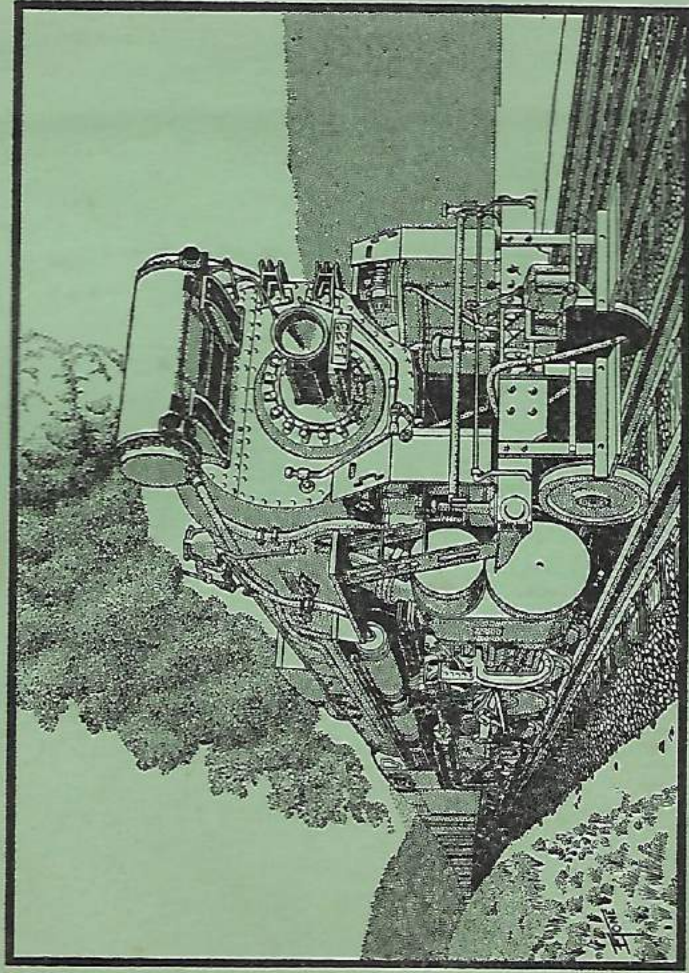


# BULLETIN No. 93



THE RAILWAY AND LOCOMOTIVE HISTORICAL SOCIETY

OCTOBER, 1955

# BULLETIN No. 93

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In preparing our last publication for this year, we welcome the literary efforts of three members whose material is their first contribution to these columns. Mr. G. Murray Campbell, whose paper originally covered the funeral journey of the Abraham Lincoln special train agreed to a revision so that the inaugural journey eastward might be also included. Thus, we have a record of the two important journeys of this famous president and the railroads that participated in both movements.

The history of our small industrial railroads is not easy to locate at this late date and that relating to our logging railroads is no exception. Our member Franklin A. King has done a wonderful job of research in his paper on these railroads in Minnesota and the incompleteness of the rosters is due simply to the fact that the information was not obtainable.

To those of us that were active in railroad work during World War I, there may have been a certain amount of revulsion when locomotives first appeared with the large letters "U. S." painted on the sides of their tenders. The performance of these locomotives generally overcame this feeling, if it arose. This was the first attempt in the standardization of the motive power of our American railroads. It was



not universally liked at the time but, in retrospect, one must admit that these well designed locomotives served as models of those to come in the years that followed. Our member William D. Edson has presented an interesting paper and the tables that accompany are bound to be of value to those that collect this data.

Frank P. Donovan, Jr. has paid a well deserved tribute to Frank H. Spearman, the famous author of railroad stories and Dr. C. F. H. Allen's final installment on the Pittsburg, Shawmut & Northern appears in this issue. And lastly, your editor has given you a brief sketch of the Wabash R. R. and its locomotives. We hope that our members will find something of interest and enjoy this issue.

## Steam-Engine Whistle

By MINNIE HITE MOODY

Listen, my grandson—just beyond the hill

It lifts its lonesome voice and wails once more.

A sound with heartbreak in it, tired and shrill:

A sound a million boys have heard before,

And in the nighttime they have raised their heads

Just as you're doing now, and felt a strange

Wonder catch hold of them in their safe beds,

Till the sound sped far off and out of range.

It was a sound to part the buffalo grass

Long years ago; a sound with history in it.

Baltimore, Kansas City, Donner Pass. . . .

Listen, my grandson, listen for a minute,

And then remember always, if you can.

It will be gone forever, when you're a man.

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## Frank H. Spearman

### The Zane Grey of Railroading

By FRANK P. DONOVAN, JR.

The title looked familiar among the paper-bound reprints, and when I later saw the movie of the same name I knew it was the *Whispering Smith* I read as a boy. Any book which commands a large sale for almost a half century has great popularity and/or considerable merit. Frank H. Spearman's *Whispering Smith* had both. It was twice filmed in the silent pictures and was recently featured in a Paramount production starring Alan Ladd. A best-seller in 1906, the frontier novel of western railroadng recently went through a 300,000-copy reprint and sold like hot cakes.

Indeed, Frank Spearman may be called "The Zane Grey of Railroadng." He excelled in "westerns" depicting the nerve, loyalty and ingenuity of the American railroader. Never employed by a railroad, he, however, wrote stories of the industry which are regarded as classics. And they still pop up in anthologies, although some of the yarns were penned before the turn of the century. As one reviewer put it, the glaring difference between his western fiction and most of the others "is Frank H. Spearman's ability to write."

In some ways Spearman was as remarkable as his characters. The author who could turn out authentic, popular westerns also wrote a factual study of railroads which was used as a textbook at Yale. A convert to Catholicism, he penned two novels concerning the Holy Roman and Apostolic Church, both of which were favorably received. Finally, he wove a romance around the life of Don John of Austria, in which the setting is depicted every bit as accurately as the local color found in his stories on the mountain division of a "transcontinental" railroad.

"I used to call him 'the human sponge,'" related the late Timothy T. Keliher, retired chief special agent of the Illinois Central Railroad, "because he could listen for hours at a time to one and never make a note. I was with him a great deal, visited at his home for a week at a time. I never did see him make a single note while listening to the narrative of those he was interviewing, but he could go home to his study and write or dictate all he had heard, word for word."

Here, perhaps, was the secret of his success in accurately portraying even the minutest of details. Often it is the little things which give a novel the ring of authenticity. Spearman was not only a keen observer but also had an uncanny knack of drawing out the feelings and the objectives of the men he was interviewing. To quote Keliher again, "Just a few polite and nicely phrased questions, and they told him all they knew—and some things their grandfathers knew."

A frail man, never in good health, Spearman was at his best in recounting the exploits of robust locomotive engineers, stalwart brakemen and muscular, quick-on-the-draw cowboys. Refined, quiet-mannered product of the East, he moved to the West out of necessity, and wrote



about westerners by choice. A person of great versatility and many talents, whatever he did, that job was done well.

Born in Buffalo, New York, in 1859, the Spearman soon moved to a small town in Michigan, and later to Appleton, Wisconsin. After a year in Lawrence College in the latter community young Frank's father died, and he was on his own. His first job was with a wholesale grocery house in Chicago; later he became a salesman. Ill health made it necessary for him to move to a dry climate, and he spent several years in McCook, Nebraska. Here he became a bank cashier at twenty-seven and bank president at twenty-nine. But Spearman always had a yen to write, and write he did. It started with an article on his local community, dispatched to *Harper's Magazine*. A check for one hundred dollars in payment for the manuscript was the incentive he needed. From that time on Frank Spearman turned to his pen as an amateur, then semi-professional and, finally, professional author.

In his work at the bank Spearman had many dealings with railroads since McCook was a division point on the Burlington. Between runs engineers and trainmen would sit on the veranda of the local hotel and recount their experiences on the road. Frequently the banker stopped to visit. Spearman liked railroads and they liked him. He used to repeat these tales at the dinner table, amusing his wife and children. Finally his wife suggested he put them down on paper, adding that if they were as interestingly written as he told them, he would find a ready market. He did. One after another they appeared in *Harper's Round Table* and later in *McClure's Magazine*. So popular were the stories in the former periodical they were put into a book called *The Nerve of Foley*, published in 1900. The following year the *McClure's* selections appeared in *Held For Orders*, his second volume.

From the short story it is only a step to novels. That step came with *Doctor Bryson*, a novel of a Chicago eye-surgeon, in 1903. It was moderately successful. The next year Spearman returned to his old love, the railroad, with a romance titled *The Daughter of A Magnate*. Previous to publication in book form the novel appeared serially in *The Saturday Evening Post* under the name of "The President's Daughter." Beginning as the lead feature with a cover sketch announcing the series, the story proved very popular. Spearman had arrived.

The versatility of Frank Spearman was further evinced when the *Post* ran his factual articles on the growth and management of the largest railroads. The "railroad series" started in January 16, 1904 with an attractive cover-drawing by J. J. Gould. The ten articles in the series created much favorable comment and established Spearman as an authority on the subject. Subsequently incorporated into a volume called *The Strategy of Great Railroads*, the work was regarded as a classic in its field. At one time used as a textbook at Yale, the volume is still consulted by railroad writers although it has long since gone out of print.

In the latter part of 1905 Spearman, in quest of new material for a novel, stopped at Cheyenne, Wyoming, and was directed to Timothy T. Kehler, then a special agent for the Union Pacific. Kehler had a very unusual assignment. It was to rid the railroad of train robbers who had their hideout in the Hole-in-the-Wall Country of central





# THE SATURDAY EVENING POST

An Illustrated Weekly Magazine  
Founded A. D. 1728 by Benj. Franklin

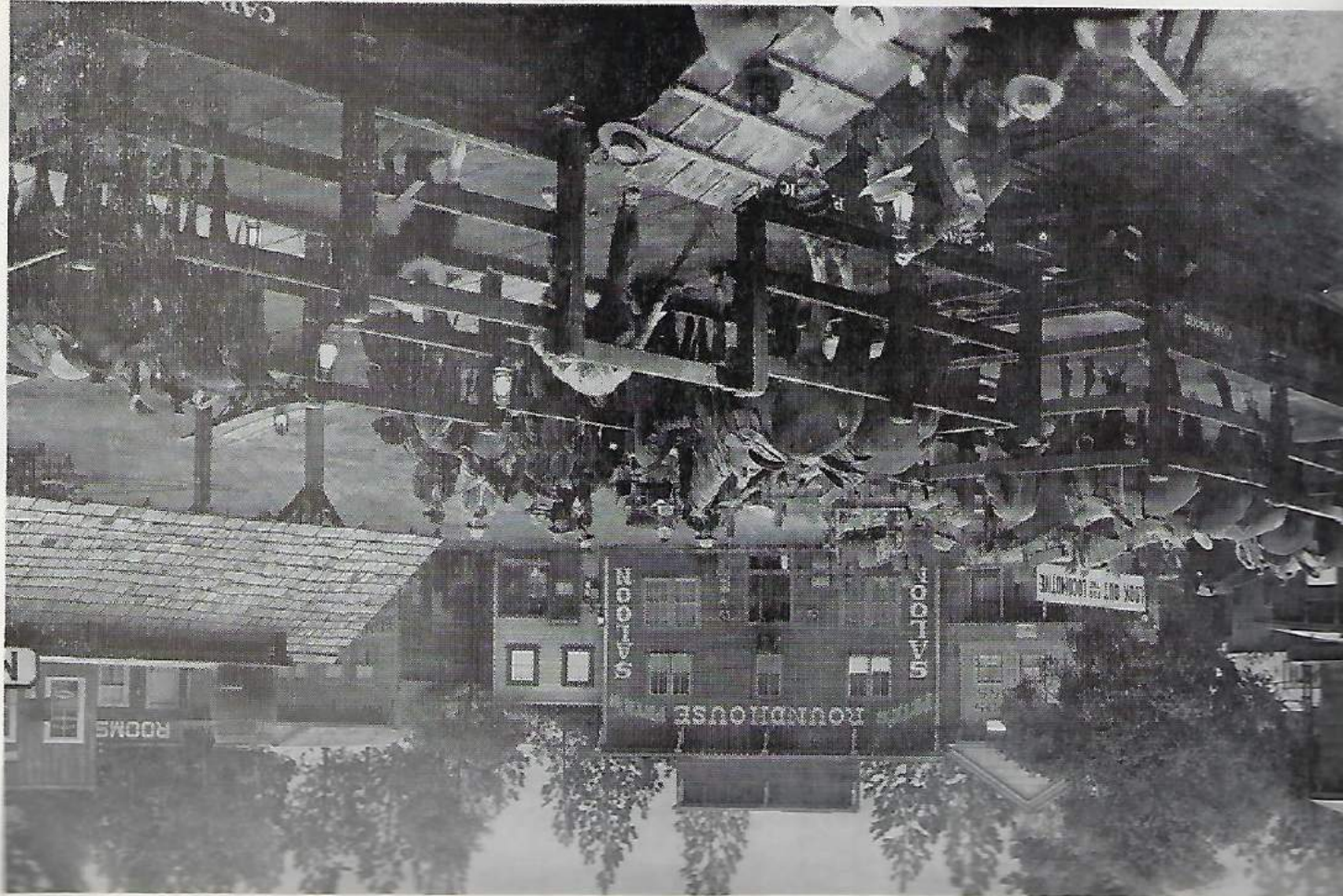
NOVEMBER 16, 1934



Beginning Frank H. Spearman's Railroad Series

THE CURTIS PUBLISHING COMPANY, PHILADELPHIA

Designed by J. J. Gould. Reproduced by special permission of the Saturday Evening Post. Copyright 1934 by



Credit: Paramount Pictures

The town of Medicine Bend, built in about six weeks on five acres of Paramount back lot, for picture "Whispering Smith." Horses are used by Whispering Smith's posse to rid railroad of outlaws who wreck trains and loot cars.



Wyoming. The notorious "Butch" Cassidy gang, in particular, terrorized the state by holding up trains, dynamiting banks and robbing stages. In their mountain hideouts, the gang had always evaded capture.

To track down these desperadoes Tim Keliher organized the Union Pacific Mounted Police, every bit as fearless as the famed Canadian "Mounties." The railroad police had their headquarters in a baggage car. The men slept and ate in the car and stabled their fast, tough ponies in the other end. The posse included three of the best trackers in the West and seven rangers chosen for their skill with the rifle. When a hold-up occurred the car was quickly moved by special train to the scene of the robbery. Planks were then lowered to the ground and horses carrying men with six-shooters galloped out to round up the gunmen. Keliher's men were such crack shots they so awed the outlaws that there wasn't another train robbery on that part of the Union Pacific for twenty years!

Keliher was modest about his achievements, but Spearman in his polite, tactful way, soon drew out the whole story. It did not take the novelist long to create a hero based on the Union Pacific's young, six-foot special agent. But the name of the leading character—that was a stickler. Tim Keliher went on to give credit to U. S. Deputy Marshal Joe Lefors, a gun-handler never equaled in that country, in bringing law and order to Wyoming. The marshal, for all his courage and virility, explained Keliher had a low, quiet way of talking. He spoke almost in a whisper. That was Spearman's cue. After some reflection, he selected Whispering Smith as the title for his book and the name of its hero. Essentially, however, Whispering Smith is a composite of western types taken from real life and put into the novel.

*Whispering Smith* has its setting on the UP when "the Union Pacific was the West and the West was the Union Pacific," McCloud, the new division superintendent fires Murray Sinclair, the wrecking boss, for looting smashed freight cars. Sinclair takes to the hills with a band of picked men and begins a reign of terror against the line's mountain division. Whispering Smith is called in, and with a posse of men, after several desperate encounters, succeeds in capturing the outlaws. The novel is a swift-moving "western," filled with train-wrecks, gun-play and a double love interest. At the same time, "It is extremely well done," to quote one reviewer.

After *Whispering Smith* came a dozen other novels, mostly westerns, which had a wide reading public. None had quite the popularity of his new trouble shooter on the Union Pacific although *Nam of Music Mountain*, a western romance, made the best-seller list in 1916.

His novels of the west have been likened to those of Owen Wister and Eugene Manlove Rhodes in that they have a distinct literary value and show the marks of skilled craftsmanship. Spearman helped elevate the western from a cheap, poorly-written, blood-and-thunder story to a novel of good taste, restraint and fidelity to detail. All his stories are clean and wholesome. Because of these qualities and his contribution to American letters, Frank H. Spearman was bestowed the Lactare Medal by the University of Notre Dame in 1935. He also received honorary degrees from Notre Dame, Santa Clara and Loyola universities.

Credit: Paramount Pictures



Alan Ladd (left with chin strap) as Whispering Smith. All rolling stock used in making motion picture was purchased by Paramount from the Virginia & Truckee Railroad.



The balance, organization and careful planning evinced in his writings stem from a well-adjusted, fruitful life. At the age of twenty-five Spearman married Eugenie A. Lonergan. The couple lived to celebrate their golden wedding anniversary with their four children. Their devotion to each other was epitomized in the bride's wedding ring, which bore the inscription "Then as Now." Fifty years later he added "Now as Then."

While fame and monetary rewards came to Spearman, he remained modest and retiring. Thrifty, prudent and practical, he realized a modest fortune from his writings and succeeded in having many of his stories made into motion pictures. During their later years the Spearman family resided in a beautiful home in Hollywood. On the other hand, neither were spared ill health. Often one or the other became sick, and they would faithfully take turns in caring for each other.

While writing the moving novel, *Robert Kimberly*, his wife lay suffering in bed only a few feet from his desk. Notwithstanding this handicap, Spearman finished the book and dedicated it to her in appreciation of the religious inspiration she gave him. The story dealing with a convert to the Catholic faith, is told with charm and simplicity. Much the same theme runs through his later novel, *The Marriage Vow*, issued in 1923. There is little doubt that Spearman's reverence for the Church gave him peace of mind and spirit during the years that witnessed world war destruction of much of our civilization.

When Spearman died in 1937, he had published nineteen books, including two volumes of short stories and one factual study. About a dozen of his stories appeared in the movies, most of them concerning railroad themes, for which he is best known. Fifty-six-inch drivers on ten-wheel engines, which he describes in his most famous tale, "The Yellow Mail Story," seem as out-of-date as silent pictures. On the contrary, a well-told story is timeless. Jimmie-the-Wind pulling the test run of the U. S. Mail continues to race through book after book, from the time it was first penned at the turn of the century to the present day. It won a place in the *World's One Hundred Best Short Stories*, published in 1927. In more recent years it was accorded the lead selection in *Headlights and Markers*, an anthology of railroad stories.

Because of his skill, literary talents and intimate knowledge of railroading Spearman may be regarded as the dean of railroad authors, certainly of railroad fiction writers. He was not the first to blaze the trail of railroading in story, being preceded by Herbert E. Hamblen and having been more or less contemporary of Cy Warman, Francis Lynde, Frank L. Packard and others. Nor is he the last of the writers in this category. A. W. Somerville, Harry Bedwell and a few more have carried on or are carrying on the tradition. But when it comes to versatility in portraying the railroad in short story, in the novel and in actual works Frank H. Spearman is an acknowledged master. It is unlikely that he will ever have a successor for the field of railroad writing is now generally divided between those who write fiction and those who write fact. The factual writers are on the increase, the "fictioneers" are a diminishing lot, and those who write with equal facility in both fields are virtually nonexistent.

# The Pittsburg, Shawmut and Northern, and all Associated and Predecessor Roads

## Part II

By CHARLES F. H. ALLEN

### Foreword by the Editor

In Bulletin 92 appeared the first part of this paper covering the formation of the early companies, their construction and their financial troubles. The paper ended with the activities of the Central New York & Western R. R. Co. and this paper continues from that point.

### The Saint Mary's and Southwestern Railway Co.

The extension of the New York, Lake Erie and Western Coal and Railroad Co. into the coal areas of McKean and Elk Counties of Pennsylvania in the 1880's has been described in the R. & L. H. S. Bulletin No. 76. A portion of this, extending from Brockway to Shawmut, was known as the Brockport and Shawmut, and tapped a coal mining region at the latter point. There were a number of lumber roads in the vicinity which undoubtedly contributed an appreciable quantity of freight to this forerunner of the Erie, and which were, of necessity, friendly to it. Hence, it was not surprising to find a lumber road incorporated and converted into a common carrier.

The Saint Mary's and South Western (hereafter Southwestern) Railway Co. was organized on June 19, 1893, under the laws of the State of Pennsylvania, with a capital stock of \$300,000 (of which \$52,875 was paid in the first year), to build a standard gauge road from St. Marys to Hyde, 20.64 miles. The officers and directors were as follows: President, B. Frank Hall, of St. Marys, V. P., J. Henry Cochran, of Williamsport, Sec'y, J. K. P. Hall, of St. Marys, Treas., G. C. Simons, of St. Marys, and W. H. Hyde, of Ridgway, Andrew Kaul (Gen. Mgr.), John Kaul and B. E. Wellendorf (Chief Engineer) all of St. Marys. John Kane, of St. Marys, was elected as a new director, in 1896.

The Halls, Kauls and Hydes dominated politics (Democratic Party) in Elk County for many years.

Joseph Smith Hyde was born in Tamworth, N. H. in 1813. He first went to Ridgway in 1837, becoming a permanent resident in 1846; he died in 1888. His son, William H. Hyde, became a state senator; he was also active in the Ridgway mills. W. H. was president of the Clarion River Ry. and a director of the St. Marys and Southwestern. His sister married James K. P. Hall.

There were five brothers Hall born in Clearfield County and descended from Anthony Carner who settled there after the American Revolution: John (law), James K. P. (law), William (physician), B. Frank (civil engineer), and Harry A. (law). Of these, James K. P.



appears to have had the most connections with railroads; he was president and director of the New York, Lake Erie and Western Coal and Iron Co., in 1892, and of the Brockport and Shawmut, of the unorganized Brockwayville and Daguscahonda, the Daguscahonda and Elk, the Crawford Jet, and McKean; and of the Kersey Railroad; sec-treas. of the Clarion River Ry., and secretary of the Buffalo, St. Marys and Southwestern during its short life. He was also a U. S. senator from Pennsylvania.

B. Frank Hall was president of the St. Marys and Southwestern, and of the succeeding Buffalo, St. Marys and Southwestern. Harry A. Marys was the solicitor for the St. Marys and Southwestern, the Buffalo, St. Marys and Southwestern, and of the Clarion River. He was at one time a U. S. district attorney in Pittsburgh. He was decorated by Emperor Franz Joseph of Austria for his meritorious handling of certain Austrian affairs. He was captain of the militia company of certain Ridgway during the Spanish-American War, serving in Puerto Rico. Andrew Kaul was a director of the Clarion River, vice-president and general manager of the Kersey, and director and general manager of the Buffalo, St. Marys and Southwestern. John Kaul was a director of the latter and of the Kersey Railroads.

