



LAUREL LINES

Celebrating 50 Years!

1973 - 2023



Vol 51, Issue 9 - September, 2024

A PUBLICATION OF THE LACKAWANNA AND WYOMING VALLEY RAILWAY HISTORICAL SOCIETY, INC

Chapter Picnic Group Photo from August 11th, 2024.
Photo anonymously submitted.



The Chapter Meeting will be held September 12th, 2024 in the Iron Skillet Restaurant at the Petro Truck Stop in Dupont, PA. Dinner is a-la cart at 6 PM (buffet not available). Meeting at 7 PM, program to follow.

This Month's Program:

Edward M .Koehler will present
"An Eclectic Eastern Railway Survey"

Mission Statement:

Through fellowship, community and educational outreach to affect rail preservation and appreciation of railroad history focusing on Northeastern Pennsylvania

President's Message:

By the time this reaches you, the unofficial end of summer will have come and gone. Several things happen in the fall: it's time to post the election notice (see elsewhere) and though I hate to mention it, the seasonal snow reminder for meetings is just around the corner. It's also time to gear up for the Holiday Trains to Moscow- yep – Friday, Saturday and Sunday after Thanksgiving will be here before you know it. (That's Nov 29th, 30th, and Dec 1st). Please mark your calendar now and save some time to volunteer at the station.

With beautiful weather, a great time was had by all at the Chapter Picnic. If you went home hungry, it was your own fault. Thanks to Ken Kertesz and Ed Fortuna, as well as to Norm and Joan Barrett for the beautiful (and delicious) cake featuring the Sarah Miller watercolor of the Moscow Station. Hope to see you all at the Iron Skillet in September.

Vee Pauli, President

“ELECTRIC R.R. RAISES MEN”

*Lackawanna and Wyoming Valley Co.
Grants Increases*

From *The Philadelphia Inquirer*, August 30th, 1916

Submitted by Bob Young

“WILKES-BARRE, Pa., Aug. 30 . -

Yardmen, conductors and motormen employed by the Lackawanna and Wyoming Valley Railway Company, a third-rail electric system operating between this city and Scranton, were granted an increase in wages this afternoon, following a conference of railway officials and a committee of employees, who are affiliated with the Railway Brotherhoods.

The now scale of wages will become effective Friday. It provides for motormen and conductors on electric locomotives, wages of forty cents an hour, an increase of 1 1/2 cents. Trainmen on local and express service, 35 1/2 cents, an increase of two cents; brakemen increased one cent to 27 1/2 cents an hour; switchmen, an increase of one cent an hour.”



The cake from Norm & Joan Barrett from the Chapter Picnic on August 11th, 2024.

Photo by Vee Pauli

HUMOR ME

We've all heard that a million monkeys banging on a million typewriters will eventually reproduce the entire works of Shakespeare.

Thanks to the internet, we know that isn't true.

—

Back in the 1960, I fell off my bike, twisted my foot and scraped by knees! I'm telling you this now because there was no social media in the 60's.

Secretary Minutes of the August 11th Meeting at the Moscow Station.

A brief chapter meeting was held Sunday, August 11, 2024 in the Freight House at Moscow Railway Station in conjunction with our Chapter Picnic. It began at 12:20PM with the pledge to the flag. The minutes from the June meeting as they appeared in the Special July edition of *Laurel Lines* were approved.

The treasurer’s report was read by **President Vee Pauli** and was approved as read. **Norm Barrett** showed off the new exterior lights that will soon be installed around the freight house. Grant money was obtained to help defray the cost. Norm also answered questions about the freight house restoration and the extensive process that is required to obtain grant money for this project.

Old Business

We had successful grand re-opening and ribbon cutting on July 20, 2024. The ice cream trains arrived yesterday sponsored by the Iron Horse Society.

New Business

Speeders are coming August 17 to see the renovated station. We have two opportunities to promote our Chapter: The first would be a table at Steamtown during Railfest August 31 and September 1. The second would be at Viewmont Mall Saturday September 28, sponsored by Lackawanna Historical Society. Volunteers will be needed for both events.

Ed Koehler made a motion to bring to the Board a suggestion that the chapter consider purchasing AV equipment to be used at monthly meetings and special events such as the Picnic and Sentimental Journey Slide Show. Motion was 2nd by Rich Vacula and passed by voice vote. This was not a motion to purchase such items, only to consider this for the future.

The afternoon’s program was by Brian Shaffer from the North Pocono Historical Society titled “*Railroads and Scenes of North Pocono*” and picnic followed.

