ) After more than 150 years as an independent railroad, the Delaware & Hudson Railway was purchased by the Canadian Pacific Railway (CP). (Wikipedia)

(April 13) URHS sponsored the *Erie Limited* passenger excursion to Port Jervis or Woodbury Commons Factory Outlets. Departures were from Newark Penn Station and Hoboken. Power for the train was E8 locomotives painted in Erie RR colors. (Jersey Central News) (*RailPace*, June 1991)

( ) Metro-North rebuilt the layover yard in Port Jervis to accommodate push-pull trainsets.

(Oct. 20) Tri-State Railway Historical Society, in cooperation with NJ Transit operated a *FALL FOLIAGE TRAIN* from Dover, Morristown, Summit, Newark, Harmon Cove, and Waldwick to Port Jervis and return via same stations to Dover, powered by the URHS Erie E-8's. (*Block Line*, Vol. 17, No. 8, Sept. 1991)

## 1992

(Oct. 17) The *Mountain Express Rail Excursion* (PX835-West) was sponsored by URHS and Friends of the NJ RR & Transportation Museum from Hoboken to Lackawaxen, PA and return. The train was powered by URHS restored Erie E8 locomotives Nos. 834 and 835 along the 230-mile route of beautiful scenery through three states. (Jersey Central News) (*RailPace*, Dec. 1992) (URHS Interchange, Vol. 4, No. 1) (*Trackside Erie to Conrail* with Robert F. Collins)

## 1993

(July 31) Privately owned Pullman car "NYC 3" went on a special train from Morristown to Port Jervis and return via NJ Transit. (July 20-25). (NYC 3 website)

## 1994

(Oct. 16) URHS and Friends of the NJ RR & Transportation Museum co-sponsored a *Fall Foliage Rail Excursion* to the Port Jervis Fall Festival from Hoboken. Erie E8 locomotives No. 834 & 835 were on the head end. (Jersey Central News) (*NJ Transport Calendar*, Vol. 3, No. 3)

## 1996

( ) The Erie Railroad turntable at Port Jervis had to be turned with a bulldozer at first, but was then restored to electric motor operation for turning the 614 locomotive on the Iron Horse Enterprises excursions. (Bill McKelvey)

(Sept. 21) Was the "Dry Run" of C&O No. 614 steam excursion from Hoboken to Port Jervis to confirm logistics and scheduling for the six autumn foliage trips which followed. The Iron Horse Rambles were operated by NJ Transit, produced by Iron Horse Enterprises (Ross Rowland), co-sponsored by the NJ RR & Transportation Museum Commission, URHS and "Friends". They ran between Hoboken and Port

Jervis, NY behind C&O RR 4-8-4 No. 614 with air-conditioned coaches, snack/souvenir car, and several first-class parlor/lounge cars. The locomotive was turned on the former Erie RR turntable at Port Jervis on each trip. The first trip was operated from Hoboken to Port Jervis with 28 cars. A total of 7,277 passengers were carried and seats on all excursions were sold out well before the first trip operated. URHS gained \$30,000 toward equipment restoration from the excursion effort. (Bill McKelvey collection - Trip flyer and Welcome Aboard brochure) (*RailPace*, Nov. 1996) (*NJ Transit Rail Operations* by Rosenbaum and Gallo)

(Oct. 12, 13, 19, 20, 26, 27) Fall Foliage Steam Excursions by Iron Horse Enterprises operated between Hoboken and Port Jervis with 28 cars. Note: There was a very heavy rain storm on the 19th. (Mark Schmitt) (*Jersey Central News*) (Promotional Flyer; Letter to ticket purchasers; Ticket No. 5039, Oct. 26; Welcome Aboard Brochure; Iron Horse Rambles Dining Car Menu and NJ Transit 7 Oct. Memorandum of the Special Movement: C&O 614 Steam Train Excursion from S.T. Lofthouse archives) (<https://youtu.be/WiVKi25NM7Q>)

## 1997

(June 7, 8 & 14, 15) Additional Port Jervis Iron Horse Rambles with C&O 614 similar to those of 1996 were operated. (*Jersey Central News*) (Mark Schmitt)