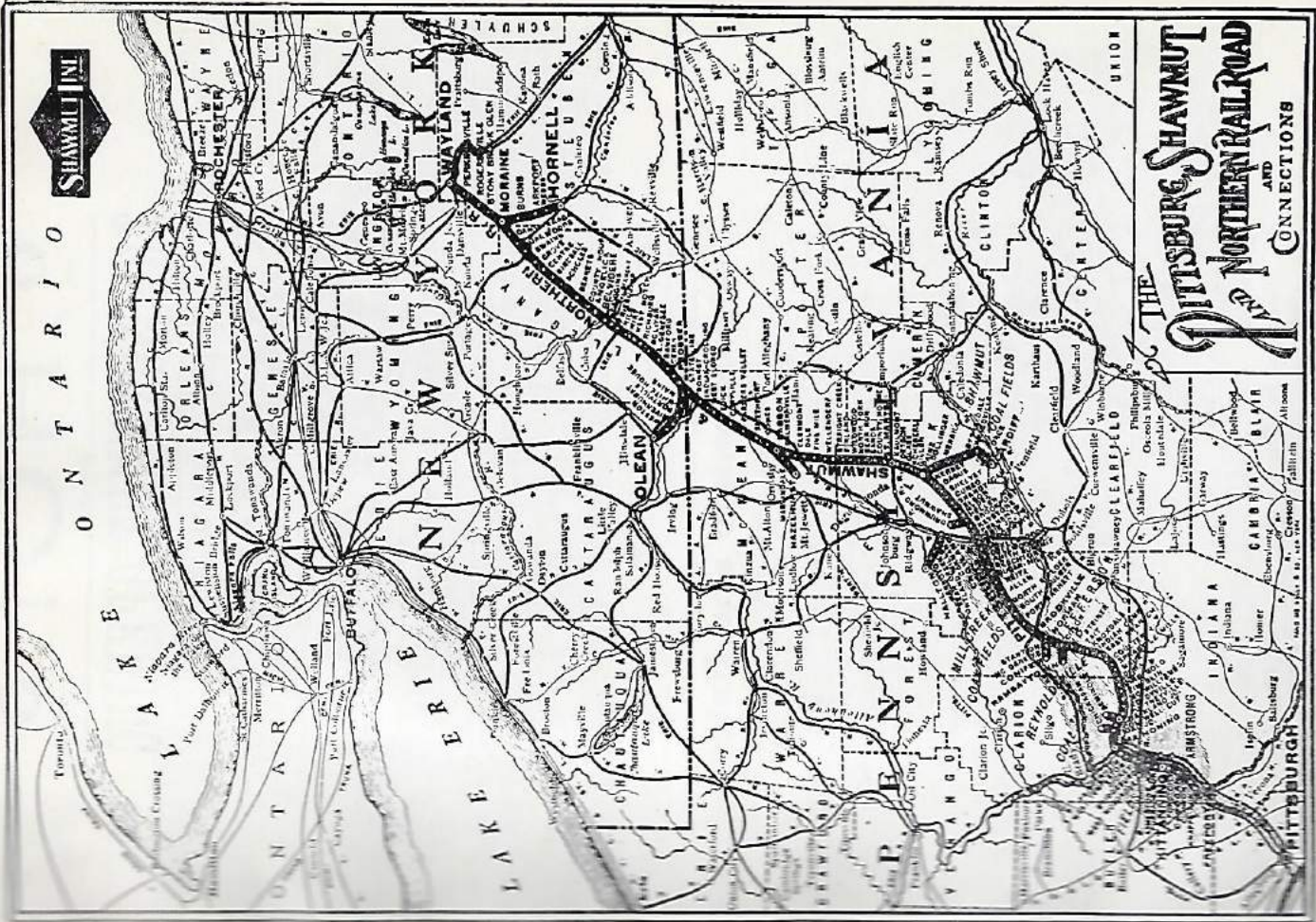
Of the others, Simons was a director of the Kersey R. R., and treasurer of the Buffalo, St. Marys and Southwestern. Wellendorf was a director of the latter, and chief engineer and general superintendent of the Clarion River.

The first year ten miles were constructed and operated, between the junction with the P. R. R. (Philadelphia and Erie) in St. Marys to Centreville. This section had one trestle 650 ft. in length. The cost of the road was \$123,172.14 and of the equipment, \$106,802.68. The rolling stock comprised one locomotive, two passenger cars, and 250 freight cars. There were 20 employees; the salaries paid, including those of the officials, amounted to \$22,763.76.

During 1894-1895 the road was extended from Centreville to Hyde, 11.12 miles. A line from Brockport to Horton City (2.41 mi.), essentially parallel to the Brockport & Shawmut R. R. (Erie), and terminating at Drummond, 1.26 miles beyond, where there were extensive coal mines, had been planned. However, trackage rights over the Erie were arranged between these two points (for terms, see Bull. No. 76); after the consolidation of the St. M. S. W. into the Pittsburgh, Shawmut and Northern, in 1899, these rights were continued. There was no physical connection between this isolated segment (Horton City to Drummond) and the rest of the Shawmut system.

The road was apparently a moneymaker. This data is given in the 1896 Poor's. There were 12,838 passengers carried, and they paid \$2,036 for this service. The freight moved was 76,133 tons, receipts for carrying which came to \$15,183. "Other earnings" amounted to \$50,761—it would be interesting to know what this item was. The net income was \$41,946, and the total surplus at this time was \$48,156.

There were 5 locomotives in 1894, but only 2 in 1896. A Shay locomotive, road number 10 (builder's number 461) was acquired on May 24, 1894. This would imply nine predecessors; perhaps there were a



Map of Complete Shawmut System



# HO! O

FOR  
**THE SHAWMUT OPENING**

**GRAND LOW-RATE  
EXCURSION  
TO  
ST. MARYS**

THE METROPOLIS OF ELK COUNTY  
**VIA NEW SHAWMUT LINE.**  
Including the Great Loop-de-Loop.

## Sunday, Oct. 25, 1903

The foliage at this season of the year is at its height in autumnal grandeur and beauty. Take your first trip over the New Line. You cannot find a more picturesque ride east of the Mississippi River.  
**LOOP-DE-LOOP** is one of the most marvellous pieces of railroad construction of the twentieth century. You have heard about it. Here's your opportunity to see it.

### Train Schedule and Rates

STATIONS	A. M.	FARE	STATIONS	A. M.	FARE
Lv. Olean	9:00	\$1.25	Farmers Valley	10:26	1.25
Westons	9:11	1.25	Smethport	10:41	1.00
Portville	9:15	1.25	Kasson	10:58	1.00
Wright house	9:19	1.25	Loop-de-Loop	11:09	1.25
Maize	9:27	1.25	Falmerville	11:21	.75
Bulls Mills	9:42	1.25	Clermont	11:56	.50
Edford	9:56	1.25	Wildwood	12:10	.50
Locusts	10:07	1.25	North Fork	12:10	
Co.ville	10:14	1.25	Arr. St. Marys	12:30	
			Pr. M.		

Returning train will leave St. Marys at 3:00 P. M.

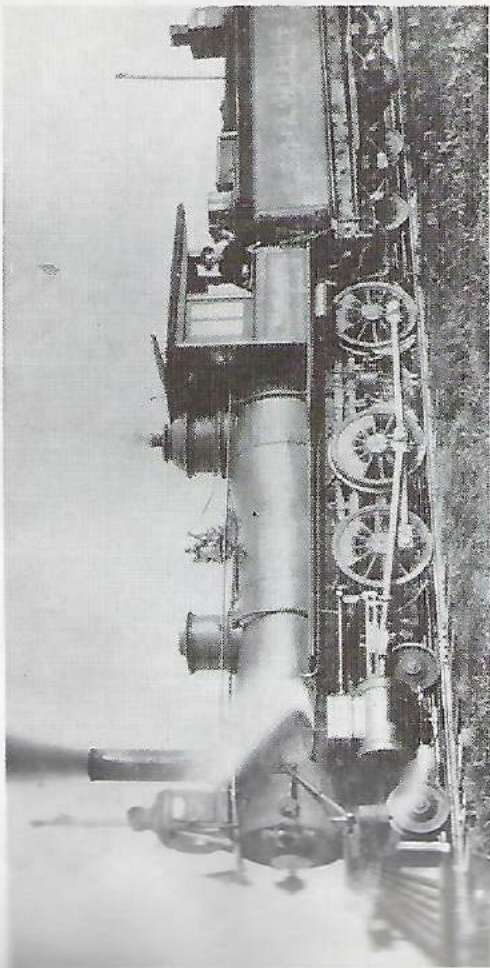
**NOTICE**—Regular train service between St. Marys and Olean will be established, Monday, Oct. 26, daily except Sunday.

Through Trains, without change, on the Following Schedule:

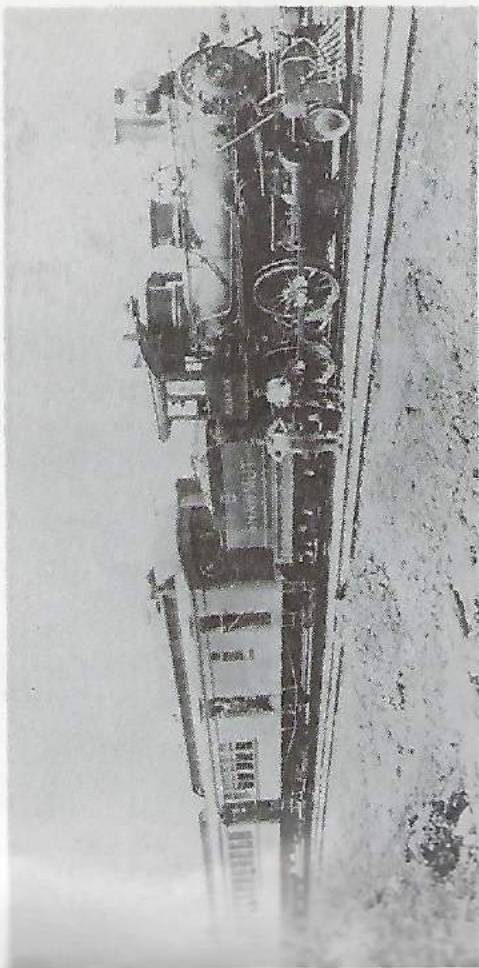
Lv. St. Marys	7:25 A. M.
Arr. Olean	10:15 "
Lv. Olean for Smethport and Mt. Jewett	9:35 "
Arr. Smethport	11:23 "
Arr. Mt. Jewett	12:10 P. M.
Lv. Mt. Jewett for Olean	1:10 "
Lv. Smethport "	1:59 "
Arr. Olean	3:30 "
Lv. Olean for St. Marys	5:42 "
Arr. St. Marys	8:56 "

D. F. HANCOCK  
Vice President, N. Y. WATER CO.

G. J. HENWICK  
Gen'l Pass Agent



P. S. & N. #3, ex-P.R.R. Class G-2, 18x22" x 50"



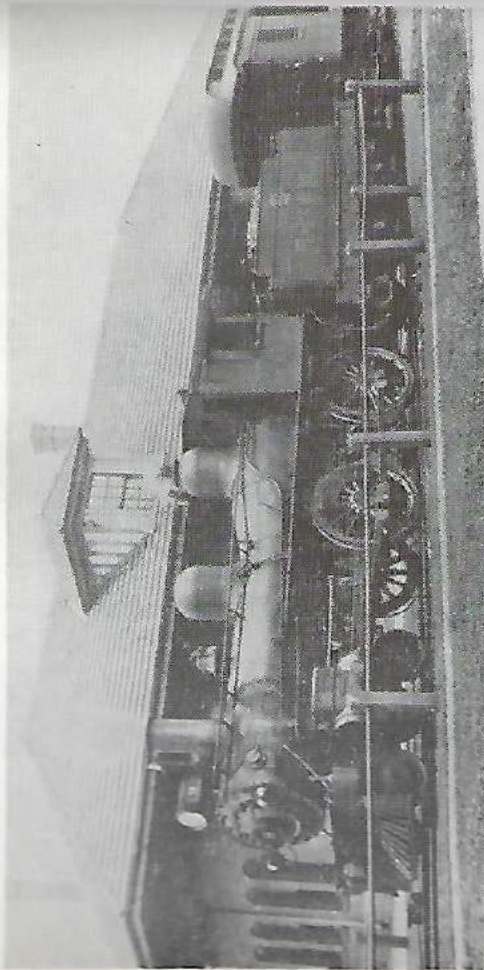
P. S. & N. #8, Cooke 1886, 16x24" 63"



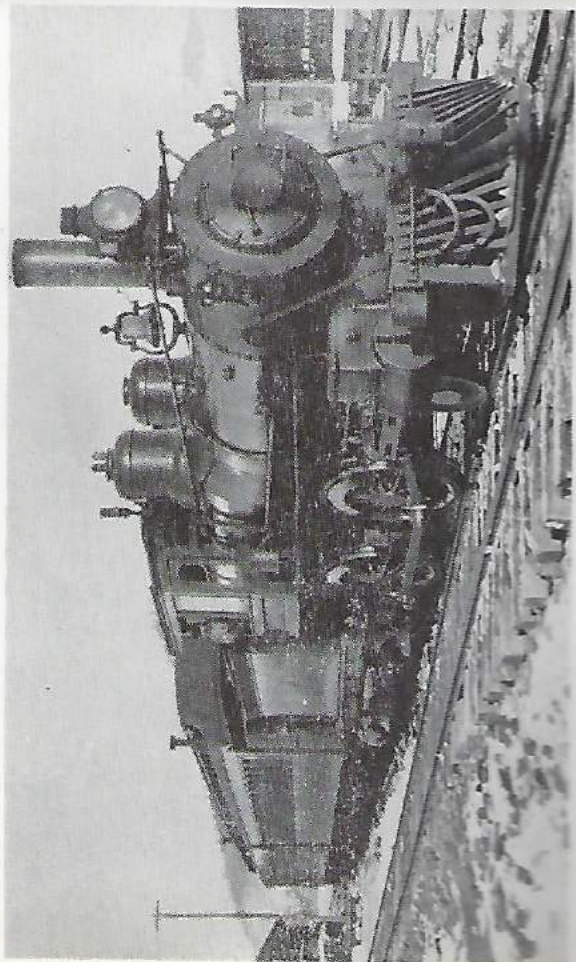
number of old engines left from the previous logging roads. At any rate, in 1897 it is to be noted that Brooks delivered to them a 2-8-0 type engine, road number 7 (builder's number 2663); 20x26 cyl., 51" drivers, 180 lb. boiler pressure). This engine was renumbered 44 in the Shawmut system, and scrapped in 1924.

The Halls, Kauls, Gardners, and Hydcs had wide lumber interests. They operated companies under several names in Pennsylvania, West Virginia, and Alabama. A Hall, Gardner Co. was in operation in the Hallowton, Pa. area until 1910, the mill being run by a Mr. Sharp; he then moved the machinery to Gardner, West Virginia. He also, at an unknown date, purchased tracts of lumber in Alabama (Black Warrior?) and moved there. There may be also a (unestablished) connection with H. S. Thayer and Son, who, Mr. Golden believes, had active lumber interests in the south, but who came from Ridgway, Pa. A roster of the Shay engines, used by the Hall & Kaul lumber companies, is included in this section; the data was supplied by Messrs. Wood and Fisher. The roster is obviously incomplete because there are photographs of No. 70 (a mill engine) and No. 71 (a road engine) which are not in the above list. On the back of the original picture of No. 70 is written "first engine overhauled for Kaul & Hall Lumber Co., 1902." The four engines in one picture were at St. Marys in 1910; their numbers are not legible. Two Thayer Shays have been included in the roster, although as yet no connections have been established between this company and the Hall-Kaul companies. Mr. Wood also found a Baldwin 2-6-2, Constr. No. 30297 (2-1907), 16x24, 44" drivers which was Kaul Lumber Co. No. 8.

Mr. Clyde L. Collum reports that there were three other short roads having many of the same officials, the St. Marys and Eastern, St. Marys and Western, and Portland and Northern. G. C. Simons was the secretary-treasurer of them all, Andrew Kaul was the president of the St. Marys and Eastern, John Kaul of the St. Marys and Western, and J. K. P. Hall of the Portland and Northern, while F. A. Paul was a director of the first two, and Harry R. Hyde of the last. The St. Marys and Eastern, (org. 7-6-10, 6.33 miles) ran down the same valley as the Penna. R. R. as far as Beechwood and Rathbun, northeast of St. Marys towards Emporium, and thence to Bear Run and North Fork. The St. Marys and Western (org. May, 1904; 20 miles with branches), ran both east and west. The western end extended from near Elk Home almost to Johnsonburg, while the eastern extension ran along Trout Run. The Portland and Northern, (org. 12-27-00, 12.25 miles with branches) ran from Portland Mills along Bear Creek, almost north, into the township of Highland.



P. S. & N. #9 at Olean, N. Y. Cooke 1886. 16x24" 63"



P. S. & N. #11, Brooks 1890, 17x24" 62"

Courtesy D. H. Kirkwood



### Roster of Standard Gauge Shay Engines, Lima Built

C/N 284	Date 4-28-90	Cyls. 10x11	DD 28	Disposition and Road Number J. E. Potts Salt & Lumber Co. 3, gauge. Kaul & Hall, and widened to standard gauge. M. J. Corbett Chemical Company. Delta Chemical Co. Wells, Mich. Scrapped 8-22-1928
324	10-90	9x8	26	Portland Lumber Co. #2.
461	5-93	15x14	39	St. Marys Southwestern #10 Boston Consolidated Mining Co. Bingham, U. Carlisle-Pennell Lbr. Co. Onalaska, Wash.
530	5-29-97	11x12	32	Hall & Kaul Lumber Co. #23. Northwestern Equipment Co., Portland, Ore. Winchester Bay Lbr. Co., Reedsport, Ore.
577	9-6-99	13x13	32	J. & A. Kaul #17. (Tuscaloosa, Ala.) Natalbany Lbr. Co. Louisiana. (1928)
748	1-20-03	12x15	33½	Kaul & Hall Lbr. Co. #73. Central Leather Co. Scrapped 2-1929.
886	6-25-04	12x15	36	Kaul Lbr. Co. #5. (Birmingham, Ala.) Finkbine Lbr. Co. (Wiggins, Miss.) Wilde Lbr. Co. #10. 3-1931.
1533	7-05	10x10	28	G. W. Gates Lbr. Co. #2. Kaul Lumber Co. (Tuscaloosa, Ala.)
1617	12-05	12x12	32	Kaul Lumber Co. #6. (Tuscaloosa, Ala.)
1714	7-06	12x15	33½	Kaul & Hall Lbr. Co. #74. Uvalde Rock Asphalt Co. #124. Blewett, Tex.
2090	1-08	12x12	32	Kaul Lbr. Co. #9. (Tuscaloosa, Ala.)
2543	7-12	10x12	29½	John Heilman Lbr. Co. #2. Kaul Lbr. Co. (Tuscaloosa, Ala.)
3062	4-20	12x12	32	Kaul & Hall Lbr. Co. #14. (Tuscaloosa, Ala.)
547	2-3-98	10x12	29½	Thayer Lbr. Co. #97. (Muskegon, Mich.) Calderwood Lbr. Co.
864	7-2-04	10x12	29½	Thayer Lbr. Co. #9. (Thayer, Miss.) Williams Yellow Pine Lbr. Co. Miss.

### Buffalo and St. Marys

The Buffalo and St. Marys Railroad Co. was incorporated on June 5, 1895, with a capital stock of \$300,000 to construct a line between St. Marys and Clermont, 23.82 miles. The directors were as follows:—B. Frank Hall, Andrew Kaul, John H. Kaul, B. E. Mittendorf, J. M. Schaefer and G. S. Simons, all of St. Marys, and J. K. P. Hall, of Ridgway.

The road was built in 1895-1896 and was operated from that date by the St. Marys and Southwestern, until the consolidation into the Buffalo, St. Marys and Southwestern, on Jan. 29, 1897.

### Emporium and Mt. Jewett

The Emporium and Mt. Jewett Railroad Co. was incorporated on Oct. 28, 1895, with a capital stock of \$200,000, for the stated purpose of constructing and operating about 17 miles of railroad to extend from a point at or near Robinson Run station in Shippen Township, in Cameron County, to a point at or near the confluence of Wildcat Run and Marion Creek in Hamlin Township, in McKean County. The president was George J. Wolf, of Bradford. There was no construction. The two towns mentioned in the name are in the counties mentioned.

This road was consolidated with the Mt. Jewett and Smethport, on May 26, 1897, to form the Mt. Jewett, Clermont and Northern Railroad Co.

### Smethport and Olean

The Smethport and Olean Railroad Co. was incorporated on Dec. 5, 1895, with a capital stock of \$400,000, for the stated purpose of constructing and operating about 18 miles of standard gauge railroad from Smethport to the N. Y.-Penna. State Line, all in McKean County. The officers and directors were as follows:—George J. Wolfe, James George, H. A. Jackson, A. G. McComb, M. J. Raub, and S. H. Smith, all of Bradford.

There was no construction, until after this line had been consolidated into the Pitsburg, Shawmut and Northern.

In 1900, 7.47 miles between Coryville and Smethport were built, presumably under the Smethport and Olean charter. The distance from Coryville to the State Line is 11.2 miles, and, after this had been built in 1910, was known as the "State Line Branch." Prior to this construction the Shawmut had trackage rights over the Pennsylvania between these points.

A. G. McComb was subsequently the chief engineer of the P. S. & N. and of the Kersey R. R. Co.

### Buffalo, St. Marys and Southwestern

The Buffalo, St. Marys and Southwestern Railroad Co. was formed on Jan. 28, 1897, with a capital stock of \$1,000,000, by a consolidation of the Buffalo and St. Marys, and the St. Mary's Southwestern R. R. Cos. The officers and directors were as follows: President and Chairman of the Board, B. F. Hall; V. P. and Sec'y, J. K. P. Hall; Treas., G. C. Simons; Auditor, L. P. Snyder (not a director), Gen'l Mgr., Andrew Kaul, John Kaul, J. M. Schaefer and B. E. Wellendorf, all of St. Marys, and Solicitor, H. A. Hall (not a director), of Ridgway.

The main line extended from Clermont, where it had a connection with the Western New York and Pennsylvania R. R., to Hyde, 45.67 miles with a 1.92-mi. branch from Shawmut to Drummond. They had trackage rights over 6.17 miles, between Hyde and Brookwayville, from the Erie, and a 0.62-mi. branch to the St. Marys station, from the Pennsylvania R. R. They owned 5 locomotives and leased one; they owned 2 passenger, 1 miscellaneous, and 254 freight cars, and 3 cabooses. They had 144 employees. The first year the net earnings were \$75,236.



The new officers who were elected in 1898, showed the Shawmut influence; the offices were moved to New York.

The Brooks works sold three engines (Nos. 7, 9, 11) to the B. St. M. & S. W., in 1896-1897. Four heavy consolidations were ordered by this road from the Pittsburgh Locomotive Works; the first two were received in 1899, prior to the consolidation forming the Pittsburg, Shawmut and Northern, but all were numbered (40-43) in the P. S. & N. series. They had very large cabs and were considered huge at the time.

It appears that two old Pennsylvania R. R. engines were contributed to the new Shawmut Line by this road, but their previous history is shrouded in obscurity. They have been identified as old Philadelphia & Erie engines, as will be related later on. If their P. S. & N. numbers 1 and 3 were retained from the B. St. M. & S. W., one may draw the conclusion that the latter company used only odd numbers, viz., 1, 3, 5, 7, 9, 11. The one "leased" might have been No. 5, from the St. Marys Southwestern. The roster of Buffalo, St. Marys and Southwestern locomotives follows:—

No. Source	Date	Constr. No.	Wheel arr.	Cyl.	Diam. Drivers	PS&N No.	Sc. 1906
1 PRR, D-5			4-4-0	x	50"	3	1905
3 PRR, G-2			4-6-0	18x22	57"	20	12-31-28
5 Brooks	1897	2739	2-8-0	18x26	51"	44	12-31-24
7 Brooks	1896	2663	2-8-0	20x26	51"	45	7-1-25
9 Brooks	1896	2664	2-8-0	20x26	57"	21	12-31-24
11 Brooks	1897	2736	2-6-0	18x26	50"	40	12-31-24
40 Pittsburgh	1899	1974	2-8-0	22x28	50"	41	12-31-24
41 Pittsburgh	1899	1975	2-8-0	22x28	50"	42	12-31-24
42 Pittsburgh	1899	2006	2-8-0	22x28	50"	43	12-31-24
43 Pittsburgh	1899	2007	2-8-0	22x28	50"		

After the dismantling of No. 9 the boiler was used as a stationary boiler in the St. Marys locomotive shop.

Mr. Lyons stated that the drivers on No. 7 and No. 9 were not properly counterbalanced, for when the engines attained a speed of about 35 mi. per hour, they bounced so much that the enginemen could not remain on their seats, but had to stand!