Respectfully submitted By Vee Pauli, for Ken Kertesz, Secretary

ELECTION NOTICE

November 14, 2024 will be our Annual Chapter Meeting with the election of officers and directors. The following officers are up for re-election:

One Year Term:

- President: Vee Pauli
- Vice President: Ed Fortuna
- Secretary: Ken Kertesz
- Treasurer: Ed Zech
- Historian: Neil Weinberg
- National Rep: Ed Fortuna

The following director positions are up for re-election:

Two Year Term:

- Norm Barrett
- Katie Bischak
- Jim Kilcullen

Suzanne Kilcullen has agreed to serve as Election Chair. Anyone interested in running for election please contact Suzanne at 570-961-0121 by October 10, 2024 (Chapter meeting night).



Passengers Line up for Ice Cream at Moscow Station on August 10th, 2024.

Photo by Mike ‘Breezy’ Bischak



pass by Moscow Station on August 17 2024. First photo shows Joe White leaning out of car.
Photos by Vee Pauli.

Edward M. Koehler's

September 12th, 2024

“AN ECLECTIC EASTERN RAILWAY SURVEY”

This presentation mostly uses images collected by Edward M. Koehler Jr. during the 1970's. It is a brief visit with the Central Railroad of New Jersey, the Lehigh Valley Railroad, and the Erie Lackawanna Railroad; all of which disappeared into Conrail. It is basically two trips from the west shore of the Hudson River to Buffalo, New York. Go back to the days before all the locomotives turned 'blue'. Look for cameo appearances by the New York, Ontario and Western (on the Erie), the Lehigh and Hudson River Railroad and the Lehigh New England Railroad. This presentation ends with a quick trip over parts of the Delaware and Hudson Railroad.

Ed's presentation will be immediately after the Chapter Meeting at the Petro Meeting.



Remember When...

SUBMITTED BY BERT PROHASKA, PARAPHRASED BY KAT BISCHAK, EDITOR

“Unstoppable on the D&H”



Figure 1: D&H 760 in Carbondale, Pa. on 5/11/1974, the day after the wreck.
Both Photos by Mike Eggleston



Figure 2: D&H 760 after rebuild and return from Morrison Knudsen, Boise, ID, photographed at Binghamton, NY 5/19/1975.

Back in 2010, the movie “Unstoppable” starring Denzel Washington featured a run-away train that barely misses destroying a heavily populated town. But did you know that a real life event such as this happened on the former Penn Division, where the D&H Rail Trail sits today?

During the days of operating up the steep grade to Ararat, extra engines and pushers were used to help freight trains continue to the top of the mountain in Susquehanna County. On May 10th, 1974, a GE U33C D&H engine #760 lost power after offering help to another crew, and drifted back downhill. The crew eventually stopped at Burnwood to get off to report to the dispatcher, but did not apply a handbrake. Whatever air was left in the reservoir for the engine brakes of #760 leaked off and the engine was soon on the roll southbound, unattended.

Just like in the movie, a crew member did their best to hop on the train to stop it, but to no prevail. #760 rolled through Herrick Center, past Stillwater Dam, and into Forest City. The D&H dispatcher in Albany, NY, notified local police of the rogue engine and frantically cleared tracks ahead of the runaway. The engine was now heading towards Carbondale Yard and the Lackawanna valley.

Fortunately for the crews and citizens in Carbondale, the D&H engine reached a sharp curve in a rock cut near the former Northwest Jct. of the NYO&W north of Simpson, causing the engine to derail and end its’ race. Afterwards, the engine tapes of #760 showed that the engine had reached speeds of almost 65 MPH, proving to be a testament of high quality track conditions on the Penn Division. In Figure 1 of the photos above, you’ll see what the engine looked like after it’s hellish ride to Carbondale, PA. After a week of preparations by the Mechanical Dept. at Hudson, #760 was sent to Boise ID to be rebuilt by Morris - Knudsen. Figure 2 shows the sparklin’ new engine in Bevier St. yard in Binghamton, NY after returning from it’s rebuild almost exactly a year to the date of the incident.

In the time it took “Unstoppable” to play out in 98 minutes, the D&H runaway unfolded within an hour. Sometimes big-time Hollywood scenes play out in small-town NEPA!

Sources: Jim Kilcullen, retired former D&H Yardmaster - Mike Eggleston, retired D&H clerk

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Chapter, National Railway
Historical Society, Inc.
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Inc. Chapter NHRS.**

Visit us online : <http://www.lwvrhs.org>

MOSCOW: CORK & RAIL
Saturday September 14, 2024

**Tickets – email:
info@theironhorsesociety.com**

**NOTICE: Train rides are subject to cancelation
due to mechanical issues, inclement weather or
crew availability.**

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