(Oct. 4, 5, 11, 12, 18, & 19) Additional Port Jervis Iron Horse Rambles with C&O 614 similar to those of 1996-7 were operated. Note: No. 614 blew her piston rings on one of the Saturday trips and a loose trailing truck wheel tire was discovered in this period as well. (*Jersey Central News*) (Mark Schmitt)

(Nov. 15) The Rockland County Historical Society sponsored a Suffern-Port Jervis-Hoboken, Suffern round trip utilizing URHS Erie E8 No. 835 and Morristown & Erie Ry C430 No. 17. The consist of the Rockland Express included NYS&W? RDC M-1 and coach GOOD VIBRATIONS. (*RailPace* Feb. 1998)

## 1998

( ) Shortline is the brand name for Chenango Valley Bus Lines which was acquired by Coach USA in this year. Their route XPA84 operates from Hawley and Honesdale, PA to Port Jervis and Middletown, NY under contract to Orange County. Their route 800 operates from Port Jervis to NYPA Bus Terminal twice daily and costs \$35 for the one hour and 35-minute ride. The train costs \$29, but takes 3 hours and 23 minutes. (Wikipedia)

(Feb. 4) A joint CSX, NS, and NJ Transit inspection train was operated from Port Jervis, NY to West Trenton, NJ. Motive power included Morristown & Erie C424 No. 18 and a NYS&W B40-8. The consist included former PRR Broadway Limited observation MOUNTAIN VIEW, NYS&W diner No. 507 and NYS&W dome-observation No. 509. (*Jersey Central News*) (*RailPace* March 1998)

(Feb. 8) The NYS&W operated an Office Car Special with NYS&W No. 4004 and Morristown & Erie ALCO No. 18 with the following itinerary: Port Jervis, NY; Croxton Yard; Northern Running track to North Bergen which parallels the NYS&W; River Line at CP-2; MP 6 next to the NYS&W Little Ferry engine terminal; River Line south through Weehawken to Jersey City; ex-PRR Passaic & Harsimus Line; thru Journal Square alongside PATH; South Kearny; CPSTOCK; CP-Valley; CP-Aldene; NJT Raritan Valley Line; Bound Brook Station; Lehigh Valley Line; Port Reading Jct.; West Trenton; Bound Brook; Lehigh Line; CP-Valley; South Kearny Yard; Croxton; NJT @ HX interlocking; Bergen County Line; BT; and ended at Midland Avenue Crossing. Participants included officials from NYS&W, CSX, NS, NJT, Metro North; NJ state officials; and various labor reps. (*Susquehanna Reflector*, Vol. 8, No. 4)



(July 23) The Norfolk Southern acquisition of their portion of Conrail, including the Port Jervis Line, was approved and implemented the following year. (Wikipedia – Port Jervis Line)

(Oct. 10, 11, 17, 18, 31, & Nov. 1) Additional Port Jervis Iron Horse Rambles with C&O 614 similar to those of 1996-7 were operated. (Jersey Central News) (Mark Schmitt)

(Fall) Chinese-built Susquehanna 2-8-2 steam locomotive No. 142 was used at Port Jervis to double-head the staged photo run-by's with Iron Horse Enterprise's No. 614 on one of the Fall trips.

## **1999**

(April 17-18) The Canal Society of NJ sponsored a bus tour of the Delaware & Hudson Canal from Port Jervis to Kingston, NY, including Wurtsboro, Summitville, Phillipsport, Spring Glen, Ellenville, and High Falls to Rondout. Leaders: Linda & Bob Barth. (*On the Level* No. 71)

(June 1) Conrail was purchased jointly by CSX Transportation and Norfolk Southern. Conrail's freight operations through Port Jervis were conveyed to Norfolk Southern. (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely)

(Sept. 27) NJ Transit Newark City Subway car No. 108 was loaded onto J. Supor Trucking & Rigging Co.'s 150' long tractor trailer rig at Harrison and began its long journey to Orlando, FL for display at the American Public Transit Assn. conference and exposition. Due to the rig's 15'9" height and 250,000-pound weight the routing included Bloomfield Avenue; Newton, NJ; Port Jervis; Hagerstown, MD; Morgantown, WV; Charlestown, SC; Kentucky; Knoxville; Chattanooga; Atlanta; & Tampa. The same route was followed back, arriving at the Bloomfield Vehicle Base Facility on Oct. 26th. (*NJ Transport Heritage*, Vol. 9, No. 1)

## **Ca. 2001**

( ) The former Erie Railroad concrete coaling towers in Port Jervis were demolished.