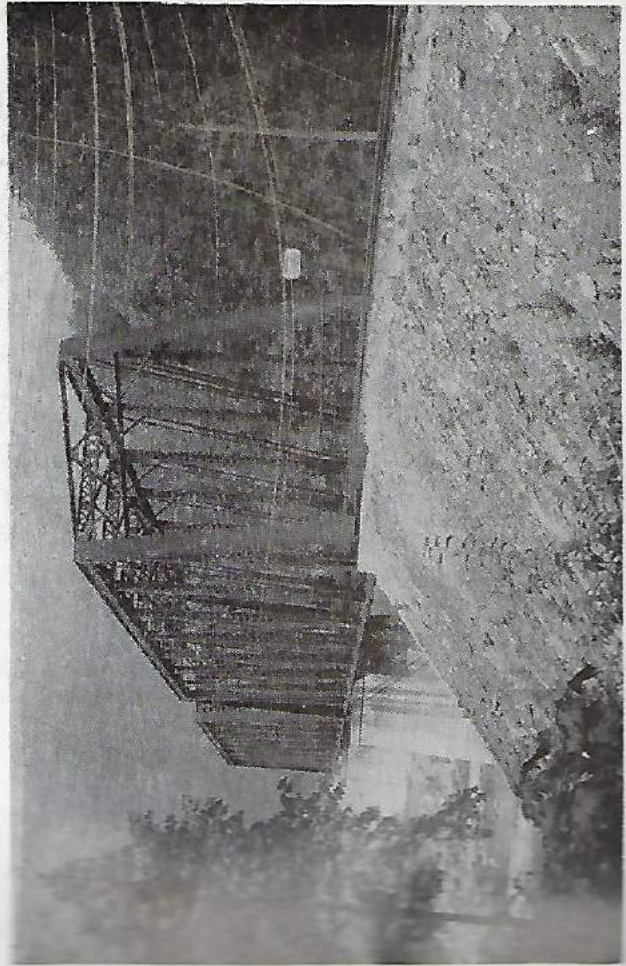
### Mt. Jewett, Clermont and Northern

The Mt. Jewett, Clermont and Northern R. R. Co. was formed on May 26, 1897, by merger and consolidation of the Mt. Jewett and Smethport Railroad Co., whose line extended between Mt. Jewett and Gallup, and the paper Company, Emporium and Mt. Jewett. The capital stock was set at \$350,000. The officers and directors, all of Bradford, were as follows:— President, Benj. F. Hazelton; V. P. & Gen'l Mgr., Edwin F. Clark; Sec'y and Auditor, Franklin P. Hazelton; Treasurer, Edwin E. Tait, Charles D. Purple, W. C. Purple and Thomas P. Thompson, who was also a director of the Bradford & Western Pennsylvania.

The rolling stock comprised two locomotives, one passenger and 34 freight cars. There were 33 employees. The first year's earnings were \$2,083.



The Kazoon Loop on the P. S. & N.



P. & S. Bridge over the Mahoning River







This road had a very short life, becoming a part of the Pittsburgh, Shawmut and Northern, in 1899.

### Mill Creek Valley

The Mill Creek Valley Railroad Co. was organized by Shawmut interests, being incorporated on June 13, 1899, with a capital stock of \$3,750,000, to build and operate a standard gauge road between Hyde and Brookville, a distance of about 26 miles.

This was a paper company. There was never any construction, because the Pittsburgh, Shawmut and Northern, during its entire existence, leased trackage rights between these points from the Erie.

### Central New York and Northern

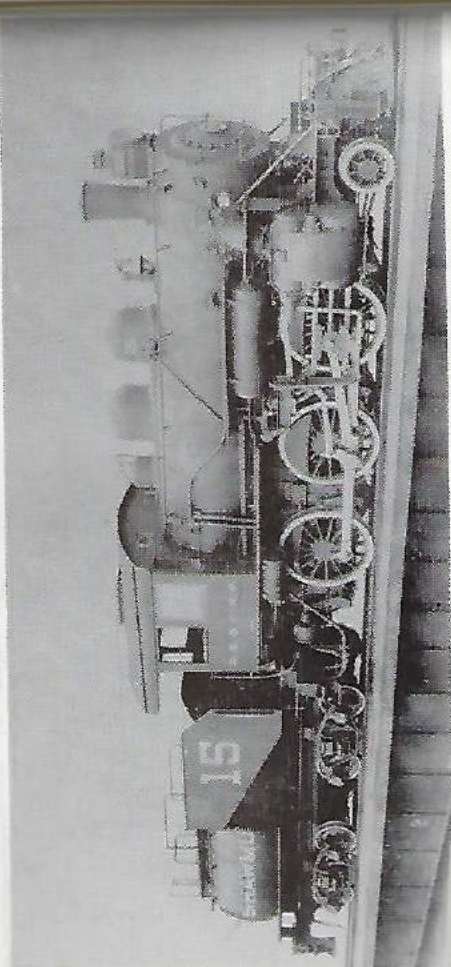
The Central New York and Northern Railroad Co. was incorporated on April 20, 1899, with a capital stock of \$1,500,000, to build from Perkinsville (or Portway) in Steuben County, via Canadice, 55 miles to Macedon and the West Shore R. R., with a 5-mile branch from Canadice to the Lehigh Valley, at Hemlock Lake. Of the 15,000 shares authorized, 600 were sold at \$100 each. The officers and directors were as follows: Pres., William M. Clark of Wayland, N. Y.; Vice-Pres., Ward J. Spofford, of Brooklyn; Sec'y, Simeon M. Ayers, of New York City; Treas., Harry M. Gough, of same; also George S. Bixby, Martin Kimmel, of Wayland; Elmont Mollenhauer of Jersey City, N. Y.; Frederic H. Mollenhauer of New York City; George Nold and Henry V. Pratt, of Wayland.

The stations on the new road were to be at Springwater, Canadice, Richmond, E. Bloomfield, Bristol, Canandaigua, Farmington and Macedon. On March 17, 1905, the *Buffalo Evening News* noted that the Pittsburgh, Shawmut and Northern is expected to be extended this spring by way of Springwater, in Livingston County, through western Ontario and Wayne Counties to Pultneyville, on Lake Ontario, over the route surveyed in 1899. This alarmed the residents of Canandaigua, "who feared a loss of their business and importance," so Shawmut officials assured them the plans could be changed so the road would go to Canandaigua and then north through Shortsville, Manchester, and Palmyra. In spite of this there was never any construction by the Central New York and Northern, or the succeeding Pittsburgh, Shawmut and Northern.

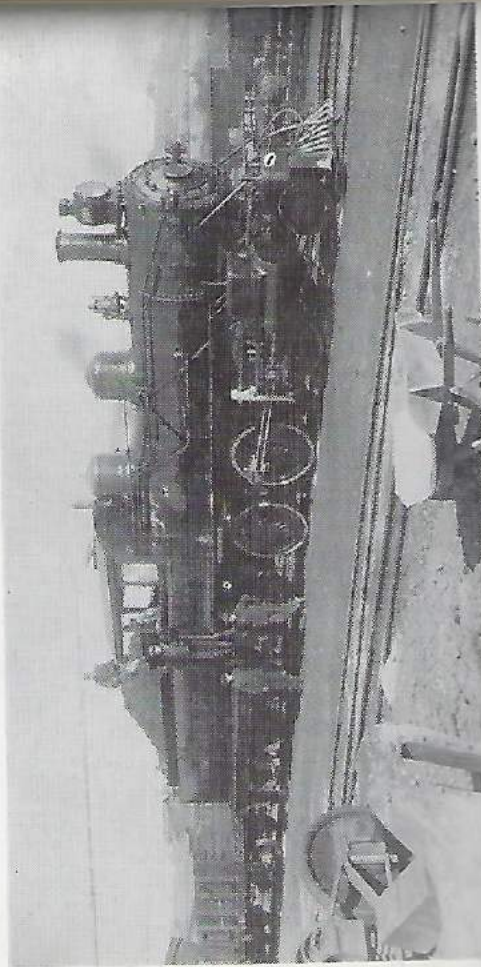
An extension of the Shawmut system, although proposed as the New England, Lackawanna and Pittsburgh had never been realized. The original goal of Lake Ontario, with Wolcott and Pultneyville suggested as termini at various times, was replaced by a proposed connection with the West Shore R. R., at Macedon, probably due to the earlier experience with the Globe Fast Freight Line.

### Pittsburg, Shawmut & Northern

As stated in the History of Corporate Financing, the Interior Construction & Improvement Co. had agreed to acquire all the outstanding capital stock of the Buffalo, St. Marys and Southwestern, The Mt.



P. S. & N. #15. Baldwin 1913. 20x26" 63"



P. S. & N. #20. Brooks 1897. 18x26" 57"



Jewett, Clermont and Northern, The Smethport and Olean Railroad Cos., and the Clarion River Ry., and consolidate them with The Central New York and Northern and with The Central New York and Western into the Pittsburg, Shawmut and Northern Railroad Co. The legal requirements were such that the roads in New York and those in Pennsylvania had to be consolidated separately into a single road in each state, after which the final union could be accomplished.

The Pittsburg, Shawmut & Northern Railroad Co. of Pennsylvania was a consolidation, on July 13, 1899, of the Buffalo, St. Marys and Southwestern; The Mt. Jewett, Clermont and Northern; The Smethport and Olean; and the Mill Creek Valley. The latter was included (by accident?) instead of the Clarion River.

Since the Pittsburg, Shawmut & Northern of Pa. was such a temporary organization, no attempt has been made to obtain a list of the officials. Its corporate existence was a matter of two weeks.

### Central New York and Western

As a part of the consolidation plan, the Interior Construction & Improvement Co. consolidated The Central New York and Northern, and The Central New York and Western Railroad Cos. on Aug. 1, 1899, into the Central New York and Western Railroad Co. For the same reason as given above, there is no list of officials.

### Pittsburg, Shawmut and Northern

The Pittsburg, Shawmut and Northern Railroad Co. was a consolidation, under the laws of the States of New York and Pennsylvania, of the Central New York and Western R. R. Co. of New York, and of The Pittsburg, Shawmut & Northern R. R. Co. of Pennsylvania, on Aug. 2, 1899, with a capital stock of \$8,500,000. The officers and directors, most of whose names are familiar, since they had held similar offices on the predecessor roads, were as follows:

President, John Byrne, of New York, (L. & S. W., A. & K., C. N. Y. & W., B. St. M. & S. W.); 1st Vice-Pres., Henry Marquand, of New York, (B. St. M. & S. W.); 2nd Vice-Pres., Frank Sullivan Smith, of Angelica, (both A. C. Roads, L. & P., A. & K., C. N. Y. & W., C. R., Klipnoekie); Sec'y, Lewis F. Wilson, of New York, (C. N. Y. & W.); Treasurer, Harry M. Gough, of New York, (C. N. Y. & W., B. St. M. & S. W.); William F. Capp, of St. Marys, Wm. W. Clark, of Wayland, N. Y., (C. N. Y. & W.); Newell C. Knight, of Chicago, Frank B. Poor, of Hackensack, N. J., Frederick H. Ridgway, of New York, (C. N. Y. & W., No. Shawmut), Edwin E. Tait, of Bradford, (Mt. J. & S., Mt. J. C. & N., Kersey, B. & M., P. & S.), Guy Williams, of Friendship, (Klipnoekie).

Henry S. Hastings, of St. Marys, was the auditor and assistant Treasurer, but not yet a director; he became president in 1920. He was treasurer of the Klipnoekie, of the Northern Shawmut, and of the Brookville and Mahoning.

Mitchell S. Blair, of Hornell, was the general superintendent, while R. E. Cartwright of St. Marys was the general manager.

The P. S. & N., now known as the "Shawmut Line," leased the Rochester, Hornellsville & Lackawanna, and the Clarion River, and so operated 114 miles of road. They had trackage rights at Brockport (to 4.85 mi. at Hyde (to Horton City), and 3.97 mi. at Brockport (to Erie Jet. in Brockwayville); 0.62 mi. from the P. R. R., at St. Marys Jet. (to the station at St. Marys); and 0.9 mi. from the Lackawanna at Mayland Jet. (to Wayland).

The Shawmut Line crossed and intersected with several trunk lines; the northern terminus at Wayland joined with the Lackawanna. The road paralleled the Erie near Friendship, where there was an interchange, as well as at Hyde and Brockport, in Pa.; the Hornell branch also connected with the Erie, in North Hornell. There was a switching connection with the Buffalo & Susquehanna (later the Wellsville & Buffalo) at Belvidere. They connected with the Pennsylvania (1) at Olean, by means of the right-hand leg of the Y-bridge; (2) at Larabee and at Coryville, until their construction was finished in 1911; (3) at St. Marys Jet. Finally, at Erie Jet. they joined the Pittsburg & Shawmut, after it was built, to all intents and purposes, as a southern extension. They maintained an interchange with the Baltimore & Ohio at Dellwood, using the P. & S. tracks to reach that point.

In their first report on the new road, in 1902, the New York state inspectors reported that there was not much difference from their last Central New York and Western inspection, though most of the trestle at Swains had been filled. The section between Angelica and Swain was still poor and there was no new road. They had added 550 new 70-ton coal cars at a total cost of \$373,746.60. The Kersey Railroad had been leased. There were four iron bridges in N. Y. and three in Pa.; two wooden bridges in N. Y. and six in Pa.; and sixty-six wooden trestles in N. Y. and thirty-one in Pa.

### Shawmut Connecting

The Shawmut Connecting Railroad Co. was organized on Aug. 1, 1900, to build a standard gauge, bridge road, connecting the two parts of the Shawmut Line from Olean Jet. (the name was later changed to Prosser) and the northernmost point of the Smethport and Olean at the N. Y.-Penna State Line. The first construction was from Olean Jet. to a connection with the Pennsylvania R. R., at SN Tower in Portville, a distance of 2.19 mi.; from this point the P. S. & N. had trackage rights to Coryville (11.5 miles) until Jan. 1, 1910, when their own line was finished.

On Jan. 20, 1905, the Shawmut Connecting R. R. was merged into the Pittsburg, Shawmut and Northern, thus ending its corporate existence.

The completed Shawmut line (1910) passed over the Pennsylvania R. R., the state road, and the Allegheny River by a long trestle-like steel bridge; this is shown in a photograph taken by David Field. (Collection of H. V. Trice).



## Northern Shawmut

The Northern Shawmut Railroad Co. was chartered on Jan. 14, 1903, with a capital stock of \$30,000 to build a two-and-a-half mile line from a point in Grove, near Swan's Jet, to Michael's Mills. The officers and directors were as follows: President, Frederick W. Frost, of Brooklyn, N. Y., Vice-Pres., Guy Wellman, of Friendship; Sec'y, Simeon M. Ayers, of Jersey City; Treas., H. S. Hastings, of Angelica, C. Walter Ariz, Ferdinand J. Ficker, Henry F. Granger, Frederick H. Ridgway, all of New York, George C. Atkins, of Bayonne, N. J., and A. Miner Wellman, of Friendship.

There was never any construction.

## Construction

At the time of consolidation, the physical property of the Pittsburg, Shawmut and Northern consisted of four isolated segments having no owned physical connection. These were (1) the Buffalo, St. Marys and Southwestern from Clermont to Hyde (45.67 mi.) with a 1.92-mi. line between Shawmut and Drummond. This portion was accessible by virtue of trackage rights from the Erie, while the incorporated Mill Creek Valley R. R. Co. allowed for future construction between Hyde and a point in Brookwayville. (2) The Mt. Jewett, Clermont and Northern from Mt. Jewett to Gallup (7.6 mi.). (3) The Central New York and Western R. R. from Olean to Bolivar (18 mi.) which was of 3-ft. gauge, and between Angelica and Wayland Jet. (35.8 mi.) which was standard gauge. They also had the abandoned narrow gauge right of way (23 mi.) between Bolivar and Angelica. (4) The (leased) Clarion River Ry. (12 mi.) between Croyland and Hallton. (5) The (leased) Rochester, Hornellsville & Lackawanna (9.2 mi.\*) from Hornellsville Jet. to Hornellsville. The total mileage was 114.

The new management faced the immediate problem of improving the physical property, in particular of taking some action in regard to the filling of the long wooden trestle at Swains, and of improving the iron bridge at Stony Brook, both of which had been practically condemned at the last two inspections of the railroad commissioners of the State of New York. Furthermore, to make the road worthwhile, rail connections must be provided between the various isolated properties. Little encouragement could be expected from the Pennsylvania R. R., which had an essentially parallel line from Clermont to Olean; in fact, the Shawmut had trackage rights over the former McKean & Buffalo (Clermont to Larabee) and Western New York and Pennsylvania (Larabee to White House, N. Y., which was on the narrow gauge Olean-Bolivar line) for a decade. In addition, at this time the Olean Electric Ry. entered the picture, with a projected parallel interurban road between Olean and Bolivar. Although this was not initially welcomed by residents of the area, delays in widening the narrow gauge led them to alter their attitude and urge its completion.

\* In most places this is given as 10.38 mi.

As mentioned under the History of Corporate Financing, the Interior Construction and Improvement Co. had made certain agreements, not only leading to the consolidation that formed the Shawmut, but also regarding new construction. These obligations were still in effect. The narrow gauge portion was to be widened, the abandoned link between Angelica and Bolivar was to be rebuilt, and extensions to make an aggregate of about 230 miles were to be constructed. However, the expected funds were not forthcoming, owing to the failure of Henry Marquand & Co. Meanwhile, on Aug. 1, 1900, the Shawmut Connecting R. R. Co. was chartered to build from SN Tower to Olean Jct. (later called Prosser) (2.2 mi.). SN Tower was in Portville at the N. Y.-Pa. state line. This portion had been built by 1904 according to the inspector's report to the N. Y. Railroad Commissioners. Trackage rights were then acquired over the Pennsylvania Railroad from SN Tower to Coryville, a distance of 11.5 miles. These trackage rights were cancelled on Jan. 1, 1910, upon completion of their own line between these points.

The first recorded new construction was in 1900, when another isolated segment of 7.47 mi., between Smethport and Coryville, was built under the charter of the Smethport and Olean R. R. Co. The Shawmut operated between Coryville and Larabee over 2.4 mi. of the P. R. R. tracks; the P. R. R. station was in Smethport, one mile away from the business section district, and considered inconvenient by the residents.

There was great activity, particularly in the vicinity of White House and in Smethport, which may conveniently be illustrated by excerpts from the local papers. The matter of rail crossings appeared to be "first come, first served," but I have failed to clear up the legal points resulting in the practice of laying rail crossings over the highways in advance of general construction.

*Bolivar Breeze*. July 29, 1901. "The Bolivar Extension of the Olean St. Ry. is now an assured thing, and within a few months the citizens of Bolivar, Ceres, and Little Genesee will be enjoying an electric service. . . . The new extension will be 12 mi. long. It runs through a prosperous section of Cattaraugus and Allegany Counties that has never had satisfactory transportation facilities. . . . There will be only two bridges (probably over the P. R. R. and P. S. & N. at White House). . . . As stated this new electric railway service will prove to be of great benefit to Bolivar. At present but two narrow gauge trains each way a day are run and in the high water season these trains are often stalled for several days. In such cases Bolivar is shut off from the world. . . ."

*Bolivar Breeze*, Aug. 2, 1901. "There was considerable excitement in Ceres last Sunday. At 4 A. M. the Shawmut Line engineers corps headed by Capt. A. G. McComb and reinforced by 150 Italians and 30 teams invaded Ceres and began the work of laying out, grading and completing a Y 1,600 feet in length. The Y was built on the Carter lot just below Ceres on which the Olean Electric railroad had filed a



notice of location of their line two days previous. The 1,600 feet of track was surveyed, graded, ties and rail laid, and switch connections made before midnight Sunday. In addition a standard gauge engine was brought from Smethport to Ceres and placed on the Y along with a number of cars to prevent the track from being torn up. . . . The reason for building the Y on Sunday was that no injunction could be served on that day by the trolley people, thus interfering with and stopping the work. . . . The building of the Y shuts the proposed trolley out of Ceres, and the matter will likely be fought out in the courts."

The *Portville Autocrat* for Sept. 6, 1901 reported that the Olean Electric wanted "to cross land owned by the Shawmut and which they desired to use for a big 'Y', to turn the big Shawmut engines on which are sometimes called 'Battle ships' owing to the fact that they are so large that turntables cannot be used in turning them around." These must have been the Brooks 2-8-0s, Nos. 40-43.

*Belmont Courier*, Oct. 17, 1901. "The liveliest section of Southern Allegany County just now is probably in the towns of Bolivar and Genesee. The Pittsburg, Shawmut and Northern Railroad, and the Olean street car railroad are as busy as a boy killing snakes, trying to outwit each other. The Olean road when built will of course be a dangerous competing line for passenger traffic, but when the P. S. & N. gets a through line from the Pennsylvania coal fields to its northern terminus that will throw the trolley line in the shade."

*Bolivar Breeze*, . . . . ., 1902. "A Shawmut Line train is stationed on the switch at White House constantly to prevent the trolley line from being thrown across the Shawmut tracks on a grade. Steam is kept up in the engine and a train crew is on duty day and night. The Pennsylvania is also watchful and has two night patrolmen and one day patrolman on guard constantly to see that the trolley line is not rushed across their roadbed on a grade."

Unidentified. "The Olean Electric Ry. which parallels the line of the Shawmut from Olean to White House (7 mi.) is fighting for three grade crossings for an extension to Bolivar (12 mi.). The grading is nearly all finished, the rails laid and poles set from White House to Bolivar, but the work is now held up by litigation. The trolley survey crosses the Shawmut line at White House and at Ceres and the main line a mile east of Ceres. In the event of being unable to secure a grade crossing the electric line will cross either over or under the Shawmut. A grade crossing over the P. R. R. at White House has also been asked for and denied. Pres. Byrnes, of the Shawmut, does not intend to have a grade crossing on the entire line when it is completed."

The Olean Electric eventually won out in most respects and installed grade crossings at Ceres and across the Y. However, both the railway and the highway made use of an underpass, subsequently built at White House.

The Olean Street Railway also had its difficulties with the Pennsylvania R. R. as is noted in this unidentified clipping, dated Oct. 8, 1902. Efforts of the former to secure a grade crossing over the tracks of the latter at White House "are attended with no little excitement and a lot

of rigmarole. The Pennsylvania Railroad is willing to have an overpass or an underpass, but nothing at grade; it is a matter of their policy to have no grade crossings." Delays and postponements were numerous and frequent. "About 2 o'clock yesterday morning the street railway people, under the alleged direction and authority of the commissioner of highways of the town of Portville, went to the point where the crossing is desired and tore up the tracks of the Pennsylvania. They did not succeed in making the crossing as a little later a gang of seventy-five employees of the Pennsylvania road appeared and replaced the track. There was no clash between the forces of the two companies." *Angelica Advocate*, June 5, 1902. "The residents between Coryvillo and White House have been having considerable fun at the new railroad construction in that vicinity. In order to cover some legal points it became necessary to construct such portions of the line as crossed any public highways and consequently last week short sections were constructed and the track laid at these points. They say that the number of missing links in the system has materially increased."

*Bolivar Breeze*, . . . . ., 1902. "There was a small railroad war at Smethport on Tuesday morning last week between the employees of the Shawmut Line and a crew of Italians in the employ of E. K. Kane's Kushequa Route. About one o'clock Tuesday morning the Shawmut Line force went to work on a switch across land owned by Kane to connect their line with the glass works and put them in line to receive a share of the freight. At daylight the work was well underway and soon the Kane forces appeared and the air was full of rocks, pick handles, and Italian swear words. Several of the men were injured, but none too seriously. A truce was agreed on and the matter was referred to Judge Morrison for adjustment. The Shawmut Line is still uncompleted but what was built has not been disturbed."

At the time of the consolidation the rolling stock consisted of 23 locomotives, 22 passenger and 1699 freight cars. There were 472 employees who were paid \$217,065 for their services. Trains were operated over all lines, albeit the narrow gauge service was poor. The statistics at the end of the first year may be of interest. A total train mileage of 320,151 was made up of 149,983 passenger, 74,082 freight, and 95,986 mixed; this seems to be a rather high ratio of passenger trains. They carried 164,292 passengers, who paid \$49,574 for the transportation. They moved 900,512 tons of freight, for which service they received \$399,296. The freight consisted of products of (1) mines, 591,146 tons; (2) forest, 226,947 tons; (3) manufacturing, 23,472 tons; (4) farms, 28,673 tons; (5) miscellaneous, 30,274 tons. Their total earnings were \$508,251, while the expenses came to \$462,736, leaving a surplus of \$45,515 (their first and last!). The Pennsylvania component roads had always made money.

On March 13, 1900, the *Buffalo Express* "reported on reliable authority that before the close of the year the Shawmut will run trains through from Olean to New York via the Lackawanna." This rosy view was perhaps based on the terms of the contract of the Interior Construction and Improvement Company, by which agreement this company



was to widen the narrow gauge between Olean and Bolivar, and build the connecting link from Bolivar to Angelica over the old abandoned narrow gauge bed, so trains could be run from Olean to the Lackawanna connection at Wayland. As previously mentioned the construction company was left without funds as a result of the failure of Marquand & Co., and a new contract was drawn up on Dec. 31, 1902, having minor changes in proposed lines.

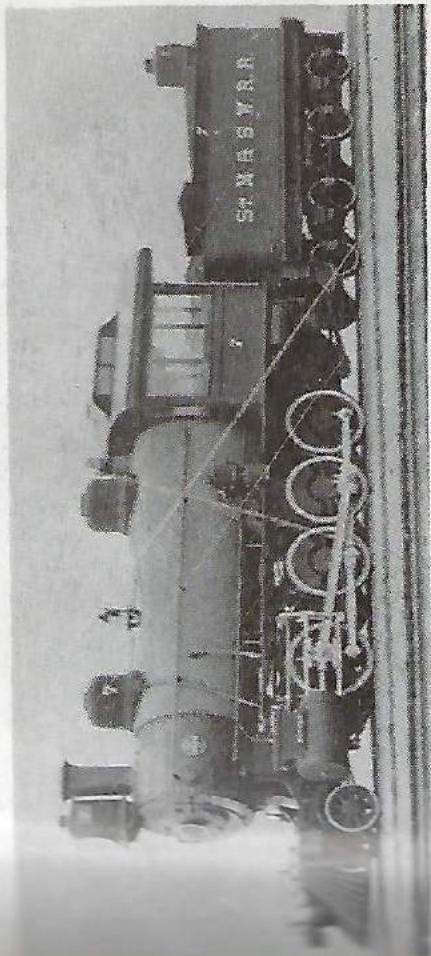
The New York Railroad Commission granted permission to widen the 3-foot section and construct the road from Olean to Bolivar on Aug. 15, 1900. The narrow gauge line followed the river very closely, and was unusable in times of high water, hence some relocation was advisable and realized; however, it was not until 1906 that a shorter (9.1 mi.), much less curved line was permanently built away from the river. The comments in the current newspapers give a good picture of the situation and adverse opinions caused by the delays in construction. The widening was completed in 1902, and mentioned in the inspectors' report to the state railroad commissioners in 1903.

*Angelica Advocate*, 1903, date unknown. "The Shawmut Line roadbed between Olean and White House in some places has been raised six feet and thousands of cars of gravel have been dumped along the line in the vicinity of Portville. The trestle at Gordons has been filled in and it is believed that hereafter floods will not interfere with the operation of the line between Olean and White House. Nearly all the curves of the line in that district have been eliminated and when the ballasting is completed it is likely that the present passenger schedule between Bolivar and Olean will not exceed 35 minutes."

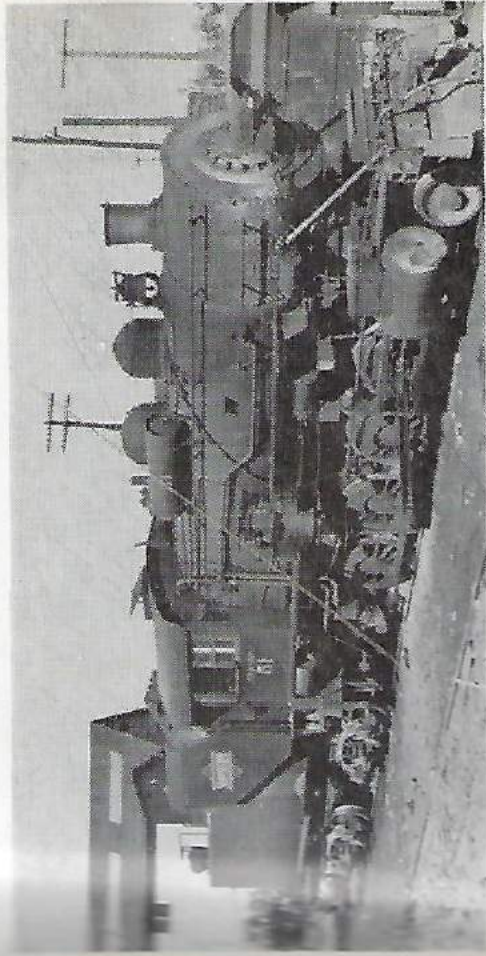
*Bolivar Breeze*, Feb. 16, 1902. "The Shawmut Line steam shovel was shut down on Saturday and one work train was laid off. The second work train will finish up the work of gathering and shipping the narrow gauge iron (Olean to Bolivar) before it is laid up. There is still much grading to be done between Olean and Bolivar" . . . will resume work in the spring.

Among other things the Interior Construction and Improvement Co. agreed to do was to improve the line, one of the principal urgent needs being to fill in the horseshoe trestle at Swains. This filling was started under the Central New York and Western, but not finished until 1902; the inspectors reported in that year that it had been nearly filled. The *Bolivar Breeze* in Mar. 1902 stated: "The Shawmut Line steam shovel is now at work at Swains filling in the great horseshoe trestle work on which was partially completed two or three years ago. As soon as the work at Swains is completed the steam shovel will be moved to the Bolivar division. It will arrive next week."

The next piece of construction and the one that probably aroused the most interest among Allegany County residents was the 23.4-mile connection between Angelica and Bolivar, which traversed West Notch. The old narrow gauge had been laid here years before and had very severe grades. Although these were considerably reduced in the present construction they were still sufficiently steep to require the use of helper



St. M. & S. W. #7. Brooks 1896. 20x25" 51" Courtesy American Locomotive Co.



P. S. & N. #51. Baldwin 1904. 22x28" 51" Courtesy C. O. Gay

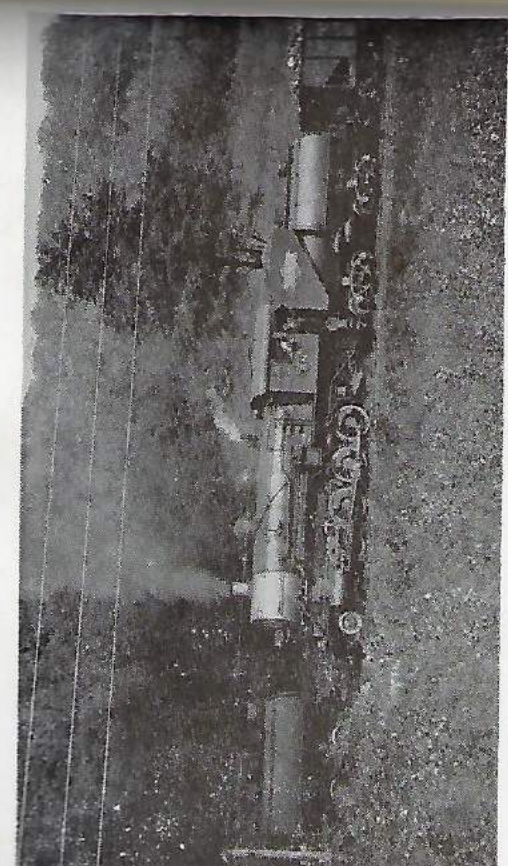






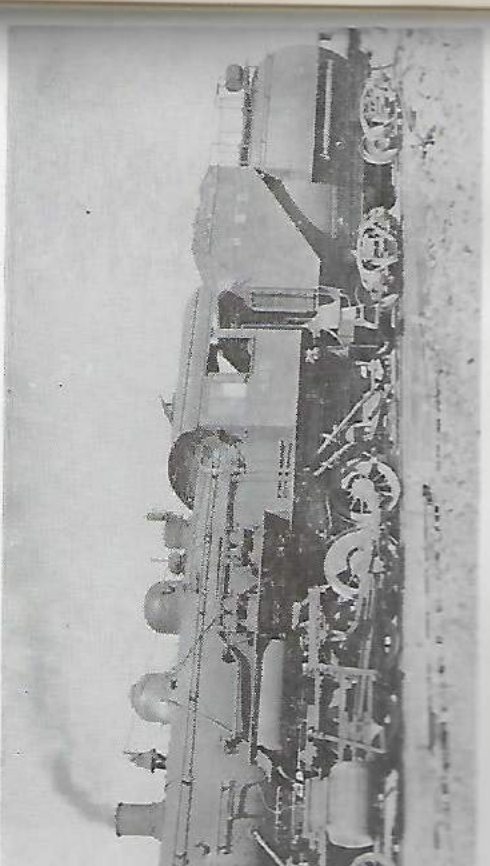
engines on practically all freight trains; the helpers were usually cut out at Friendship. From an Apr. 19, 1902 paper we learn: "The Pittsburgh, Shawmut and Northern will build 40 miles of new line this season and connect the Pennsylvania and New York Divisions. Forty tons of new steel rails are now stacked up at White House and Angelica, and 150,000 ties are being loaded in Kentucky for the new line. The fish plates, bolts and other needed material are stored in Bolivar, Angelica and White House. The rails are 85-lb. and ties of best quality . . . . The contract has been let to the Interior Construction and Improvement Co. of which Frank P. Byrne of Detroit is president. . . . It is planned to have through trains running from Cool Spring in Armstrong County, Pa., the southern terminus in the Pennsylvania coal fields, to Wayland, N. Y., by next Christmas. Next season will see the northern terminus extended to a point on Lake Ontario and the southern to Pittsburg, where a connection will be sought with the Wabash. Genl. Thomas Hubbard of New York, a director of the Wabash, is now one of the strong financial men in the Shawmut syndicate, and this is significant. . . . The completed line will be 250 miles long. The longest link to be built this season will be 25 miles between Angelica and Bolivar; it will also be the most expensive. The new line will follow the old survey (narrow gauge) up the valley to Richburg. The summit will be at West Notch, midway between Bolivar and Friendship; over this summit a pusher will be used on all heavy trains. The right of way between Bolivar and Angelica will follow for a long way the old narrow gauge line from which the rail was ripped up several years ago. During the past year the narrow gauge between Olean and Bolivar has been made standard gauge, so there is only a short distance between White House (where the Shawmut crossed the Pennsylvania R. R.) and Larabee, Pa., where connection is made with the Smethport division of the Shawmut, and a little five-mile gap between Clermont and Marvindale, to build and complete the entire system. (This "little five miles" is the location of the famous Palmerville or Kasson Loop, which bankrupted the builders.) Ten new locomotives of the latest type are to be placed in service this year. The mines are now producing 4,000 tons of coal a day. The Grand Trunk and Wabash railroads and the Buffalo water-works received their coal from the Shawmut. The rest of the coal is shipped to New England."

There is a huge dirt fill on a horseshoe curve, north of Richburg, where the railroad swings west around the mountain into West Notch. Much excavation was done here, and for a long time there were slides that tied up all traffic; eventually additional excavation remedied this trouble. The ruling grade at West Notch is 1.82% in both directions. *Wellsville Reporter*, June 26, 1902. "It is announced that the contract for the construction of the Shawmut railroad between Angelica and Bolivar has been signed, with the successful bidders, Lathrop, Shea and Henwood, and if there are no serious holdups . . . it is expected that work will commence within a month. The building of the missing link will enable the Shawmut line to run through trains between their coal properties in Pennsylvania through Bolivar and Angelica to the



P. S. & N. #58. Baldwin 1905. 22x28" 51"

Courtesy Stuart M. Barnes



P. S. & N. #2861 P. S. & N. #76. Baldwin 1911. 22x28" 51"

Courtesy R. G. Niscent



Erie at Hornellsville, or to the Lackawanna at Wayland. A great amount of Shawmut coal is now being transported over the Erie from Olean."

*Angelica Advocate*, July 3, 1902. "The glad news was received here on Monday that construction work on the new line between here and Bolivar had actually commenced at the latter place on Monday. The beginning was not very extensive but still it is a start, only a few men and teams being employed at present. The contractors are making arrangements as rapidly as possible to place a large force at that place and work from there northward. The portion of the line between Friendship and West North has been sublet and it was expected that a force of men would reach Friendship Wednesday night and begin work at that place in the direction of Bolivar. The portion between Friendship and Angelica has been sublet to Downs, Lunch and Lathrop."

In the *Railroad Gazette* for Nov. 2, 1900, it was stated that the Warren-Burnham Co. of 81 Fulton St., New York City, had taken a contract to build the 26 miles from Bolivar to Angelica. This must have been a subcontract from the Interior Construction & Improvement Co. However, it was never fulfilled, for a Buffalo concern did the construction.

*Hornellsville Tribune*, July 4, 1902. "There is much quiet rejoicing in town over the report that work on the Shawmut extension between Bolivar and Angelica has been started at both Friendship and Bolivar. The subcontractors are already distributing Italians, tools and materials along the line and actual construction work is to begin. . . . There is every prospect that another season will see a still further extension of that road from Wayland north through the Canadice Valley to a point connection with the West Shore railroad. . . ."

*Angelica Advocate*, Aug. 13, 1903. "Hooker & Son are pushing the work on Franklin trestle,\* this firm subcontracted to build bridges and abutments." Two Lackawanna engines are used in the construction. Wire fence is used on chestnut posts. "The steam shovels are cutting its way through West Notch rapidly and is loading 300 cars of dirt per day." "The Shawmut goes under the Erie near Belvidere; the Erie has the work of putting in the crossing at Friendship. They have the eastern abutment all done and the western one-half done. This is also an underpass and there is much difficulty with quicksand."

*Allegheny County Advocate*, Aug. 13, 1903. "One of the Lackawanna engines which has been in use on the Shawmut gravel trains for several weeks was crippled last Sunday by the breaking of a pin that holds the driving rod to the wheels. The engine was moving at the time and the heavy drive rods were bent out of shape. No serious damage was done." "Hooker & Son are pushing the work on the Franklin trestle . . . the piles are all driven for one concrete pier and partly driven for one of the abutments."

\* This trestle, later replaced by bridge 35.1 (75 ft. in length), was the first one north of Angelica, towards Birdsall.

*Friendship Correspondent*, date unknown. "The rails for the Shawmut are laid through this village and the work is progressing rapidly. On the underground crossing of the Erie the contractors have at last found a solid bottom and the end of the work is in sight. The building of the line has added much to the prosperity of Friendship this summer. Everybody has been busy and plenty of money in circulation keeps the merchants good-natured."

*Allegheny County Advocate*, Oct. 8, 1903. "Work on the Shawmut line is being rushed with all possible speed between Bullis' Mills where connection is made with the Pennsylvania and Angelica. Today there are 1,500 men at work. One hundred men are at work in the Bolivar yards. Two steamshovels are at work in Hoodoo cut near Angelica, one at West Notch cut and one on the Hood farm this side of West Notch cut where there is a deep gully to fill. By Saturday rails will be laid all the way from Friendship to the West Notch and from Bullis' Mills to this end of the West Notch cut. The rails will be laid from Angelica to the Genesee River in a few days and if the Erie crossing near Friendship which has caused so much trouble owing to the quicksand is completed it will be possible to take a pilot engine from Brockwayville to Angelica within fifteen days, and trains ought to be running over the line by Oct. 25th."

*Bolivar Breeze*, about Dec. 8, 1903. "There are three Standard Oil Co's. pipe lines, each 6 in. in diameter, that cross the Shawmut in West Notch; they went under the old narrow gauge line, but the new cut goes under them. They will be held up by a special bridge, and every precaution will be taken to avoid a break. Every day 34,000 gallons of oil from the Ohio field is forced through them at a pressure of about 500 pounds per sq. in."

*Bolivar Breeze*, Nov. 12, 1903. "Work is being rushed on the Shawmut Line. It is expected to have the road ready for an engine from Bolivar to Friendship this week, though regular trains cannot run for some time. Several of the big fills on the line have settled and given much trouble."

"The Shawmut crossing under the Erie at Friendship was completed Nov. 5, and an engine made the trip under the Erie tracks. It has been a long job to complete this work, owing to the bed of quicksand under the track. Work trains can now run from Angelica through to West Notch on the Shawmut ribbon of steel."

*Portville Autograph*, Nov. 20, 1903. "Today is the day set for the laying of the last rail and making the connection on the Shawmut between Bolivar and Angelica at the West Notch. Several hundred men, two steam shovels and four donkey engines make up the outfit centered in the Notch for the final effort to complete the road. When this work is done, the small amount of ballasting to be done will be completed in a few days and by Dec. 1st the new timetable is due to go in effect between Olean, Hornellsville and Wayland. Col. A. G. McComb as well as President Byrne are staying with the finishing up part of the work day and night, a telegraph office having been cut in at the top of the big cut to report the hourly movements of the work."



*Bolivar Breeze*, Nov. 26, 1903. "The first train over the Shawmut Line from Hornellsville to Olean was run last Thursday, Nov. 19. It was a special consisting of engine No. 2 and a passenger coach. The only passengers were Major John Byrne, President of the Shawmut Line, Col. Frank P. Byrne, President of the Interior Construction & Improvement Co. and Engineer McComb. The party was on a tour of inspection and pronounced themselves as well pleased with the progress of the work. The train passed through Bolivar about 6:00 P. M. passing the regular at White House and arrived in Olean at 7:00 P. M. On Friday the trip was continued to Mt. Jewett and the train returned to Bolivar Friday evening, leaving here for Hornellsville on Saturday morning. George Cooper was engineer, and Edward Pettibone, fireman."

*Bradford Era.*, about Dec. 10, 1903. The body of a prehistoric animal was found on the Shawmut Line near Belvidere. The discovery of mastodon bones was made by Thos. Callahan of Bradford while working for the construction force on the Shawmut near Belvidere last spring. Prof. Alvan Stewart, of the Smithsonian Institution, came to dig, etc.

*Hornellsville Morning Times*, Dec. 24, 1903. "At last the work of connecting up the different links of the Pittsburg, Shawmut and Northern Railroad has been completed and the new road will be opened for business today. This marks an important era in the history of Hornellsville as well as the Shawmut line, for it gives a continuous route from this city where the road has connections with the Erie and from Wayland where the road connects with the Lackawanna to the extensive coal fields of the company in Elk, Clearfield and Jefferson Counties of Pennsylvania.

"Through train service between this city and points on the line of the road into Pennsylvania will be established today. The road has been greatly improved in many particulars and the new track has been laid in a most substantial manner, which has won the commendation of railroad men everywhere.

"Every effort has been made to make easy grades and as straight a line as possible. New oak ties have been used throughout on which are laid the 85-lb. rails. All of the bridges are of the best steel, with concrete abutments. Immense quantities of ballasting materials have been used and the line is in first class shape."

Unidentified, March 31, 1904. "A landslide on the Shawmut at West Notch last week made it necessary to transfer at that point until Monday, when the track was again clear for traffic. Men worked night and day clearing the track." "The practice of smoking at the Shawmut shops has been forbidden. This applies to the workmen and not to the engines."

*Allegheny County Advocate*, Apr. 7, 1904. Another slide in West Notch covering the rails was soon opened up by a large force of men. "This time a steam shovel was fired up and the cause of the trouble became a thing of the past."

The West Notch line was never entirely satisfactory. Among other things there was a quicksand hole that resulted in the track tilting; it

had to be worked over almost daily. One of the changes in John D. Jackson's proposed improvement program in 1932 involved building an entirely new line that would eliminate this troublesome section. The program did not go through as will be told later.

### The Northern End: Angelica to Wayland and Hornellsville

Most of the construction here consisted of reballasting, widening, and filling in trestles. From Moraine to Hornellsville (Moraine was the new name of Hornellsville Jct.) the road was the leased Rochester, Hornellsville and Lackawanna. The first inspection of this entire section showed that it was not much changed from the last report on the Central New York and Western, though there was some improvement. Comments from local papers follow.

*Allegheny County Advocate*, Dec. 24, 1903. "The good news has been received here (Angelica) that at last our long deferred hopes are about to be realized and we are to have a direct connection with the coal fields. Last Saturday, the contractors, the Lathrop, Shea and Henwood Company, surrendered possession of the road between here and Bolivar under their contract, and the railroad company was at once in possession to operate the same as soon as the details of train service, etc., could be arranged. We understand a schedule has been determined upon which will go into effect next Sunday, and regular trains will begin running Monday morning. We have not seen the new schedule, but understand this place is well-provided with convenient trains.

"Should no changes be made in the plan a train will leave here for the north in the morning about as at present making the connection at Swains for Buffalo and Rochester, running to Hornellsville Jct. where it will make connection with a train for Hornellsville. Returning it will take the business from Wayland and Hornellsville south, connecting with the Erie train No. 107 at Swains and pass through here at about 10 A. M. This train will run direct to Mt. Jewett, making a connection into Olean, and reach Mt. Jewett in time to connect with the north and south Buffalo, Rochester & Pittsburg flyers. On its return trip it will connect with the Pennsylvania R. R. train from Buffalo at Olean and reach here about 8 P. M.

"Another train will leave here about 7:30 A. M. for Olean, returning in the middle of the afternoon so as to make the Buffalo and Rochester connection at Swain, make a connection at Hornellsville Jct. from and to Hornellsville and Wayland, and on its return connect with the train from Buffalo and Rochester at Swains, reaching here at about the time of our present train.

"The train from St. Marys will run about as on the present time card, that is from St. Marys to Olean, from there to Bolivar, back to Olean, and then to St. Marys. The Wayland division trains will be practically the same as now."

*Allegheny County Advocate*, Apr. 7, 1904. "On Sunday, when a coal train with engine No. 34 was crossing the horseshoe trestle at Swains, one of twenty coal cars left the track near the Erie bridge,



tipped over, and took two cars with it—down thirty feet into the ditch. The track and bridge were repaired by Monday.”

The inspection (Aug. 12, 13, 1903) of the northern end of the rejuvenated Shawmut noted that it is very considerably improved over the last Central New York and Western inspection, but that the horse-shoe trestle at Swain's still needs more filling, and that the Stony Brook Viaduct needs replacement. (This was done in 1907.) The inspection of the Olean end is omitted, since that was all new construction.

The report notes that “a few cuts between Angelica and Swain's are somewhat narrow, and have steep slopes,” while others “are of proper width and well drained.” It points out that the iron bridges “although light, are apparently sufficient for the loads carried.”

Timber trestles were generally found to be in poor to bad condition, and in need of immediate repairs. Extensive blasting was in progress, and other features noted are in fair to good condition.

“The motive power and rolling stock are in good condition. All cars are equipped with automatic couplers, and all passenger equipment and 99 per cent of the freight equipment have air brakes.”

Recommendations are made for improvements, both as to repairs and painting. At this time, the P. S. & N. owned 21 locomotives, of which there were six 8-drivers, six 6-drivers, and 9 4-drivers.

Track sections are described as about 9 miles in length, “and a foreman and four laborers are employed upon each.”

“The Olean division . . . formerly narrow gauge, but has been widened and made standard since the last inspection . . . reducing the curvature, and the grades also reduced. Grading also being done on the formerly abandoned portion of the road between Bolivar and Angelica and standard gauge track laid; this work will be completed this year.”

The Shawmut properties in New York and Pennsylvania were isolated from each other, until the construction of the road from Clermont to Olean Jct. (Prosser). The building of the section between Smethport and Coryville has already been mentioned. Trackage rights from the Pennsylvania permitted the operation of through trains between Coryville and S. N. Tower.