## **2003**

( ) Metro-North leased the Port Jervis Line from Norfolk Southern and began a substantial (\$183 million) track and signal improvement program in order to provide more reliable and comfortable commuter service. (Wikipedia – Port Jervis Line)

(Sept.) The Morristown & Erie Ry purchased six rebuilt but retired EMD FL9 locomotives from Amtrak and they were moved to Morristown. Two of them were repainted into a quasi C&O RR scheme and were used on a business car special that made a round trip to Port Jervis, NY in September of 2003. In 2005 these two locomotives were again repainted into a handsome cream and green scheme for the M&Es Maine Eastern operation. (*NRHS Bulletin*, Spring 2010)

(Oct. 4) The Morristown & Erie Railway operated a "Welcome Aboard the Watson, Stevens, Fiorilla & Rutter Customer Appreciation Train Trip" from Hoboken to Port Jervis, NY and return aboard the M&E Ry's *Ohio River*, 2936 coach *Morris County*, and *Kitchi Gammi Club* cars. (Promo piece: Frank Reilly)

## **2005**

(May 5) A shiny, silver, cigar-shaped object (UFO) appeared out of hazy clouds while the observer was driving west on I 84 between Greenville and Port Jervis. (Wikipedia)

## **2007**

(Aug. 28-29) Port Jervis held their Centennial weekend. Star Trak had restored the exterior of original Erie EMD E8 No 833, the last E8 locomotive built for the Erie, at Ringoes on the Black River and Western RR. The 833 and several other cars owned by the NY & Greenwood Lake RR were moved to Port Jervis for display.

## **2009**

(June 6) The NY Chapters of the Electric Railroaders Association and the Railroad Enthusiasts jointly planned and sponsored their *Erie Limited*, Port Jervis, NY trip. They planned to have lunch in the Erie Hotel and later stroll around town. Travel was by regularly scheduled NJ Transit / Metro North trains departing Hoboken @ 9:21 am and returning @ 5:33 pm. Riders were provided with a packet of information including notes on Erie Main Line, a map, the Iron Horse Rambles & locomotive No. 614. (Charles Leemans via Angela Leemans)

## **2011**

(Aug. 28) Service on the Port Jervis Line north of Suffern was suspended due to severe damage from Hurricane Irene which damaged 14 miles of the line. Shuttle train service between Harriman and Port Jervis was started in September and full service resumed on Nov. 28. (Wikipedia – Port Jervis Line)

## **2014**

(August) Twenty-seven historic diesel locomotives were moved by Norfolk Southern to the former Southern Railway Spencer, NC shops, now the North Carolina Transportation Museum, and were displayed around the roundhouse. Erie RR E8 No. 833, owned by NY & Greenwood Lake RR was moved from Port Jervis to join the celebration and returned to Port Jervis afterwards. (N. Carolina Transportation Museum)

## **2016**

(Nov. 5) The remains of Private First Class William V. Giovannello were escorted from Newark Airport to Port Jervis, NY for burial on November 5th by 100 motorcycle police officers. He was killed in action in Korea on April 25th, 1951 and his remains were only recently recovered. The route they took was 78, 24, 287, 80, 15 and 206 into NY. [NJ Herald] [John Sobotka]

## **2018**

( ) Norfolk Southern leased its local freight operations in the Port Jervis area to the Middletown & New Jersey Railroad. (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely)

## **2019**

(Nov. 2) The D&H Transportation Heritage Council sponsored a Delaware & Hudson Canal Bus Tour to explore from Roebling's Delaware Aqueduct / now bridge at Lackawaxen to Port Jervis. Their lunch stop was at Foundry42+ in Port Jervis with a viewing of a newly-released DVD titled "The Delaware & Hudson Canal Co.: Its History and Legacy – Chapter Three, Roebling Bridge to Port Jervis" in the bus on the return trip. (News Release, Upper Delaware Council)

## 2020

(June 20) Non-profit Operation Toy Train issues proposal to the City of Port Jervis to form a new non-profit in New York and establish a railroad museum at the city-owned Erie turntable site.