One of the causes of this delay was due to the necessity for reaching a decision as how to best descend to the long deep valley which extends nearly to Clermont from the Big Level at Clermont. (The Big Level is a huge, roughly triangular plateau, and is described in Bulletin No. 76, p. 41) The three possibilities were (1) a trestle, (2) switchbacks, (3) a long embankment with grades and curves. The first was discarded because it would have involved a descent of 250 ft. during the crossing. The switchbacks were not feasible on account of the steep grades. Therefore, the third plan was adopted. The result was known as the Palmerville or Kasson Loop; it was constructed entirely of earth and rock, with a single bridge where it crossed the highway. It swung around in an enormous double curve, on the sides of several hills. The railroad started at grade near Kasson (where in later years there was

a V for turning engines) and turned easterly; it was built on a shelf cut out of a side of the hill to the north. After about a half mile it topped across the valley on a large fill to a shelf on the hill on the opposite side; it was now headed west. After about 0.3 mile it crossed a small valley and turned south, east, and north, in order, all along the side of hills almost in a complete circle; it then turned east again, running on a shelf about fifty feet above its former line but within a stone's throw, and continued on to Clermont. With a sufficiently long train, the front and rear ends were together at this close point so that the train appeared to be passing itself! The controlling grade was 1.6% compensated. The elevation at Kasson was 1581, at curve No. 199 it was 1866, and at Clermont it was 2106, which is a rise of 525 ft. The distance between Kasson and Clermont is 7.6 miles.

An early 1903, *Angelica Advocate* notes: “The big fill at Palmerville is said to be the most expensive piece of railroad construction on the entire Shawmut line. There are 250 men employed which are apportioned onto day and night shifts, each shift working eleven hours out of the twenty-four, says the Smethport *Democrat*. There are two immense steam shovels at work on this fill, each shovel having a capacity of handling forty-four tons of rock and earth every ten minutes, giving one a slight inkling of what is being done in the way of railroad construction in that vicinity. In coming from Clermont the survey of the Shawmut gives a perfect loop across a deep ravine at Palmerville, the road crossing the ravine twice, the crossings being within a few rods of each other. The largest fill is 370 ft. across at its base and will be 100 ft. high and about 1,100 feet long when completed. This fill is pierced by a sluiceway of solid masonry 370 ft. long by 6 x 10 ft. inside measurement, containing 1,200 yards of masonry, to accommodate a small stream (Warner Brook) that flows through the ravine. About thirty feet of this fill has been completed.

Same, last week of October. “The Pittsburg, Shawmut and Northern Railroad Co. have completed the extension of their line from Clermont to Kasson, near Smethport, Pa. This is the line on which the great Loop-the-Loop has been constructed, which has attracted much attention throughout western New York and Pennsylvania for the past year. This connecting link of road now makes a direct short route from Olean, Bolivar, Eldred and Smethport to the Shawmut Co.'s Bituminous Coal fields of Elk, Jefferson, Clearfield and Armstrong Counties. Through train service was established on Monday, Oct. 26th, which will make all through connections with the Pennsylvania Railroad at St. Marys, Pa., and Olean, N. Y., and with the Buffalo, Rochester & Pittsburg at Mt. Jewett.”

The Shawmut ran excursion trains to the Loop, as shown by the flyer.

The Pittsburg, Shawmut and Northern was just one mass of curves and grades; only the most outstanding curves have been mentioned. The worst hill northbound was from St. Marys to North Fork, where there were 8.5 miles of 1.82% grade. Consequently this rule appeared



in the employees timetable: "Five-engine trains ascending hill from St. Marys Jet. to North Fork will place two engines on head and three engines in rear." A short hill (2.6 mi.) southbound, between St. Marys Jet. and Tracy's, was the most severe, having 2.30% grade. Other ruling grades northbound were Weedville to Paine, 2.17%, and Hyde to Shelvey, 1.96%.

The Shawmut Line bought two new combination cars, Nos. 132, 133, in 1905. At this time they had 32 locomotives (16 8-driver, 8 6-driver, 8 4-driver), 10 passenger cars, 8 combination cars, 3 baggage cars, 3,147 freight cars (820 box, 2135 coal, 66 flat, 111 service, 15 cabooses, 12 having four wheels and 3 having eight wheels).

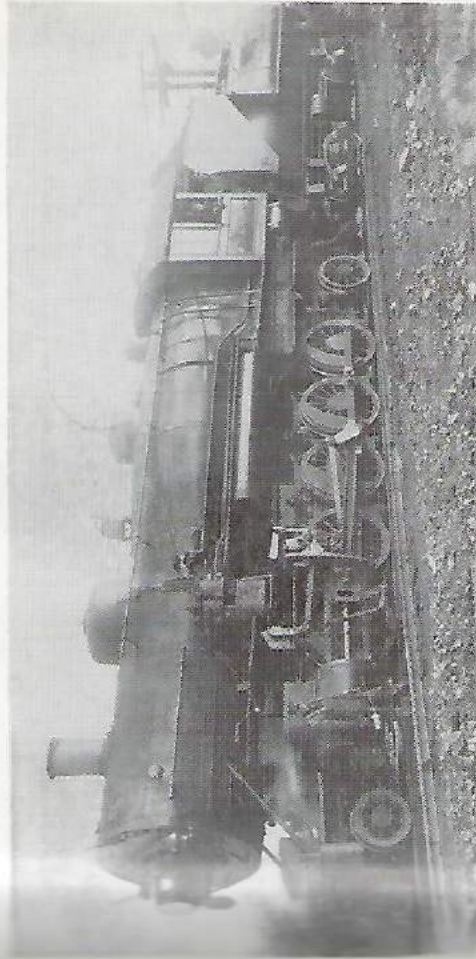
In 1906, the construction company was released from its contract, and the railroad company finished the building then under way. A new coaling station was built at Angelica during the year.

The construction of the new Stony Brook Bridge, in 1907, was the next outstanding achievement. The old bridge had been given unfavorable reports by all the state inspectors for a decade.

The final link of 11.1 miles between Coryville and White House was not built until 1909. Until then the Shawmut operated by virtue of trackage rights over the Pennsylvania. (Miss Ferguson, librarian of the P. R. R., could not locate a copy of this agreement, dated June 18, 1900, between the W. N. Y. & P. (P. R. R.) and the Shawmut.) Construction of this important link with a grade of but 0.15 ft. per mile would enable the road to double the load per train, save the cost of trackage and delay of trains caused by the congested traffic of the P. R. R. and remove any fear of abrogation of trackage rights. The main item of construction was a long bridge over the Allegheny River and the P. R. R. A Shawmut official informed me that the Shawmut roadbed coincided with the old Bradford, Eldred and Cuba 3-ft. roadbed for a distance of about 2.6 miles, between Bolivar, N. Y., and near Bullis Mills, Pa., mostly in the vicinity of the N.Y.-Pa. state line. The balance of the distance the old line is parallel but isolated. From State Line to West Eldred the old line is entirely isolated from the present one.

States the *Eldred Eagle*, copied into the *Angelica Advocate* of May 20, 1909. "Any doubts as to the probability of the Pittsburg, Shawmut and Northern Railroad building the link from Coryville to White House are removed by the activity they are displaying. This stretch of road is estimated as about 11 miles and it's believed it will cost over \$20,000 per mile to build, which, with other expenses will probably mean an expenditure of over \$500,000.... The representatives of the company seeking a right of way are said to be up against some rather high demands on the part of landowners along the route. The supervisors have arranged satisfactory terms for crossing the highways. At Benton's bridge a large section of the hill will be cut off and the highway put up higher at that place. A depot will be located near the Knapp's Creek bridge making it about 10 minutes' walk from town."

List of bridges on P. S. & N. R. R. Northern (New York) Division (Authy: Report No. 212). (Numbering as used since 1910).



P. S. & N. #98. Baldwin 1907. 28x32" 57"



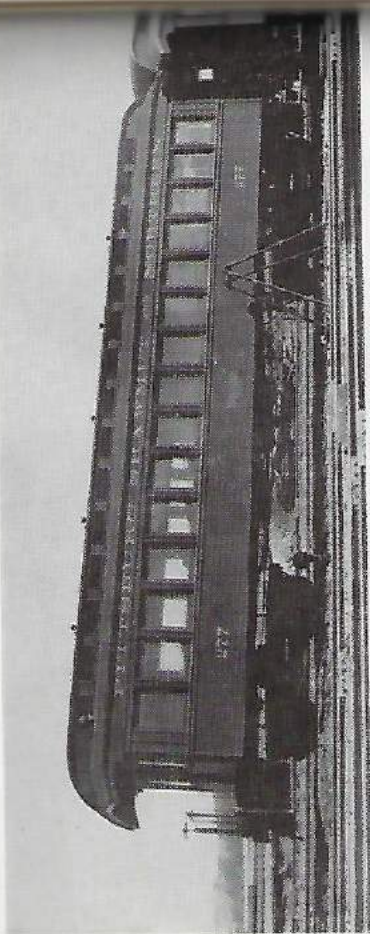
P. S. & N. Caboose #188 at Olean, N. Y., 1940



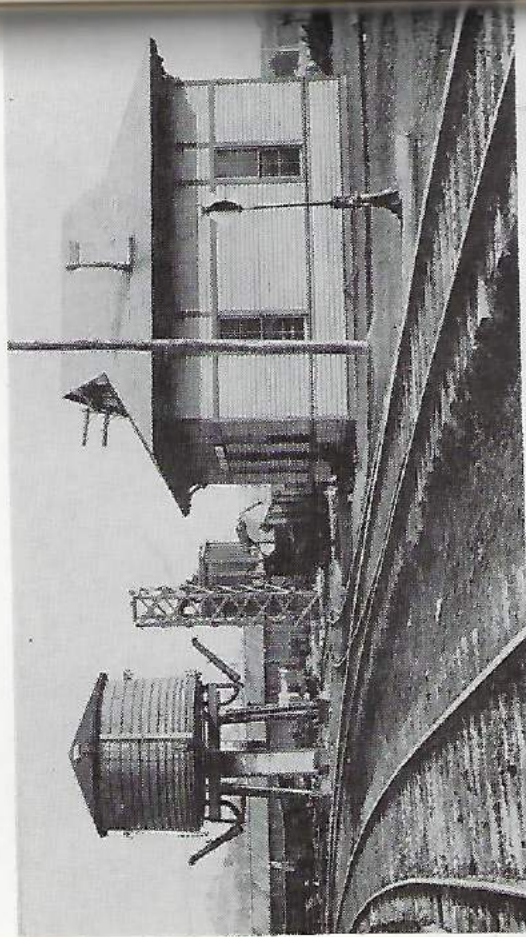
Bridge No.	Name and Location	Type	Approx. Length
0.1	"Wye" Bridge, DL&W Jct. Wayland	"I" Beam	8 ft.
1.2	Gottschall Arch, Near Perkinsville	Stone Arch	22 ft.
6.0	Stone Brook Glen	Viaduct	421 ft.
11.0	Canaseraga Creek, at Canaseraga (NR)	"I" Girder	44 ft.
19.0	Monkey Run, between NR and Garwoods	"I" Beam	18 ft.
17.7	Garwoods Run, at Garwoods	"I" Beam	12 ft.
66.8	Whitney Run, between G'woods & Swain	"I" Beam	10 ft.
17.4	Windsor Run, near Swains Curve	"I" Beam	18 ft.
17.6	Swains Arch, on Curve	Concrete Arch	30 ft.
17.7	Swains (Erie) Bridge, on curve	Plate	65 ft.
18.5	Big Fill, on Swains Hill	4 ft. Cast Iron Pipe	48 ft. cr.
9.6	Brick Arch, I. M. North Grove	Brick Arch	18 ft.
11.8	Deeter Highway, Near Centre	Deck	22 ft.
9.2	Scholes	Girder	24 ft.
2.6	West Almond, just North Cty. Home	Girder	20 ft.
11.3	Cheese Factory, near Cty. Home	I-Through	65 ft.
11.6	Near Above	Girder	17 ft.
11.7	County Home	Through	85 ft.
11.2	Grist Mill, near Above	Through	100 ft.
5.1	Franklin Bridge (was "Trestle")	Through	75 ft.
30.9	Bell Hill, North of Bel-JH	H'way-Deck	40 ft.
40.3	Genesee River	Girder	112 ft.
11.9	Belvidere to Belfast	H'way-Girder	28 ft.
11.5	Erie Overpass	Girder Plate	45 ft.
41.0	Near Bel-F'ship Highway	"I" Beam	14 ft.
46.4	Water Tank Bridge	F'ship-Girder	20 ft.
47.0	VanCampen Creek, North FP	Concrete Arch Girder	80 ft.
48.9	Nile-W. Clarksville	H'way-Girder	28 ft.
49.0	Nile Arch, over Creek	Arch	16 ft.
90.0	W. Notch-Nile	H'way Underpass-Girder	34 ft.
90.5	Stillman Arch	Arch	14 ft.
90.6	Stillman Highway	Girder	22 ft.
51.3	West Notch Pipe Line	Viaduct-Overhead	65 ft.
56.2	East North Arch over H'way and Creek	Arch	28 ft.
56.4	Hell Hollow Arch (Pleasant Valley)	Girder	36 ft.
57.2	Bridge at Richburg Station	Girder	19 ft.
59.4	Kassouth Run, just South Bolivar	Girder	28 ft.
60.5	Horse Run, at Foreman Hollow	Girder	21 ft.
61.7	Little Genesee Floodway	Girder	20 ft.
62.0	Little Genesee	Girder Plate	20 ft.
63.0	Camp McComb, North Sanfords	Girder	14 ft.
64.0	Sanford Siding Trestle	Wooden Trestle	90 ft.
65.2	Case's Crossing, Rte. 17	Underpass-Girder	34 ft.
67.1	Bells Brook, near Prosser	Girder	29 ft.
68.7	Hornblower Bridge, near Prosser	Girder	30 ft.
69.1	Mill Race in Swamp	Girder	10 ft.
69.3	Oswayo Creek, near State Line	Girder	44 ft.
70.6	State Line Overhead Highway Xing	Girder	40 ft.
71.0	State Line Viaduct	Viaduct	340 ft.

END OF NORTHERN DIVISION

NOTE: Girder Bridges are through, Deck Plate, Girder Bridges.



P. S. & N. Coach #277



P. S. & N. St. Marys Jct., Pa.

Courtesy: C. L. Lath



### List of Bridges of PS&N RR Southern (Pennsylvania) Division

(Anthly: U. S. Geological Survey maps, PS&N RR maps, time-tables). (In this list, the miles are correct, the tenths may be off one or two points, after bridge number 84.2).

Bridge No.	Location and Name	Type	Approx. Length
75.2	Knapps Creek Bridge, West Eldred	Girder	55 ft.
75.3	Knapps Creek Overhead Highway	Girder	35 ft.
81.4	Moody Brook, near Coryville	Girder	40 ft.
83.9	F. Valley Floodway	Girder	60 ft.
84.2	Farmers Valley	Girder	40 ft.
88.9	Smethport	Girder	37 ft.
94.9	Highway U. S. 6 near Kasson	Overpass	30 ft.
95.9	North of Kasson	Girder	24 ft.
98.3	On Kasson Loop, Clermont-M'dale	H'way-Girder	40 ft.
98.8	On Kasson Loop, North Curve	Arch	14 ft.
99.0	On Kasson Loop, South Curve	Arch	20 ft.
103.1	At Clermont	"I" Beam	22 ft.
109.1	Wellendorf	Arch	30 ft.
125.7	At St. Marys Jct.	Girder	40 ft.
134.7	Beaver Run, North of Dagus	Pile Deck	38 ft.
136.2	Dagus, on Horse-shoe Curve	Girder	19 ft.
146.6	Junction Bridge, Connection with Erie	Girder	

### END OF PS&N RR MAINTAINED BRIDGES ON SOUTHERN DIVISION

#### Bridges on Branch Lines—Northern Division—Hornell Branch

H-13.0	State Ditch, two miles North Arkport	Girder	20 ft.
H-17.2	Canisteo River, near Webbs	Girder	44 ft.
H-18.1	North Hornell Spur	Trestle	80 ft.
H-19.6	Hartshorn Farm, Hornell	Trestle	65 ft.
H-21.1	Hornell Floodway, past Station	Girder	30 ft.

#### Olean Branch

O-69.1	Butternut Run, near Rte 17 Crossing	Girder	24 ft.
O-70.4	Triangle Bridge, Highway King P'tville	Girder	18 ft.
O-71.1	Dodge Creek, near Portville	"I" Beam	10 ft.
O-74.3	Haskell Creek, 17-480 H'way Jct.	Girder	60 ft.
O-76.3	Olean Creek Floodway	Olean-Trestle	100 ft.
O-76.4	Olean Creek Trestle	Trestle	140 ft.

#### Bridges on Branch Lines—Southern Division—Weedville Branch

W-146.0	Tyler	Girder	40 ft.
W-144.2	Force, at Jct. of Browns Run	Branch-Girder	20 ft.
W-140.7	Byrnedale Horse-shoe Curve	Girder	60 ft.
W-138.5	Bennet Creek, near Brick Works	"I" Beam	14 ft.

#### Drummond Branch

D-150.5	Brockport "Wye" to Branch	Girder	20 ft.
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#### Mt. Jewett Branch

M-96.4	Marvindale	Trestle	60 ft.
M-99.8	Hazlehurst	Trestle	64 ft.
M-103.9	Mt. Jewett, over Creek near BR&P	Pile	30 ft.

Types of Bridges are shown only as a guess, they used to be these types.

### Early Shawmut Rolling Stock

Previous accounts of locomotives of the Pittsburgh, Shawmut, and Northern (R. & L. H. S. Bulletins) were, of necessity, incomplete, because fires had destroyed the old records. Since these publications, considerable information, which has been collected from different sources, extends our knowledge of some of the older engines. A part of this has been related under the Central New York and Western; the remainder will be described here. Perhaps this account will arouse further recollections by our members—we shall be delighted to learn of them.

*Acknowledgment:* I take considerable pleasure in expressing my appreciation of the cooperation of our members Fred C. Hill of Troy, New York; the late Allan O. Geertz, fuel engineer of the Pennsylvania, R. R., who made a hobby of tracing old P. R. R. engines; Nathan Wells, and Mr. Lyons, former Shawmut employees; and R. G. Nugent, of Danville, N. Y., who has been able to locate and interview several of the older Shawmut employees, and whose father worked for the Shawmut at the turn of the century.

As we noted under the Central New York and Western, this road had two narrow gauge engines (Nos. 4, 5), inherited from the four of the L. & S. W. (Nos. 4, 5, 6, 7); the succeeding Shawmut had but two, one each with four and six drivers. The records are clear on the latter, which was No. 5. Since only No. 4 of the three other had four drivers, this must have been the second one. Hence it might be concluded that Nos. 6 and 7 were disposed of by the C. N. Y. & W. Mr. Lyons stated that the front end of No. 6 was converted into a stove for one of the Angelica shops, indicating that this engine was scrapped. Nothing is known about the end of No. 7.

There has been some uncertainty over the early standard gauge locomotives on the Shawmut. The roster (Bulletin No. 61, p. 86) is obviously incomplete since, among other things, it shows Nos. 1-7 vacant. Now it would be very strange to start numbering a series of engines with 8, especially since arrangement of locomotives by classes was just appearing on American railroads in general, and was not started on the P. S. & N. until the advent of the new six-wheel switcher No. 22, in 1903. In fact, standard gauge engines Nos. 1, 2, and 3 have already been traced. Member Fred C. Hill (Bull. 62, p. 83) distinctly recalls No. 2, a Rogers engine, and Nos. 1-3, and photographs of No. 1 (Bull. 82, p. 59) and 3 are available. The dates on which they disappeared from the roster are unknown. It is surmised that Nos. 4-7 were occupied by the four narrow gauge engines of the Central New York and Western; it has just been shown that Nos. 4 and 5 were on the Shawmut roster. It appears probable that the other two were either retained in storage until the decision had been reached to widen the narrow gauge, at which time, being unsaleable, they were scrapped; or, perhaps, they may have even been partially dismantled, since they were not counted in the reports to the state commissioners. From the available old records and data from the annual reports of the inspectors



for the Railroad Commissioners of New York, I have been able to piece together the disconnected items and obtain a very plausible result.

The Central New York and Western leased *nine* standard gauge engines (Nos. 1, 2, 5, 6, 21, 23, 32, 34, 43) from Frank S. Smith and John W. Byrne, later from the Byrne Estate. This ownership is largely proved by the 1911 boiler inspection records. The solvent Pennsylvania roads owned all their engines, which were *twelve* in number; there were Nos. 1, 2, 3, 20, 21, 40-45, and Clarion River No. 2. Since the Shawmut, in its first report, had but *twenty-two*, one must have disappeared.

Upon checking the number of engines having four drivers, which the state inspectors gave as ten, it is evident that it is one of this group that has disappeared. These engines were narrow gauge No. 4 (1); standard gauge Nos. 1, 2, C. R. No. 2 of the Penna. group (3); and Nos. 1, 2, 5, 6, 32, 34 of the New York group (6). All these are accounted for because they appear in subsequent years; therefore, by exclusion, it is No. 43 that has disappeared. The numbers remained constant until 1902 when the two narrow gauge engines were removed—since the road from Olean to Bolivar was widened to standard gauge at that time there was no longer a need for the 3-footers.

In 1902, the inspectors stated that there were twenty locomotives, six having 8 drivers, five with 6 drivers, and nine with 4 drivers. The first group includes Nos. 40-43, which were purchased new in 1899 from the Pittsburg Locomotive Works, and Nos. 44 and 45 (ex-B. St. M. & S. W. Nos. 7 and 9). The second group is made up of two moguls, Nos. 20 and 21 (ex-B. St. M. & S. W. 5 and 11), and three ten-wheelers, Nos. 14 (ex-R. H. & L. No. 23), No. 15 (ex-L. & P. No. 21), and No. 3 (an ex-P. R. R.). The last group comprises No. 8 (ex-L. & P. No. 32), No. 9 (ex-R. H. & L. No. 34), Nos. 10-13 (ex-C. N. Y. & W. Nos. 1, 2, 5, 6), No. 1 (ex-P. R. R.) No. 2 (ex-Mt. J. C. & N.) and Clarion River No. 2. This arrangement accounts most conclusively for Mr. Hill's Nos. 1-3. Of these twenty engines, the New York and Pennsylvania roads each contributed eight, while the four consolidations were new.

A six-wheel switcher, No. 22, was added in 1903, as were two consolidations, Nos. 53 and 55. In 1904, the Shawmut bought the two second-hand Lackawanna moguls, Nos. 18 and 19, and four new consolidations, Nos. 50, 51, 52 and 54. The state inspectors now report that the road had a total of 28 engines, giving the usual breakdown as to driving wheels. This implied that one of the 4-4-0s was scrapped. It must have been either No. 1 or 2, because all of the others (Nos. 8-13, C. R. No. 2) were on the roster in 1911 and later. One might assume it was No. 2, because, according to the *Olean Times*, this engine was frozen up at Hornellsville in the winter of 1903-4, and was too old to be worth repairing. However, in the records for 1906, an itemized account of the salvage of No. 2 was given; hence the engine that was scrapped in 1904 must have been No. 1.

It is unnecessary to note the successive additions of consolidations in drawing further conclusions, but a second six-wheel switcher No. 23, was added in 1905, when out of a total of thirty-two engines, there were

still eight having six drivers. This implies that one of the earlier six-drivered engines had disappeared. It can only be No. 3, because all the remainder (14, 15, 18, 19, 20, 21, 22, 23) were on the Shawmut roster until 1912 or later, and their disposal is known. Finally, in 1906, one four-drivered engine disappeared. This was No. 2 as has been already stated.

Old boiler inspection records show that the boilers from engines Nos. 11, 14, and 18 were used in the Angelica shops after the engines were scrapped.