(August 10) City of Port Jervis formally accepts Operation Toy Train's proposal.

(Oct. 4) A NYS&W hospital train moved 13 pieces of former NY&GL equipment (all acquired by Operation Toy Train) and three other cars from New Jersey to Lackawaxen, PA, led by leased CSX locomotives Nos. 4423 and 2722. The consist included three locomotives and four cabooses. (Internet video)

## 2021

(Apr. 26 to May 10) All of the NY & Greenwood Lake Railway equipment formerly displayed at Port Jervis, except for RS3 No. 935, was moved to Croxton Yard and later to SMS Rail Lines at Bridgeport, NJ. (*RailPace Newsmagazine*, July 2021)

(May 5) The non-profit Operation Toy Train of New York is formed to assume operations of the city-owned turntable site and develop railroad displays at the site. (Rudy Garbely)

(July 26) The turntable site is leased to the Outdoor Club of Port Jervis by the City of Port Jervis. All tracks at the site are immediately sub-leased to Operation Toy Train of New York for the creation of railroad displays. (Rudy Garbely)

( ) The former Erie Railroad turntable at Port Jervis, which had been dormant for years, was again restored to operation.

(Sept. 7) The non-profit Port Jervis Transportation History Center was formed by local interests to assist Operation Toy Train of New York and transform the city-owned turntable site into an interactive historical display and event space. (*The Railroads of Port Jervis, Vol. 1* by Rudy Garbely)

(Dec. 12) Operation Toy Train of New York moved the first pieces of its equipment to the Port Jervis turntable site at the end of its annual Toys for Tots train.

(Dec. 21-22) Middletown & New Jersey GE 44 ton locomotive No. 2 was acquired by Operation Toy Train of New York and moved from Manheim, PA to Port Jervis, NY with funding provided by Liberty Historic Railway. The move, in cooperation with East Penn Railroad, John Nolan of Diamond Crossing Enterprises, LLC, Gordon's Body Shop, and the City of Port Jervis was made by Daily Express of Carlisle, PA. The Tri-State Railway Historical Society helped to coordinate scheduling, logistics, funding, finances, paperwork, and site activities for the move. (Press Release – Tri-State Railway Historical Society)

## 2022

(April 20/21) Liberty Historic Railway funded the Dining Car Society's move of their entire equipment collection – including DL&W No. 469 and Erie No. 941 - from Scranton, Pennsylvania to join the new historic site at Port Jervis, New York under an agreement with Operation Toy Train of New York. The move was made via Norfolk Southern and the New York, Susquehanna & Western, with the cars arriving in Port Jervis on April 21, 2022. The two moves through New Jersey were both at nighttime. (Rudy Garbely) (*RailPace Newsmagazine*, June 2022)

(May 28, 29, 30) The successful grand opening of the Erie turntable site was held on Memorial Day weekend, with sold-out dinners aboard diner No. 469 on the 28th and 29th. The event attracted nearly 2,000 visitors, and the Dining Car Society's collection was a major part of both the grand opening and the continuing exhibits at the site. (*RailPace Newsmagazine*, Vol. 41, No. 8, August 2022) (*Diner Digest* - with menu, Apr-May-Jun 2022)

## **2023**

(Jan. 1) City of Port Jervis acquires ownership for NY&GL RS3 No. 935, which had been abandoned on the turntable property in 2021.

(May 13) Operation Toy Train of New York began operating cabooses at the turntable in Port Jervis to give rides to the public.

(June 28) Port Jervis Transportation History Center announced its dissolution; all remaining site operations taken over by Operation Toy Train of New York d/b/a Erie Turntable.

**NOTE:** When the definitive history of the transportation story of the Port Jervis area is written it must be based on a review of the various local newspapers which covered events in the local area through the years. Those newspapers were: *The Evening Gazette*, 1869-1924; *Port Jervis Daily Union*, 187? -1888; *Port Jervis Union*, 1888-1924; and *Tri-States Union*, 1850-1924.