I sent photographs of Nos. 1 and 3 to Mr. Geertz; his comments follow:

"P. S. & N. No. 1 looks from the photo like a class D-5 (old G) P. R. locomotive. Boiler appears straight (not wagon-top) and drivers only very slightly higher than top of valve chest. Only 18 class G locomotives were built, and of these, 10 were cut up on P. R. R. "The remaining 8 were disposed of as follows:—

29 Sold E. H. Wilson and Co. (2nd-hand dealer)	4/90
153 Sold E. H. Wilson and Co.	4/91
163 Sold E. H. Wilson and Co.	12/94
247 Sold E. H. Wilson and Co.	4/91
930 Sold W. W. Caldwell	10/99
934 Sold E. H. Wilson	3/92
935 Sold Strasburg R. R.	10/92
937 Ren. 44, 5/91—Gen. Manager's Special Eng.	
Sold E. H. W.	2/94

This engine had domes change and is not one in photo.

"In my opinion, P. S. & N. No. 1 is one of these, but, except for No. 937, I cannot rule out any one.

"P. S. & N. No. 3 is clearly a class G-2 (old class E) P. R. R. locomotive. There were hundreds of these on the P. R. R., and of those built at Altoona, 41 were disposed of without cutting up. Of these 41, 4 went to Phila. & Erie, as Nos. 1008, 1010, 1030, 1031, 1048, 1054, 1070, 1071. Of these, records show 1008, 1030, 1054 cut up at Renovo. It is my guess that the P. S. & N. No. 3 was acquired from the P. & E. and was one of Nos. 1010, 1031, 1048, 1070 or 1071."

#### Notes on Individual Engines

No. 2—This was an old Rogers engine, No. 1 of the Mt. Jewett, Clermont and Northern, and acquired in the 1899 consolidation. It had previously been on the Mt. Jewett and Smethport, which had obtained it from the Pennsylvania R. R. It had 54-in. drivers, and had a straight stack, extension front, and fluted domes. The steam dome, sand box, and cylinder casings were of brass, although not kept polished. It must have been used in special service at one time, perhaps by Mr. Smith.



No. 14—This old ten-wheeler, which came down from the Rochester, Hornellsville and Lackawanna, had rounded domes, like No. 9. It figured frequently in derailments, being too stiff to take the sharp curves. The blind drivers would drop inside the rail, thus derailing the engine. It was off the track five times in one 19-day stretch. It was used as the yard engine at Angelica for many years.

1st No. 15—This old ten-wheeler, formerly Lackawanna & Pittsburg No. 21, resembled No. 8 (ex-L. & P. No. 32) in having fancy domes. During the construction of the southern part of the line in Pennsylvania, the engineers overlooked or were unaware of a coal mine shaft that crossed under the right of way, near the surface. At one time when this engine was dragging some cars over this spot, a cave-in occurred, the tender partially dropped into the hole (see photo).

The Baldwin Consolidations were all Class H, being subdivided into H-3 (50-55) and H-4 (56-75), differing in distribution of the weight on the drivers. Nos. 50-67 had Stephenson link motion, while the others had Walschaert valve gear.

Mr. Hill writes that No. 53 was similar to the others except lighter, and 'No. 55 had double counterweights on the drivers, and was said to have been fitted with a heavy casting to provide additional weight on the drivers. They were all equipped with square tenders.' No. 50 had a new boiler in 1928. Since Nos. 53, 55, (and 57) were rebuilt by Baldwin in 1920, they were apparently not as satisfactory as the rest of the group. Nos. 56-59 were similar except that they had Vanderbilt tenders. The shipment of five Baldwins, Nos. 62-66, is shown in a photograph; these, and subsequent engines had chime whistles and Vanderbilt tenders. These cylindrical tenders were a definite hazard; I was, unfortunately, present in the St. Marys shop, when a workman slipped off one and was killed.

No. 76 was a similar engine of the same period. It was numbered 226 on the Pittsburg & Shawmut. When the latter road was controlled by the P. S. & N., this and the P. & S. Mikados were used all over the system. The 'Mikes' were frequently derailed, being unable to take sharp curves, and spreading the rails; the distance between the rear drivers and trailer was said to be too great. No. 226 often used in work trains, featured in the County House wreck, when engineer George Cooper was killed.

No. 81, 2-10-0, Class J-2, was one of the many decaopods that had been built by Baldwin for the Russian Government in 1918; its tires were 7 in. wide. It was purchased from the Erie in 1942.

No. 98—This 2-10-2 type was a monster 'Jonah,' purchased for use on the Byrnedale branch in the coal district, but for some time used as a helper in West Notch, N. Y. However, it was too heavy for the light rail and the long wheel base was too much for the sharp curves; derailments were common as it spread the rails. As an added complication, when used as a pusher, the front end projected so far over the curves it tended to push the cars off the track; consequently it had to

be used tender first. Even so, it often pushed the tender off. The engine was stored for many years before being scrapped in 1930.

During the first decade of the twentieth century the Shawmut had so much freight business its own engines could not handle it all, and it was necessary to rent or lease engines from neighboring roads. Mr. Nathan Wells stated that they rented engines from the Erie on a day-to-day basis, but that there was no transfer of ownership or renewing. Some must have been used for a long period of time, for the Shawmut made boiler inspection reports on them, which implies more than rental. Honda and engine numbers found as follows.

Eric, No. 121, 4-4-0, engineer Will Smith; 1902-3.

No. 377, 391, 4-4-0. Mr. Hill recalls these as having fluted domes and straight stacks, and being in service in 1903-4.

No. 1666 (10-29-13).

P. R. R. Nos. 6244, 6277, 2-8-0. Locally known as "fantails."

Buffalo & Susquehanna. Nos. 117, 118, 119, 2-8-0. In coal service.

D. L. & W. No. 534, 2-6-0. Used in local freight service.

In the scrap paper obtained from the Angelica junkman there were many boiler inspection reports. Some were in very poor condition, having been soaked by rain, molded, and disintegrated. By careful search considerable data on ownership and leases of the newer engines were found; the earliest year was 1907. At this time the P. S. & N. evidently owned outright Nos. 20, 21, and 40-45. The remainder of the pertinent facts are given in the table; this shows the earliest and latest dates found of lease and earliest date of Shawmut paid-up ownership. It appears that as soon as the engine was completed, it was inspected, and the form filled out as though the railroad actually owned the engine; on the back of eight such forms, however, it is written that the engine carries plates of the Baldwin Locomotive Works, Lessors and Owners. The engine was then stored until time of acceptance by the railroad (as written on back of blanks of Nos. 62 and 63). The report blanks have a space for "owned by" and "operated by," the latter always being the Pittsburg, Shawmut and Northern R. R.; at first the lessor is named under "owned by," but when the railroad company finally paid for the engine, the 'PS&N RR.' is found in this space—the transfer came some time between the dates given in the two columns. It is also known from the photograph that Nos. 62-67 were shipped in one lot to Angelica, which supplies dates on 65 and 67, inspection reports of which were not found.

No significant early reports were found about engines Nos. 50, 51, 63, 65 and 67, while those on 98 are not the earliest. Very interestingly, it appears that No. 98 was tried out on the Hocking Valley, for its boiler was inspected on that road on Oct. 21, 1918; there was no sale, however, for on Nov. 20, 1918, it is recorded that the engine was stored at Angelica.







Nos. 1-67 had Stephenson link motion; all others had Walschaerts Gear.  
Nos. 18-19. Bought Sept. 25th, 1903.

#### NOTES

- A. See text, P. S. & N. Equipment.
- B. See A. C. R. R. roster.
- C. See C. N. Y. & W. roster.
- D. Boiler used in Angelica Shops.
- E. Boiler used in St. Mary's Shops.
- F. See text, P. S. & N. Equipment.
- G. See table for dates of lease.
- H. Out of service from 1939.
- I. See P. & S. roster.
- J. Bought from Gen. Equipt. Co.,  
Dec. 7th, 1926.

Class A-1 was assigned to Clarion River #2.  
The Hartford Steam Boiler Inspection & Insurance Co. assigned numbers to the old locomotive boilers used in the Angelica Shops, as follows: 14661, ex-#18; 14662, ex-#11; these went through the fire without damage. The boiler from #14 was assigned number 5, and used in the coal hoist. A #2/5889, used in the blacksmith shop, was an old narrow gauge boiler.

At the time of the consolidation in 1899, the newly-formed road owned 13 passenger, 9 baggage and express, and 1708 freight cars (322 box, 1271 coal, 10 flat). In 1901, the New York State inspectors reported 14 passenger, 12 baggage and express, and 2300 freight cars of which 1745 were for coal. In addition to rebuilding and repairing old cars the P. S. & N. bought 550 new coal cars in 1901 and 200 new box cars in 1902. A record book for 1911-12 gives passenger service cars as Nos. 99-104, 106-109, 112, 126-129, inclusive.

In lettering the box cars the word SHAWMUT was painted in very large letters, about twice the ordinary height, as may be seen in the picture in which they appear.\* About this time several other roads painted their names in big letters; I recall the DEEPWATER, now the VIRGINIAN, and the UNION.

The Shawmut also had some white refrigerator cars which can be seen in two of the pictures. A great deal of celery was grown in the muck lands around Arkport, and shipped to Philadelphia. The filled cars were taken over the Shawmut to Olean on the evening passenger train, No. 9, and attached to a P. R. R. fast freight arriving in Philadelphia the next day.

Two "passenger" cars are of more than ordinary interest. The first was No. 99, the private car of Frank Sullivan Smith. The picture reveals that it is a wooden, luxury observation car, having six-wheeled trucks. It had two sleeping compartments, a kitchen and sort of living room. It was customarily hauled by his private engine, No. 43, by Clarion River No. 2, or old No. 2 of the P. S. & N. It was eventually discarded, being given to the Y. M. C. A., by Mrs. Smith; it was removed from the trucks and set up in Eggleston Park (near Belvidere).

\* It was this feature that aroused my original interest in this railroad. The Lexington Branch of the Southern Division of the Boston & Maine Railroad passed about a mile away from our house in Arlington, Mass., and in a valley. It was the custom of the crew of the afternoon, inbound way freight to leave the train standing near the chemical works (later, Arlington Gas Light Co.) while doing the necessary switching in the yard. While using a telescope my grandfather had given me one day, found a box car with the big SHAWMUT in the name; curiosity did the rest—first to find the complete name of the road, and then its location. It was only natural that I should look it up after moving to Rochester.

an office. For a long time it was the custom of Mr. Smith to lock himself in this car whenever it was in Smethport, in order to prevent the serving of papers on him by Elisha Kent Kane, of the Mt. Jewett, Brown & Riterville.

The Mt. J. K. & R. desired a crossing over the P. S. & N., at Smethport, in order to get a rail connection with the Pennsylvania R. R. Their original plans to connect at Farmers Valley having fallen through), but the Shawmut Line did everything they could to prevent this to the tune of more than \$100,000 and several clashes of laboring men. In early 1904, Mr. Kane made a trade with S. S. Bullis of the Bradford, Bordell & Kinzua narrow gauge road, whereby he obtained the narrow gauge line crossing the Shawmut at Smethport. Since the P. S. & K. was the older road, it could not be displaced, but the P. S. & N. refused to allow Mr. Kane to widen the gauge. Therefore, in order to get to the P. R. R., Mr. Kane built a ferry car having narrow gauge tracks, with a standard gauge track on top. He would run his cars upon this, shove it across the Shawmut, and unload them on his own switch and connection with the P. R. R. He would receive cars from the P. R. R. by a reversal of the procedure. Thus, Mr. Kane got the best of the Shawmut, but he could never widen the gauge.

A contemporary New York paper, the *Fortville Autograph*, for Jan. 27, 1904, gives a more detailed account of Mr. Kane's purchase. Through a deal made with S. S. Bullis who recently bought the P. S. & K., from the Goodyears, Elisha K. Kane has traded the Big Level road, between Ormsby and Mt. Jewett, to Mr. Bullis for the B. & K. Smethport branch, running from Ormsby to Smethport. This puts Mr. Kane in possession of all the business from Bradford to Smethport and from Kane to Smethport. The Big Level running from Ormsby to Mt. Jewett, belonged to Mr. Kane and, when he cut the trace off from the B. B. & K., they were cut off from running their trains from Bradford to Kane, which was the valuable end. The deal restores the Bradford line to the B. B. & K., and gives Kane full swing at Smethport. Mr. Kane also gets a crossing over the Shawmut, at Smethport, for which a hundred thousand dollars has been spent by the Shawmut to prevent. This crossing is a narrow gauge one but he will probably apply to the courts for a standard gauge crossing. Before he made this deal he had the B. B. & K. to fight for his first crossing before he came to the Shawmut. This will in all, likely be more fun for the Italians who have fought two bloody battles over this crossing."

The second "passenger car" was No. 299, the "Janelyn," a very modern-looking observation car, which was used as an office in the latter days of the Shawmut. In 1942, some Erie officials and Army brass were taken in the "Janelyn" over the Shawmut lines, to see if the latter could handle Erie trains in case of wreck, heavy traffic, or bombing. Subsequently, the Erie ran several freight trains over the Shawmut when their own lines were tied up. They entered at Hornell and followed the route formerly taken by passenger trains as far as Friendship, where they returned to the Erie tracks. It was necessary to use Shawmut locomotives, as the Erie and P. R. R. engines tended to



spread the rails. There was at least one troop train, because M. Nugent's brother-in-law happened to look out from one and recognize the station at Bolivar.

As of Oct. 11, 1943, there were sixteen locomotives in service, numbers 22, 23, 50, 51, 58, 59, 62, 68, 69, 70, 71, 72, 73, 74, 75, 81. There was one subsequent addition, No. 76, ex-P. & S. No. 226, in November, 1944; one \* of the first list must have been scrapped, because when the road was closed there were still sixteen. These were sold to the S. P. N. Realty Holding Corporation and were scrapped by the Bethlehem Steel Company, at Lackawanna, N. Y. plant. (This information was given in a letter from the Luria Brothers & Co. Rumor had come of the engines sold to other roads, particularly in Canada, one of them, which had been mentioned in this connection, wrote that had NOT bought any Shawmut engines.) The rolling stock had been allowed to deteriorate badly owing to lack of money.

The departure of the last group of engines was described in a local paper; Nos. 71 and 72 were used in salvage trains, the picture showing No. 71.

*St. Marys Daily Press*, July 9, 1947. "Yesterday afternoon five Shawmut engines left St. Marys on the P. R. R. bound for the scrap pile in Buffalo. Just two engines remain—one in use on this end and the other at the north and engaged in removing rails.

"The group consisted of three freight engines Nos. 59, 68 and 70, and two yard engines Nos. 22 and 23. It was impossible to get a group picture of the engines as rail cars were placed between them.

"It was understood that when the first group left St. Marys they were bunched and a wreck resulted in going up Keating Summit grade.

#### Fixed Property

The office building at St. Marys looked like an old house. The one at Angelica was built by the Lackawanna & Pittsburg; it had an odd eight-sided tower, on top of which the weathervane, with letters of this old road, can still be seen when the trees are bare. It is now (1950) used as a residence.

Most of the stations were wooden, box-like affairs consisting of one or two rooms and facilities for coal storage. (The winters are cold in this region!) More pretentious yellow brick stations were built at Olean, Bolivar, and Angelica; the latter is now (1950) used by a dealer in hay and grain. The wooden station at Angelica was built in 1895 by the Central New York and Western, and was burned on Jan. 24, 1919; it was replaced by the brick structure in 1925. After the road had been closed the old wooden stations were quickly salvaged for garages, etc., by the local farmers. The Smethport station is now (1951) a restaurant.

There were engine and car shops at both St. Marys and at Angelica. The old coach and woodworking shop appears in several of the pictures.

\* The only ones excluded were Nos. 22, 23, 59, 68, 71, 72, 76, since these were specifically mentioned in the last reports.

In the one showing the new shipment of Baldwin engines, they are facing north. The main track and passing siding is at the left of the coach shop, between the two lines of telegraph poles. In the birds-eye view before the fire the coach shop is seen at the left as a long building. Frank Sullivan Smith's private car, No. 99, was stored here.

The Angelica shops were burned on May 15, 1917. The damage included engines Nos. 56 and 20 or 21. The pictures show the area before and after the fire; an old, white refrigerator car is visible in one. The burned engines may be seen in the ruins; the boilers of old engines, No. 11 and 18 used for generating steam for the shops, are also visible. A large barn-like structure replaced these early shops at Angelica. It contained tracks for both cars and engines, and was still standing in 1950.

The shops at St. Marys were burned in 1941, with damage to locomotive No. 58. *Friendship Register*, Mar. 27, 1941, "Fire swept the locomotive and maintenance shops of the Pittsburg, Shawmut and Northern at St. Marys, Pa., yesterday afternoon about 5:15 P. M., following an explosion of an acetylene welding tank. Two locomotives were badly damaged." The loss was about \$100,000.

A large barn-like sheet-metal engine shop was subsequently built at St. Marys and is still standing (1950). All engine work was done here.

#### Personnel

The names of officers and directors of the PS&N have already been given. As usual, new directors were elected from time to time, and not all have been recorded here; those who held office for a long period are included as far as possible. John Byrne was president until he resigned in 1903, although he retained his position as chairman of St. Marys. His successor was Lorenzo M. Johnson; D. F. Maroney of St. Marys was vice-president in charge of operation and traffic, while Frank Sullivan Smith (CNY&W) became vice-president and general counsel at this time. New directors elected were George C. Atkins, C. E. Barrett, Frank H. Davis, and George B. Sheppard, all of New York City.

A notice from the Pittsburg, Shawmut and Northern Railroad, 54 Wall St., New York, Dec. 1, 1904: "Frank Sullivan Smith was duly elected Acting President of the Company, in place of Lorenzo M. Johnson, deceased. On Dec. 31st Mr. Maroney left the company and his office is abolished."

Frank Sullivan Smith was born at Short Tract, in the town of Granger, Oct. 14, 1851, the son of Dr. Wm. M. and Adaline (Weeks) Smith. Although a child of but ten years of age, he had the opportunity to see something of the war, by reason of passing the latter part of 1861 and the early part of 1862 with the 85th Reg. N. Y. Vols., of which his father was surgeon. From 1865 to 1868 he attended the Angelica Academy where he prepared for college. He entered Yale University in 1868, and graduated in 1872. He married, Oct. 17, 1877, Miss Clara A. H. Higgins, daughter of O. T. Higgins, Esq., of Rushford, and a



sister of Gov. Frank W. Higgins (1904-6). He was attorney for the Genesee Valley Canal Railroad Company, during the construction of the road between Olean and Rochester, and for its lessee, The Buffalo, New York and Philadelphia Railroad Company, and its successor company, from 1881 until 1887. He was president and general counsel of The Allegany Central railroad company from its formation in 1881 until its consolidation with The Lackawanna & Pittsburg railroad company in 1883, and was vice-president and general counsel of the latter until December, 1884. In the spring of 1887 the trustees of Cornell University invited him to take charge of the law school of the University as its Dean. He declined the offer preferring to remain in the active practice of his profession. He was delegate to the Republican National Convention of 1884 and never missed a subsequent one; secretary of the Republican State Committee 1887 to 1891, general counsel of the Scioto Valley and New England railroad company from its formation until its absorption by the Norfolk & Western Railroad Co. in 1890, attorney for the receivers of the Richmond and Danville Railroad Co. (now Southern) 1893 and 1894; a director of the Allegheny & Kinzua, and vice-president and general counsel of The Central New York and Western railroad company; and finally president and receiver of the Shawmut until his death.

He had other business interests as well as membership in many clubs and social organizations. For instance, he was president of the Olean Land Co.; vice-president of the Wilson River Lumber Co.; director of the Hamilton Trust Co.; a trustee of Alfred University, and of the New York State School of Agriculture. He died on Nov. 15, 1920, and left an estate of perhaps \$500,000. He was looked on with considerable pride by the citizens of Angelica.

### Traffic

A few news clippings will show some of the activities of the Shawmut Line for the early part of the twentieth century. At times they seem to have been overworked—in marked contrast to later years. It is a matter of debate as to whether or not they might have been a successful road had they not had the millstone of high fixed charges around their neck.

The New York and Pennsylvania Railroad connected at Ceres, and contributed some traffic. Says the *Oswego Valley News* in Sept., 1901: "The passenger traffic on the Shawmut Line is good, the trains being loaded every trip. A great many passengers are complaining that they have to stand in the aisle. They think that the management should put on more coaches."

A *Buffalo News* for Nov. 9, 1901, notes: "The extension of the New York and Pennsylvania R. R. from Shinglehouse to Ceres, 5 miles, was opened for traffic today, giving the N. Y. & P. 57 miles from Canistota to Ceres. It connects with the Erie at Canistota, and with the Shawmut at Ceres, hence is a valuable feeder to both. During the last two years a large number of manufacturing plants located in the Oswego Valley to work up hardwood forests. At Shinglehouse, in the famous

Butter County gas belt, is one of the largest glass factories in the world; it covers nine acres, uses one million cubic feet of gas per day. There is an unlimited amount of 92% silica rock nearby. The N. Y. & P. will use the Shawmut yards at Ceres, and will run through trains from Canistota."

The *Bolivar Breeze* for Feb. 16, 1902, states: "M. S. Blair said an order for ten new locomotives would soon be placed. (These were the 400 in the 50 series.) Every engine is now in active service and more are a necessity." "The familiar deep red Erie railroad coaches are to be replaced with olive green ones with the single word 'Erie.' Apparently the Erie was once a more colorful road!"

The *Ceres Mail* announces that a train on the Shawmut road out of Bolivar overtook a calf. The calf had probably become used to the cars and was no longer afraid of them. The *Port Allegany Reporter* says: "Shawmut trains out of Bolivar have cowcatchers on the rear to prevent stock from climbing on the trains and biting the passengers." This suggests slow-motion service!

*Allegany County Advocate*, Sept. 3, 1903. "Last week the Shawmut Line was connected up from Smethport to St. Marys. It is given out officially that as soon as the Shawmut is running through trains that the United States Express Co. will enter this territory over the Shawmut and that offices will be opened in all towns on the new line. It will thus be enabled to reach many towns from which it was previously shut out (Olean, Bolivar, Friendship, St. Marys, etc.). The connection with the Shawmut will be made at Nunda Jct. The American Express Co. now has an office in Bolivar, its business being carried by the Shawmut." The Nunda Jct. connection implies that the Rochester, New York and Pennsylvania was still in operation, from Swains.

*Bolivar Breeze*, Nov. 12, 1903. "The Shawmut Line is working up a good passenger business traffic on the new line from Olean to Mt. Jewett. Very little freight has been handled as yet but there is a prospect of a good freight business. The line is largely patronized by Smethport people as it lands them in the borough whereas the Pennsylvania leaves them at E. Smethport, a mile away from the business section of Smethport."

*Olean Times*, Feb. 1904. "Buffalo & Susquehanna engines No. 188 and 119 have been pressed into service by the Shawmut to take care of the immense coal business. Combination car No. 131 is in the shops for overhauling. Engines Nos. 14, 21 and 43 are in the shops for rebuilding. No. 2 will be the next to receive attention. The latter was left dead and full of water at the yards at Hornellsville one night recently, and as a result every pipe is frozen full of ice and many have burst."

Unidentified, Feb. 13, 1904. Traffic on the P. S. & N. has been nearly suspended for the past two days; no mail was received over it at Bolivar. A passenger train on the St. Marys division was derailed, and one on the Angelica division got stalled in the snow near Hornellsville. "Railroad men have been working night and day and suffering from



the cold." The Olean Street Ry. was unable to run cars between Bolivar and Olean on time, some being skipped entirely.

Allegany County *Advocate*, Feb. 4, 1904. "The Shawmut has evidently made a few sales of coal judging from the number of coal trains that have passed over the line going north during the past few days. Sunday night three engines hauled a long string of loaded Shawmut coal cars to Hornellsville. It looks like a railroad."<sup>3</sup>

*ibid.*, Feb. 18, 1904. "Hereafter the Shawmut excursion trains will be equipped with a ladies' coach and no drunks will be allowed to ride in it. Ladies have heretofore been annoyed by drunken fights, and this action is taken for their benefit and will meet with the hearty amen of all ladies."

Five big engines are due from the Baldwin Locomotive works March 1st for the Shawmut Line."

*ibid.*, Feb. 25, 1904. "Four new day coaches and four combination cars have been ordered from the Barney & Smith Car Works." (This was a Dayton, O., firm.)

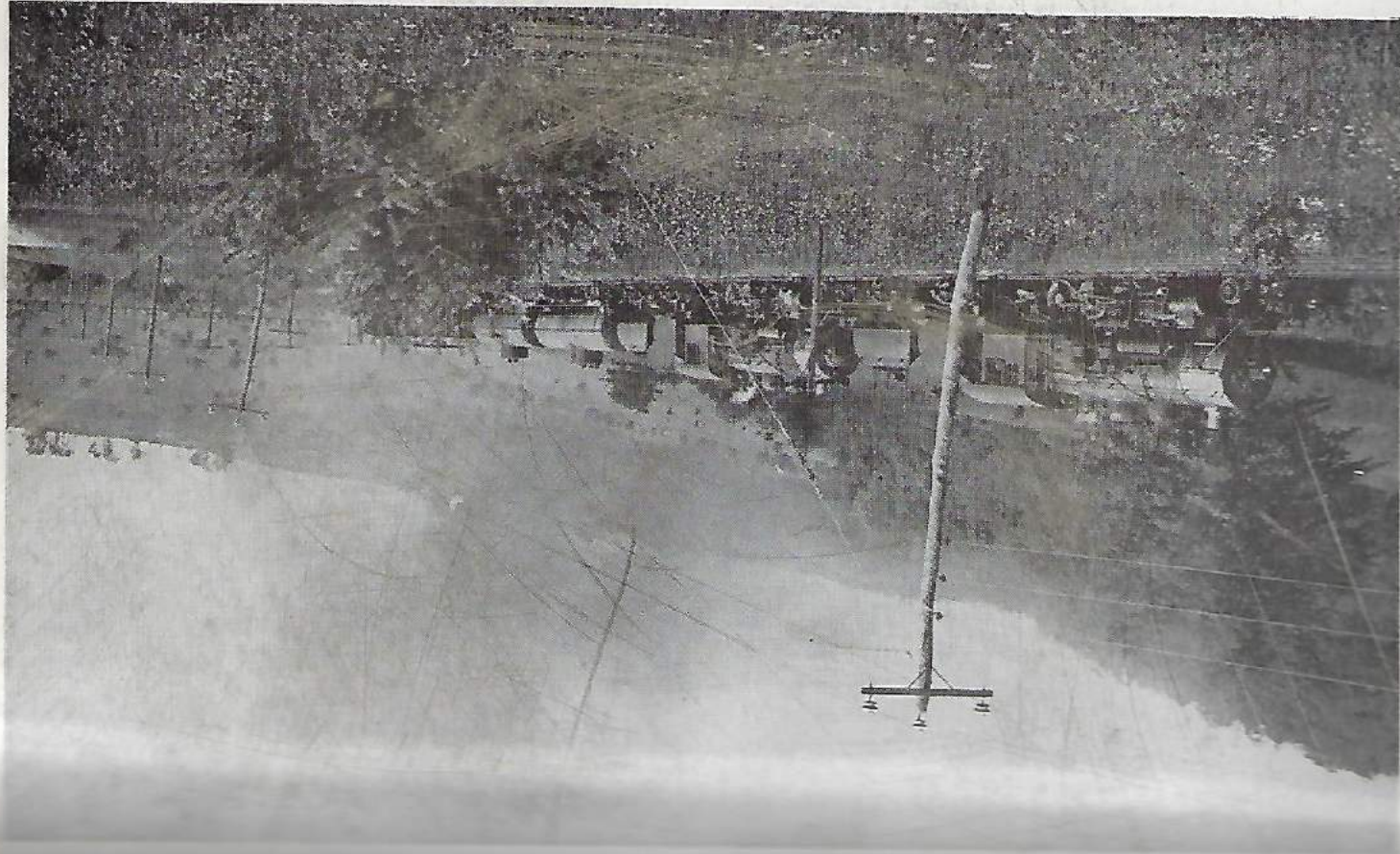
Hornellsville *Times*, May 12, 1905, contains brief items of interest concerning the welfare of "Hornellsville's prosperous road." "... about \$500,000 will be expended within a short time... will add 300 new box cars... five new locomotives. The Shawmut is now running a regular caboose instead of an old passenger coach on its regular freight trains. This in itself gives an air of business to the road not previously experienced. Residents of the country along the Shawmut are watching with considerable interest a motor speeder which is making frequent trips up and down the line. The motor car is of high speed and from all indications it would give a good race to most of the locomotives seen in this section of the state."

#### Passenger Train Service

A Shawmut timetable from a *Railroad Guide* for June, 1902, is reproduced here. It will be noticed that trains were scheduled on the various standard gauge segments, utilizing portions of the Pennsylvania R. R. to a considerable extent. There was little change in the timetable of Oct. 26, 1903, but in the first one, dated Dec. 27, 1903, after the widened road south of Angelica was opened, there was a number of through trains; these are listed in the Allegany County *Advocate* for Dec. 24, 1903 (see p. 29).

In a very pretentious 8-page timetable\* dated Nov. 25, 1906 (and full of advertisements!) there were trains as follows (daily except Sunday). Two trains each way between Hornell and Olean, taking a little over 3 hours for the 75.5 miles. The morning trains were Nos. 7 and 10, and afternoon trains, 8 and 9; the odd numbers were to the south and west. These trains made connection with through trains on connecting trunk lines. There were likewise two trains between St. Marys and Brookwayville; Nos. 1 and 3, 2 and 4. In addition, No. 14 left Mt. Jewett for Larabee, where it was turned and became No. 5, Larabee to

\* Cover designed by R. Soranson.





Marys. Its opposite, No. 6, ran from St. Marys to Smethport (where it connected with No. 12, Mt. Jewett to Olean) at which point it was turned, becoming No. 13, Smethport to Mt. Jewett. No. 11 left Olean in the late afternoon for Mt. Jewett.

In addition to these "through" trains there were a few locals: four on the Kersey R. R., eight on the Clarion River Ry., six from Wayland Hornell, and two between Olean and Olean Jet.

In the last public timetable, issued on June 16, 1935, service had been drastically reduced. There was a single mixed train each way between Wayland and Olean, with a connecting train for Hornell.

There is now a long time lapse. Bolivar *Breeze*, Mar. 20, 1930, explains about the lack of passenger service. In 1929, the best year, the Shawmut collected \$70,306 at Bolivar for freight. Two columns are devoted to Pres. Dickson's replies to the many questions raised. Since the steam passenger service was run at a \$28,000 loss, it had been decided to invest \$28,000 in a new gas car. In 13 months this lost \$3,410.

Olean *Times*, June 17, 1935. "After thirty years of continuous service the last passenger run on the Pittsburgh, Shawmut and Northern was made Saturday. Freight service will be continued."

### Originating Freight

It is hardly necessary to state that the principal item was coal, since the purpose of building the road was to transport this substance. The main coal operations were at Brandy Camp and in the Weedville-Taylor District. The former was also served by the Erie, and the latter by the Pennsylvania (and, during its existence, by the Buffalo & Susquehanna). The railroad company controlled the Shawmut Mining Co., the Shawmut Coal & Coke Co., the Shawmut Commercial Co., the Kersey Mining Co., and over 14,000 acres of coal lands in Elk, Jefferson, and Clearfield Counties, having resources of 40,000,000 to 50,000,000 tons, several mines being located within a radius of 20 miles from St. Marys.

Coal accounted for approximately 65% of all business; this was about equally divided between coal originating at the mines mentioned, and that which was received in interchange from the Pittsburgh & Shawmut at Erie Jet. Practically all this coal was handled in bridge movement and was turned over to the Lackawanna at Wayland. Some figures of cars of coal handled may be of interest: (1944) local, 1,671; interline, 7,390; bridge, 6,325. (1945) local, 1,224; interline, 4,538; bridge, 5041. The volume of other bridge traffic was negligible.

Other industries along the line included sewer pipe, carbon plants, and tanneries in St. Marys; oil refineries at Bolivar and Farmers Valley; a tile plant at Olean; clay conduit works at Clermont and Drummond; silica gravel at Eldred; miscellaneous manufactured goods at various points. After the railroad was abandoned, the Pennsylvania R. R. took over 16 miles of switching track serving industries in Olean, St. Marys, and Farmers Valley, while the Erie bought the small spur at Hornell. The Bolivar refinery was discontinued. The B. & O. by virtue





of ownership of the residue of the B. & S., now serves one mine in the Tyler district.

Agricultural products originated on the northern end (north of Bolivar), mainly potatoes, onions, hay and straw. Many formerly fertile farms have "run out" and been abandoned, resulting in less produce, and a smaller population. Operations were suspended here in 1946.

Rochester *Democrat and Chronicle*, Oct. 29, 1939—

### Boom Strikes Tiny Railroad

Bolivar—(AP)—For the second time in nearly 35 years, train wheels are clacking out a merry tune over the road bed of the Pittsburg, Shawmut & Northern Railway.

In receivership since 1905, the 190-mile road has braved slumps and depressions, keeping its engines puffing, its men at work. Now its freight cars are piled high with coal on the run from St. Mary's, Pa., to Wayland, in upstate New York.

Since the middle of September, an average of six trains a day have been dispatched, the majority of them carrying soft coal to be exported to Canada from points along the Great Lakes.

Only two years ago the road was granted permission by the New York Public Service Commission to drop one of the two daily trains in each direction.

### Financial

No attempt has been made to follow the financial history of the Pittsburg, Shawmut and Northern. I do not feel qualified to interpret the mass of data which covers many pages—it would require at least a banker and a lawyer. Many of the records resulting from court proceedings are doubtless stored in the Allegany County court house at Belmont. However, I have set down some of the obvious facts that seem to be of some interest. There are also included a few items from current newspapers, which may arouse speculation and curiosity. It appears to me that the fixed charges were much too large for the size of the railroad. On page 757 of the 1920 Moody's it reads: "It seems obvious, judging from the record of this company during recent years, that in reorganization there will have to be a radical cutting down of fixed charges before the company can be placed permanently on its feet." It is not surprising to find that the company defaulted on the bond interest in 1905, so that the road went into receivership. Whether this would have happened had Henry Marquand & Co. not failed in 1901 will never be known. This receivership was the longest one on record, and was terminated only by the abandonment of the railroad in 1947.

At the time of the consolidation in 1899, the Pennsylvania component roads were making money, and had a surplus annually, while the Central New York and Western had a deficit. The union was a natural development, aimed to strengthen the weaker road, and put the combination in a more favorable position to solicit through freight. A competing coal line to Lake Ontario from the coal fields, in competition

with the Buffalo, Rochester & Pittsburg, and the Northern Central at that time, seemed a reasonable venture at the time. Unfortunately, the Western New York and Pennsylvania had the best route to Rochester from points also touched by the Shawmut, which fact was of no help.

When the road was incorporated, 100,000 shares of stock were authorized, but only 60,000 were issued, which, at par, realized \$6,000,000. There were 83 stockholders. I have not traced the bondholders; the principal one eventually was The Pittsburg & Shawmut R. R. Co., which, in 1931, held \$58,000 out of \$164,000 1st 5s gold, due Feb. 1, 1949; \$11,953,000 out of \$14,491,600 1st 4s of 1952 gold, due Feb. 1, 1952; \$22,000 out of \$2,044,350 6% collateral notes, due (but not paid) June 1, 1929.

According to the *Railroad Gazette* for Mar. 2, 1900, Henry Marquand & Co. are offering \$2,000,000 additional bonds of the Pittsburg, Shawmut and Northern. The mortgage provides for a \$12,000,000 bond issue and the company has authorized \$6,000,000. \$4,000,000 has been issued and the proceeds applied to the purchase and improvement of properties, including building of connecting lines and acquisition of equipment. New bonds to complete the line between the coal mines and Wayland, for building necessary branches, etc.

The Mt. Jewett *Herald* for July 5, 1901, makes some very caustic comments:

"It is in the neighborhood of a year since the Herald first directed attention to the actual status of the Pittsburg, Shawmut and Northern Railroad Co. in the commercial and industrial world and gave an outline of the scheme projected by the men at the head of the institution, disclosing its weakness, and the possibilities thereunder for the transferring of one man's money to another man's pockets. Those at all conversant with the situation at the time, recognized the truth of our conclusions, but unfortunately, while the truth is mighty, and still prevails, it does not always prevail at the proper time, and it is owing to this that a great number of investors are today bewailing the fact that they have been induced to exchange good money for an experience which as yet does not appear to them as worth the purchase price.

"Along in April we received from Henry Marquand & Co., bankers, of New York City, an offer to sell to us or any other fellow, fifty-year first mortgage 5 per cent gold bonds of the Pittsburg, Shawmut and Northern Railroad Co. The offer was accompanied by a statement of the affairs of the company which covered just so much as the gentlemen interested judged would assist in selling bonds, and sustained our previous statement to the effect that \$12,000,000 in bonds were to be issued on the strength of property, which good judges have determined to have a cash value of not to exceed \$3,000,000. The prospectus also informed us that these bonds were secured by an absolute first mortgage to the Colonial Trust Co., of the City of New York as trustee, upon all the railroads, lands, stores, houses, franchises, etc., of the various companies, including 9,814 acres of coal land situated in Elk County, Penn., and further that the mortgage also covered the entire capital stock of the mining company operating the mines, which was equal in quantity, and we suppose in quality to that of the bonds.



"It also informed us that \$4,000,000 of the proposed issue were then outstanding, and that the net profits from August, 1899, to April 1901, on the (incomplete) system, had been \$51,901.

"We didn't purchase any of the bonds, but it appeared that Marquand & Co., on the strength of a bonus of 25 per cent of stock on every dollar of bonds purchased, invested to the extent of Lord and knows how much—anyway, sufficient to break them, and with the Seventh National Bank of New York City, the officials of the institution, having apparently over-stepped the bounds of legitimate banking in their endeavor to foist along a "sure thing," and are now face to face with the doors of the pen as a result of investing good money in poor enterprises. Marquand & Co.'s failure is said to be for \$8,000,000.

"To us the most highly characteristic development from the crash of the Pittsburg, Shawmut and Northern people since the crash, was the reply of the manager of the company's New York office who questioned as to the effect the failure would have on the fortunes of the road: "They have our bonds, we have their money. We're all right! In other words, we have the money, they have the experience, and it comes high.

"And this, by the way, is identical with the reply put forth on occasion by the man with the three-shell game, when his dupe puts up his wail. There is little difference except in magnitude between exploiting useless railroads such as the P. S. & N. and that of the thimble rigger."

On June 30, 1901, there was a surplus of \$158,550; this was rapidly reduced by a succession of annual deficits, which for five years read as follows: \$38,341; \$63,999; \$74,483; \$123,497; \$238,922. At the time of the last the total deficit had reached the figure of \$497,798.

The Pittsburg, Shawmut and Northern went into receivership on Aug. 1, 1905. Headlines in the Hornellsville *Morning Times* for that date read: "The Shawmut in Receiver's Hands' Defaulted on semi-annual interest on bonds. Frank Sullivan Smith is one of the Receivers." "Buffalo, Aug. 1. Receivers were appointed by Justice Kenefiek in the supreme court today for the Pittsburg, Shawmut and Northern Railway. The order was made on the application of Arthur H. VanBrunt, of New York, representing the Central Trust. The trustees of the bondholders and Frank Sullivan Smith were appointed receivers. The road defaulted on the semi-annual interest of \$15,000,000 of bonds due today."

Buffalo *Courier*, May 8, 1906. (abstracted)

"Justice Kenefiek this morning handed down a decision vacating an order of Feb. 21, which had permitted Frank Sullivan Smith to issue receiver's certificates for \$3,800,000. The order did not affect certificates issued prior to Feb. 21. The receiver asked for this large sum in order to put the road on a good running basis and to rehabilitate mines operated by owners of roads. His application was opposed by the bondholders who denied the right of the receiver to relegate their bonds to a place second to that to be taken by the proposed certificates. Judge Kenefiek says he does not question the good faith of the receiver,

and the fact that the betterments would probably be for the advantage of the bondholders, but that such expenditures are not warranted by the facts before him."

Buffalo *Courier*, May 8, 1906 (also in the Hornell *Tribune*, with a few more details. It may be noted here that, on May 11, 1906, the name of the town of Hornellsville was officially changed to Hornell.) "Counsel for Florence A. Cochran of Boston has filed in the office of the circuit court (at Buffalo) a complaint in which she seeks to foreclose on all outstanding bonds of the Pittsburg, Shawmut and Northern. She also asks for the removal of Frank Sullivan Smith, alleging that he is an improper person to hold that position and has wasted the funds of the road. . . . The plaintiff alleges that all the improvements made was the building of 33 mi. of road, for the construction of which the company entered into an agreement with the Interior Construction & Improvement Co. for \$4,500,000 and to pay which it issued \$9,000,000 bonds. It is further alleged that the profits were divided among the officers of the construction company. Alleges that officers of railroad and construction company are the same and that the enormous profits derived by the contract with the railroad company were divided among the officers of the construction company. Atty. Metcalfe stated the total amount alleged to have been misappropriated in the manipulations of the railroad's affairs is about \$11,000,000, and the receiver is now trying to get permission to issue certificates for \$4,000,000 more to do the reconstruction work which was supposed to have been done when the bond issue was raised from \$6 to \$15,000,000."

In another unidentified clipping it is pointed out: "Mr. Smith's fame as receiver of the road is very apt to overshadow the fame which he enjoys as brother-in-law of the governor of the Empire State. It was charged . . . that Smith and his associates used the railway enterprise as a get-rich-quick scheme for their own benefit." A log of figures about bond issues also included.

Fortville *Autograph*, June 15, 1906.

"Many things of interest to investors in railroad securities came to light in the suit recently brought by Miss Florence Cochran of Boston, to the U. S. Court in Buffalo, for the purpose of having Frank Sullivan Smith removed from the receivership of the Pittsburg, Shawmut and Northern, but none attracted as much attention as her allegations about the Central New York and Western Railroad bonds.

"Prior to 1899, the Central New York and Western was owned by Frank Sullivan Smith, Major John Byrne and a few others. "These gentlemen were also the organizers of the Pittsburg, Shawmut and Northern Railroad in Feb. 1899. They held the principal offices in the new company, and their clerks, constituted in a large measure, the board of directors.

"It was, therefore, not a difficult matter to arrange for the purchase of the Central New York and Western by the Pittsburg, Shawmut and Northern, and it was arranged on this basis. At the time of the sale, the outstanding bonds of the Central New York and Western amounted to \$242,000, and the owner of these bonds agreed to turn over the



property for the same amount of Pittsburg, Shawmut and Northern bonds, plus 5%. This was done and the Central New York and Western became a part of the Pittsburg, Shawmut and Northern, and formed a part of the railroad that afterwards carried a very large bond issue.

"The record shows that the bonded debt per mile of the Pittsburg, Shawmut and Northern is \$80,000, so that the Central New York and Western which cost \$242,000 has been used as an asset to issue over \$4,000,000 of bonds.

"From 1899 to 1905 it was supposed that the Pittsburg, Shawmut and Northern had complete title to the Central New York and Western, but a few months after, the Pittsburg, Shawmut and Northern went into the hands of a receiver, Frank Sullivan Smith. In Aug. 1905, suit was brought in the U. S. Court by the Pacific Improvement Co., asking for the sale of the road, as it claimed it was the owner of \$950,000 first mortgage bonds of the Central New York and Western, which had defaulted on interest since 1896. The Pacific Improvement Co. is owned by close friends of Receiver Smith.

"Were these bonds, now claimed as being owned by the Pacific Improvement Co., in existence in Feb., 1899, when the bonded debt was given at \$242,000, and the property sold? If they were not, and this seems to be the natural inference, how did they get into the hands of Smith's friends six years later, viz., this year, 1905?

"Another suggestive fact is that Smith, as receiver of the Pittsburg, Shawmut and Northern Railroad, has made no effort to prevent the sale of the road, to satisfy this alleged debt of \$950,000 to the Pacific Improvement Co.

"The Central New York and Western road, when sold by Smith and Byrne to the Pittsburg, Shawmut and Northern Railroad, extended from Wayland, N. Y. to Olean, N. Y., a distance of 76 miles. It consisted of 35 miles of right of way, Wayland to Angelica, that after the crop of weeds was removed by the Interior Construction Co. (also owned by Smith and Byrne) revealed two strips of rails, some of which have since been used in the coal mines, and much sold as scrap, and a complete line of rotten ties. From Angelica to Bolivar, 18 miles, the alleged railroad consisted of a line of decayed telegraph poles, to which was attached a rusty old telegraph wire. From Bolivar to Olean, 18 miles, the line was a narrow gauge with light rails and rotten ties.

"Besides the above, the Central New York and Western owned terminals and shops at Angelica. These consisted of a few old tracks and two or three old sheds, and one converted decayed passenger car which was used as a store house."

I have not learned the outcome of the Cochran suit. However, a long article appeared in the *Financial World* for May 8th (about 1909), which takes the viewpoint of an uninterested observer, and credits Frank Sullivan Smith with considerable accomplishments. The abstract of this article follows.

\* Mr. Lathrop stated that the U. of Calif. also owned many PS&N bonds.

The article begins with a statement of the formation of the Pittsburg, Shawmut and Northern by the 1899 consolidation; then "That the road six years later found itself unable to earn the interest on its bonded indebtedness, was not due to the impracticability of the original promoters' plans, but principally caused by their lack of foresight in putting the property in such a sound physical condition as to permit the carrying of its principal tonnage at a fair profit. Nor was the property in such homogeneous shape as to work smoothly in all its parts. There were too many heavy grades and sharp curves on the southern end, which were not only responsible for excessive transportation charges, but also brought the cost of maintenance to a high figure. Another vital defect was the lack of proper appliances upon the newly-constructed portion of the road at its northern end. When Frank Sullivan Smith was appointed receiver . . . he at once realized the necessity for placing the property in such a physical condition as would enable it to handle its business economically. To this end he brought all his energies to bear, and with the aid of some of the best known engineers and railroad experts, grades were reduced, sharp curves eliminated, and the roadbed ballasted and equipped with 85-lb. rails to stand the strain of heavy traffic. As a result of his administration of the affairs of the road it has shown each year a steady increase in earnings, and a constant improvement in its physical condition. Instead of a deficit as formerly, the total net earnings of the road, after paying taxes and interest, on the outstanding receiver's certificates and car trusts for the year 1907 were \$264,359.31 and \$289,350.21 for the year 1908. These net earnings are significant in so far as they indicate the successful termination of the receivership after the important improvements now under way are finally completed." It now operates 240 miles of road, owning 188.6, the Brookville and Mahoning's 29.4 mi., and 22 of trackage over Erie and P. R. R. (the latter for 11.1 mi. from Prosper to Coryville). It is here that principal improvement is now planned; lease can be terminated by a 6 months' notice! Receiver has been authorized to issue 5% certificates of indebtedness, payable in 6 yrs., to provide for this construction, and other purposes. Authorized, \$1,000,000; will issue but \$525,000 this year; remainder held to retire certificates now outstanding, as they mature. Construction of this important link, with grade of 0.15 ft. per mile will enable it to double the present load per train, save cost of trackage and delay of trains caused by present congested traffic of the P. R. R., and remove the fear of abrogation of trackage rights. Passenger traffic small, but self-sustaining. It now has 45 locos., 3,613 freight cars, 21 passenger cars. Bonds with a long prospectus on the extent and future of coal fields.

The history now skips several years, and jumps to Dec. 8, 1915, when a committee was formed to effect a consolidation of the Pittsburg, Shawmut and Northern and Pittsburg & Shawmut, "its aim being to take the former out of receivership and place both on a sound financial footing" (1916, Poor's). The committee, which consisted of Frank H. Davis, Samuel Fuller, John Hubbard, Walter R. Leigh, Charles Sturgent, and Theodore P. Shonts, engaged an engineer, W. H. Coverdale,



of New York, to investigate and see on what basis they should under take a reorganization of the Shawmut, and whether the consolidation with the Pittsburgh & Shawmut should be made a part of the plan. It will be recalled that Genl. Thomas Hubbard had planned to combine the two roads and build a line to Lake Ontario, competing with the B. R. & P. and the P. R. R. (pg. 62) but his death a few months before left affairs in an unsettled condition—hence this committee.

Judging from the statements in consecutive *Poor's*, nothing was done. There appears to have been a strong disagreement between the two groups, one backing each road, for, in 1919, it was noted that the Pittsburgh & Shawmut claimed the right to divert traffic from the Pittsburgh, Shawmut and Northern, on the grounds that the P. & N. was built as a southern extension of and to act as a feeder to the P. & N., Frank Sullivan Smith secured a temporary restraining injunction to prevent this, but it was not made permanent, and the Pittsburgh & Shawmut went its own way. A consolidation was still expected in 1919 as soon as the Shawmut Line was reorganized.

Apparently Mr. Smith was allowed to issue at least one series of receiver's certificates, because Mr. Dickson, in the hearing in 1914 admitted no interest had been paid on them since 1932.

On Nov. 1, 1932, a plan of reorganization was finally proposed, but it was not approved by the Interstate Commerce Commission, and was abandoned therefore. Details of the plan, describing the new securities are given in *Moody's* for 1933, p. 1921.

As receiver, Mr. Dickson drew a salary of \$15,000 per year, while his assistant, P. B. McBride got \$9,000. Mr. Dickson never made a report during his tenure, although this was a stipulated condition. These points were brought out just prior to the demise of the road Justice Bard, in Pittsburgh, removed him from the receivership on Nov. 29, 1947. The clippings from the contemporary papers give a day-by-day description of the hearings.

"A loss of over 30 million dollars in the 40-year receivership of the Pittsburgh, Shawmut and Northern Railroad Co. was revealed in a report filed yesterday in Federal Court by Receiver John D. Dickson of Wolla ville, N. Y. . . . "The balance sheet listing the company's finances from 1905 on Sept. 30, 1945, shows a loss of \$30,481,378.24. Assets are listed at \$28,866,363.09 and liabilities total \$59,347,741.33. . . . "Mr. Dickson reported that in 1905 the railroad had 24 locomotives, 752 box cars, 1635 coal cars, 68 refrigerator cars, 10 passenger cars, eight combination cars, 3 baggage cars, 15 cabooses, 66 flat cars and 41 work cars. "The company now has 16 locomotives, 110 freight cars, 10 cabooses, and 41 work cars, according to Mr. Dickson."

Following the removal of John D. Dickson as receiver, after he had made the first report in the 40 years' bankruptcy, Thomas C. Buchanan, of Beaver, Pa., and Robert C. Sproul, Jr., of Pittsburgh, were appointed as joint receivers on Nov. 29, 1945.\* After several

\* Their allowance of \$625 each per month was later (July 29th) deemed inadequate and increased to \$1000!

# Shawmut and Northern Railroad



## Time Tables

R. H. WELLS,  
General Passenger Agent,  
St. Marys, Pa.

This is their first timetable!

# Pittsburg, Shawmut and Northern Railroad Company.

ST. MARYS, SMETHPORT,  
OLEAN, FRIENDSHIP,  
ANGELICA, HORNETSVILLE,  
WAYLAND, BUTALO  
and NEW YORK.

Effective Sunday, Dec. 27, 1903.

D. F. MARONEY,  
Vice President,  
C. J. MENWICK,  
Gen'l. Pass. Agent,  
ST. MARYS, PENNA.

# SHAWMUT

AND NORTHERN R.R.

FRANK SULLIVAN SMITH,  
Receiver.



JOE T. BUELL,  
Gen'l. Ticket Agent,  
C. H. BARNARD,  
Asst. Gen'l. Ticket Agent,  
R. S. MURKIN,  
Superintendent,  
ST. MARYS, PA.  
PITTSBURGH, 1903



# THE PITTSBURGH, SHAWMUT & NORTHERN RAILROAD CO.

General Office of the Company, 48 Wall Street, New York City. 4-1902-0444  
 JOHN BYRNE, President, New York City.  
 D. F. MARONEY, Vice-President, in Charge Operating, and Traffic, St. Marys, Pa.  
 LEWIS J. WILSON, Secretary, New York City.  
 HARRY H. GOUGH, Treasurer, New York City.  
 KENNY S. HASTING, Auditor and Assistant Treasurer, New York City.  
 CHAS. H. HARRISON, General Freight and Pass Agent, New York City.  
 M. F. BOZZANO, Chief Engineer, New York City.

### OLEAR DIVISION.

May 28, 1952.

5	3	1	1	1	2	4	6
A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.
1:05	1:05	1:05	1:05	1:05	1:05	1:05	1:05
1:10	1:10	1:10	1:10	1:10	1:10	1:10	1:10
1:15	1:15	1:15	1:15	1:15	1:15	1:15	1:15
1:20	1:20	1:20	1:20	1:20	1:20	1:20	1:20
1:25	1:25	1:25	1:25	1:25	1:25	1:25	1:25
1:30	1:30	1:30	1:30	1:30	1:30	1:30	1:30
1:35	1:35	1:35	1:35	1:35	1:35	1:35	1:35
1:40	1:40	1:40	1:40	1:40	1:40	1:40	1:40
1:45	1:45	1:45	1:45	1:45	1:45	1:45	1:45
1:50	1:50	1:50	1:50	1:50	1:50	1:50	1:50
1:55	1:55	1:55	1:55	1:55	1:55	1:55	1:55
2:00	2:00	2:00	2:00	2:00	2:00	2:00	2:00
2:05	2:05	2:05	2:05	2:05	2:05	2:05	2:05
2:10	2:10	2:10	2:10	2:10	2:10	2:10	2:10
2:15	2:15	2:15	2:15	2:15	2:15	2:15	2:15
2:20	2:20	2:20	2:20	2:20	2:20	2:20	2:20
2:25	2:25	2:25	2:25	2:25	2:25	2:25	2:25
2:30	2:30	2:30	2:30	2:30	2:30	2:30	2:30
2:35	2:35	2:35	2:35	2:35	2:35	2:35	2:35
2:40	2:40	2:40	2:40	2:40	2:40	2:40	2:40
2:45	2:45	2:45	2:45	2:45	2:45	2:45	2:45
2:50	2:50	2:50	2:50	2:50	2:50	2:50	2:50
2:55	2:55	2:55	2:55	2:55	2:55	2:55	2:55
3:00	3:00	3:00	3:00	3:00	3:00	3:00	3:00
3:05	3:05	3:05	3:05	3:05	3:05	3:05	3:05
3:10	3:10	3:10	3:10	3:10	3:10	3:10	3:10
3:15	3:15	3:15	3:15	3:15	3:15	3:15	3:15
3:20	3:20	3:20	3:20	3:20	3:20	3:20	3:20
3:25	3:25	3:25	3:25	3:25	3:25	3:25	3:25
3:30	3:30	3:30	3:30	3:30	3:30	3:30	3:30
3:35	3:35	3:35	3:35	3:35	3:35	3:35	3:35
3:40	3:40	3:40	3:40	3:40	3:40	3:40	3:40
3:45	3:45	3:45	3:45	3:45	3:45	3:45	3:45
3:50	3:50	3:50	3:50	3:50	3:50	3:50	3:50
3:55	3:55	3:55	3:55	3:55	3:55	3:55	3:55
4:00	4:00	4:00	4:00	4:00	4:00	4:00	4:00
4:05	4:05	4:05	4:05	4:05	4:05	4:05	4:05
4:10	4:10	4:10	4:10	4:10	4:10	4:10	4:10
4:15	4:15	4:15	4:15	4:15	4:15	4:15	4:15
4:20	4:20	4:20	4:20	4:20	4:20	4:20	4:20
4:25	4:25	4:25	4:25	4:25	4:25	4:25	4:25
4:30	4:30	4:30	4:30	4:30	4:30	4:30	4:30
4:35	4:35	4:35	4:35	4:35	4:35	4:35	4:35
4:40	4:40	4:40	4:40	4:40	4:40	4:40	4:40
4:45	4:45	4:45	4:45	4:45	4:45	4:45	4:45
4:50	4:50	4:50	4:50	4:50	4:50	4:50	4:50
4:55	4:55	4:55	4:55	4:55	4:55	4:55	4:55
5:00	5:00	5:00	5:00	5:00	5:00	5:00	5:00

### KERSEY BRANCH.

May 26, 1952.

5	3	1	1	1	2	4	6
A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.
7:15	7:15	7:15	7:15	7:15	7:15	7:15	7:15
7:20	7:20	7:20	7:20	7:20	7:20	7:20	7:20
7:25	7:25	7:25	7:25	7:25	7:25	7:25	7:25
7:30	7:30	7:30	7:30	7:30	7:30	7:30	7:30
7:35	7:35	7:35	7:35	7:35	7:35	7:35	7:35
7:40	7:40	7:40	7:40	7:40	7:40	7:40	7:40
7:45	7:45	7:45	7:45	7:45	7:45	7:45	7:45
7:50	7:50	7:50	7:50	7:50	7:50	7:50	7:50
7:55	7:55	7:55	7:55	7:55	7:55	7:55	7:55
8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00
8:05	8:05	8:05	8:05	8:05	8:05	8:05	8:05
8:10	8:10	8:10	8:10	8:10	8:10	8:10	8:10
8:15	8:15	8:15	8:15	8:15	8:15	8:15	8:15
8:20	8:20	8:20	8:20	8:20	8:20	8:20	8:20
8:25	8:25	8:25	8:25	8:25	8:25	8:25	8:25
8:30	8:30	8:30	8:30	8:30	8:30	8:30	8:30
8:35	8:35	8:35	8:35	8:35	8:35	8:35	8:35
8:40	8:40	8:40	8:40	8:40	8:40	8:40	8:40
8:45	8:45	8:45	8:45	8:45	8:45	8:45	8:45
8:50	8:50	8:50	8:50	8:50	8:50	8:50	8:50
8:55	8:55	8:55	8:55	8:55	8:55	8:55	8:55
9:00	9:00	9:00	9:00	9:00	9:00	9:00	9:00

### WAYLAND DIVISION.

February 1, 1952.

18	9	16	4	1	1	1	2	4	6
A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.
7:15	7:15	7:15	7:15	7:15	7:15	7:15	7:15	7:15	7:15
7:20	7:20	7:20	7:20	7:20	7:20	7:20	7:20	7:20	7:20
7:25	7:25	7:25	7:25	7:25	7:25	7:25	7:25	7:25	7:25
7:30	7:30	7:30	7:30	7:30	7:30	7:30	7:30	7:30	7:30
7:35	7:35	7:35	7:35	7:35	7:35	7:35	7:35	7:35	7:35
7:40	7:40	7:40	7:40	7:40	7:40	7:40	7:40	7:40	7:40
7:45	7:45	7:45	7:45	7:45	7:45	7:45	7:45	7:45	7:45
7:50	7:50	7:50	7:50	7:50	7:50	7:50	7:50	7:50	7:50
7:55	7:55	7:55	7:55	7:55	7:55	7:55	7:55	7:55	7:55
8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00
8:05	8:05	8:05	8:05	8:05	8:05	8:05	8:05	8:05	8:05
8:10	8:10	8:10	8:10	8:10	8:10	8:10	8:10	8:10	8:10
8:15	8:15	8:15	8:15	8:15	8:15	8:15	8:15	8:15	8:15
8:20	8:20	8:20	8:20	8:20	8:20	8:20	8:20	8:20	8:20
8:25	8:25	8:25	8:25	8:25	8:25	8:25	8:25	8:25	8:25
8:30	8:30	8:30	8:30	8:30	8:30	8:30	8:30	8:30	8:30
8:35	8:35	8:35	8:35	8:35	8:35	8:35	8:35	8:35	8:35
8:40	8:40	8:40	8:40	8:40	8:40	8:40	8:40	8:40	8:40
8:45	8:45	8:45	8:45	8:45	8:45	8:45	8:45	8:45	8:45
8:50	8:50	8:50	8:50	8:50	8:50	8:50	8:50	8:50	8:50
8:55	8:55	8:55	8:55	8:55	8:55	8:55	8:55	8:55	8:55
9:00	9:00	9:00	9:00	9:00	9:00	9:00	9:00	9:00	9:00

### CLARION RIVER DIVISION.

February 1, 1952.

18	9	16	4	1	1	1	2	4	6
A.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.
7:15	7:15	7:15	7:15	7:15	7:15	7:15	7:15	7:15	7:15
7:20	7:20	7:20	7:20	7:20	7:20	7:20	7:20	7:20	7:20
7:25	7:25	7:25	7:25	7:25	7:25	7:25	7:25	7:25	7:25
7:30	7:30	7:30	7:30	7:30	7:30	7:30	7:30	7:30	7:30
7:35	7:35	7:35	7:35	7:35	7:35	7:35	7:35	7:35	7:35
7:40	7:40	7:40	7:40	7:40	7:40	7:40	7:40	7:40	7:40
7:45	7:45	7:45	7:45	7:45	7:45	7:45	7:45	7:45	7:45
7:50	7:50	7:50	7:50	7:50	7:50	7:50	7:50	7:50	7:50
7:55	7:55	7:55	7:55	7:55	7:55	7:55	7:55	7:55	7:55
8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00	8:00
8:05	8:05	8:05	8:05	8:05	8:05	8:05	8:05	8:05	8:05
8:10	8:10	8:10	8:10	8:10	8:10	8:10	8:10	8:10	8:10
8:15	8:15	8:15	8:15	8:15	8:15	8:15	8:15	8:15	8:15
8:20	8:20	8:20	8:20	8:20	8:20	8:20	8:20	8:20	8:20
8:25	8:25	8:25	8:25	8:25	8:25	8:25	8:25	8:25	8:25
8:30	8:30	8:30	8:30	8:30	8:30	8:30	8:30	8:30	8:30
8:35	8:35	8:35	8:35	8:35	8:35	8:35	8:35	8:35	8:35
8:40	8:40	8:40	8:40	8:40	8:40	8:40	8:40	8:40	8:40
8:45	8:45	8:45	8:45	8:45	8:45	8:45	8:45	8:45	8:45
8:50	8:50	8:50	8:50	8:50	8:50	8:50	8:50	8:50	8:50
8:55	8:55	8:55	8:55	8:55	8:55	8:55	8:55	8:55	8:55
9:00	9:00	9:00	9:00	9:00	9:00	9:00	9:00	9:00	9:00

Trains marked 1 run daily, except Sunday.  
 Eastern time.

**EXPLANATION OF SIGNS.**

1 With Erie R.R.  
 2 With Delaware, Lackawanna & Western R.R.  
 3 With Pennsylvania R.R.  
 4 With Pennsylvania R.R.  
 5 With Buffalo, Rochester & Pittsburgh R.R.  
 6 With Buffalo, Rochester & Pittsburgh R.R.

**CONNECTIONS.**

1 With Erie R.R.  
 2 With Delaware, Lackawanna & Western R.R.  
 3 With Pennsylvania R.R.  
 4 With Pennsylvania R.R.  
 5 With Buffalo, Rochester & Pittsburgh R.R.  
 6 With Buffalo, Rochester & Pittsburgh R.R.

months these two found they could not make the road a paying proposition and, on Apr. 19, 1946, they sought permission to abandon the railroad line and stop operations. None of the connecting roads (B. & O., P. R. R., D. L. & W. or Erie)



the period 1939-1946. The advances were made to keep the mines in operation, and to enable the railroad to retain the traffic. This coal hauling was the railroad's principal source of revenue.

The events that precipitated the action resulting in the abandonment of the railroad appear to have started with a strike of the coal miners on July 16, 1945. The coal company physician, a young lad by the name of Betty Hayes, called attention to the unfavorable living and sanitary conditions of the miners and their families. When Dr. Hayes was dismissed, the miners went on strike. The setup was made to order for the newspapers, and many reports and editorials appeared during the succeeding months. The amazing, long bankruptcy of the railroad was brought to the attention of the public. The company contended—and this was borne out by the facts—that it was in no financial position to make any large scale improvements in the three towns involved.

Attorneys for the holders of some of the Receiver's Certificates brought a petition calling for the removal of the receiver, John D. Dickson, a reorganization of the company, and the appointment of a new receiver; if these changes could not be made, then they asked that the assets be liquidated. The miners addressed a petition to United States Attorney General Clark, asking that an investigation of the long receivership be made. Federal Judge Guy K. Bard was appointed by Mr. Clark to look over the situation.

Arrangements were at once discussed for resuming work in the mines, which had been idle for four and a half months, and the operation of which was essential for the railroad's existence. Meanwhile, reorganization proceedings were begun; Mr. Dickson was replaced by the two new receivers, Buchanan and Sproul, who were soon appointed trustees. On May 22, all operations in the state of New York, north of Bollen were discontinued, and during June operations of the southern end were partially suspended. On June 1st, the receivers could not meet their payroll; the money for this and subsequent operation until abandonment were met by the inauguration of an arrangement whereby all freight charges were prepaid. Finally, at the year's end, the abandonment was authorized by the Interstate Commerce Commission. When Mr. Findley bought the road at the March 4, 1947 auction as a condition of sale, he agreed to have operated small segments of the line serving points in Olean, St. Marys and Farmers Valley. Those segments were eventually sold to the Pennsylvania R. R., as has been mentioned previously. The remainder was sold by Mr. Findley for salvage, which was carried on by the Shawmut Railway Supply Co. at the rate of 3 miles per day. It will be recalled that the northern end of the Shawmut, the leased Rochester, Hornellsville and Lackawanna, was owned by the American Red Cross. The Interstate Commerce Commission ordered the Erie to provide services to certain industries in No. Hornell, operating, in part, over segments of this road. The Erie purchased these segments on May 20, 1947.

The last train was run on April 1, 1947; it was made up of all the rolling stock which was being taken to St. Marys. The railroad was dismantled, rails taken up, and salvageable material collected by

two work trains; the one on the northern end with engine No. 71 worked out of Olean, while No. 72, with its train on the southern end, had its headquarters in St. Marys. At the time of the sale, the rolling stock comprised 16 locomotives, 8 cabooses, and 39 units of work equipment. The engines were sold to the S. P. N. Realty Holding Corporation, and set up for scrap at the Lackawanna, N. Y., plant of the Bethlehem Steel Co. The stations were sold for storage of lumber, grain and the like, the smaller ones becoming garages. The land was sold, in smallish parcels by Mr. Lathrop; some sections were leveled and added to existing fields, thus being restored to its original condition.

The demise of the Shawmut is neatly summarized in the following editorial from the St. Marys *Daily Press*, of July 9, 1947:

#### *The Trail's End*

Departure of five Shawmut engines for Buffalo yesterday as described in a news article in today's paper, just about winds up the locomotive rolling stock on this abandoned line, leaving but two still in service at the north and south ends picking up rails.

Eight locomotives had been sent to Buffalo a few weeks ago.

When the last two engines make that trip a once flourishing St. Marys industry will have sung its swan song.

Time was when the Shawmut Railroad Company was St. Marys' largest employer.

That was when the shops on Depot Street were beehives of activity and the Shawmut maintained passenger train service between here and Olean and points on the south end. In those days the Shawmut ran special trains to the Elk County Fair, another institution that has passed from the picture.

The fight to save the Shawmut from being turned into a scrap pile had its climax in a Pittsburgh court room last March when bids to buy the road for scrapping purposes went beyond a figure set by Harry S. Findley, who had proposed operating the road on an experimental basis had he been able to purchase it at his first offer.

That saw the end of a long battle to keep the Shawmut as a going concern, the fight was lost and the railroad today is being transformed into salvage scrap.

Dr. Elizabeth (Betty) Hayes, the Valley physician, whose protest against unsanitary living conditions in coal mining towns, touched off the fuse that led to a federal investigation of the railroad's long bankruptcy regime, has also left this part of the country.

The 'folding up' of the road did not affect the mining operations as a newly organized company took over those properties and under the firm name of the Shawmut Mining Company maintains office headquarters here.

And so another epoch in the history of rail transportation draws to a close.

#### **Klipnockie**

The Klipnockie Railroad Co. was chartered on December 6, 1899 with a capital stock of \$100,000, to build a road from Birdsall to the



Klipnockie Quarry, in the township of Almond, a distance of 7 miles. This quarry contained a valuable building stone; the window-sills in the Frank Sullivan State Memorial Library in Angelica are pieces of this stone. There was never any construction. The officers and directors were as follows: President, Frank S. Smith; V. P. Frank S. Blair; Sec'y, Dawson D. Dickson; Treasurer, H. S. Hastings, all of Angelica; Directors, Simeon M. Ayers, of Jersey City, (1903), Ferdinand J. Flicker, of New York, Guy Wellman, of Friendship, (1904), C. D. Buchanan, J. Hoyt Corbin, and Everett L. Weaver, all of Angelica.

A railroad to the Clipnockie quarries was first talked of in 1883 as shown by this excerpt from the Allegany County *Republican*, copied from the *Canaseraga Times*. "To those of our readers who are familiar with the extent and location of the quarries about five miles south of Canaseraga, and known as the Clipnockie quarries, it will occasion no great degree of surprise to learn that a railroad is to be built to the spot to afford facilities for their development. The stone . . . has long been known to be of a superior quality for all railroad and other building purposes . . . it is estimated that the quarry contains at least 300,000 cubic yards of stone . . . The contract calls for the building of the road either from the New York, Lake Erie and Western R. R., or from the line of the Lackawanna & Pittsburgh, and for its completion ready for trains by September 1st, 1883. As the stone will be needed for the construction of the Lackawanna & Pittsburgh, of course the line will be pushed forward with all possible dispatch. . . . If it does not pass through this place, (i.e. Canaseraga) it will take a course through Bird-sall and join the Lackawanna & Pittsburgh or Allegany Central in Bird-sall or Grove." In the June 15th issue it is noted that surveyors have run a line through Bird-sall.

### Kersey

The Kersey Railroad Co. was organized on Oct. 13, 1900, by Shawmut interests, with a capital stock of \$150,000, to tap the coal mining Weedville-Tyler district. The Pittsburg, Shawmut and Northern owned the entire capital stock and operated the road throughout its history by lease; the lessee received the entire earnings from the operation, and bore the expenses of organization, maintenance, operation, and taxes. It is not clear why this road was organized, instead of just building a branch of the Shawmut. The officers and directors had all held similar positions on the predecessors of the Pittsburg, Shawmut and Northern. There may have been sort of an agreement, because the latter organization took over in 1904, and installed their own officers.

President, J. K. P. Hall; V. P. & G. M., Andrew Kaul, both of St. Marys; Sec'y-Treas'r, G. C. Simons; Directors, B. F. Darr, John Kaul, J. M. Schaefer and J. B. Robertson. A. G. McComb, of the Shawmut, was Chief Engineer.

The road was opened on May 1, 1901. The first year's construction consisted of the 9.56 miles between Paine and Weedville; it was extended to Cardiff the following year, making a total of 12.08 miles. In 1907, the 1.54-mile Browns Run branch was constructed to 42-mine.

There was a complete change of officers and directors in 1904, all being Shawmut men.

The Kersey Railroad was always listed separately in the various manuals, with various shifts and new faces among the directors. In 1907-8, occur several names, familiar because of their association with the Pittsburg & Shawmut: L. G. Bonstein, G. C. Deeter, F. A. Robinson. No attempt has been made to include the subsequent changes and operations.

At the time of the abandonment in 1947, the Interstate Commerce Commission authorized the parent B. & N. to abandon its operations over the Kersey, and the latter to abandon its entire line, from Paine to Cardiff, and branches from Force to Tyler and Weedville to Brown's Run.

### Pittsburg & Shawmut

#### Brookville and Mahoning R. R. Co.

The Brookville and Mahoning R. R. Co. was organized by the Pittsburg, Shawmut and Northern R. R. Co. on July 21, 1903, with a capital stock of \$1,750,000, to reach the coal fields to the south in Jefferson County, and with the ultimate aim of tapping the Pittsburg area.

President, Edwin E. Tait, of Bradford, Pa.; Sec'y-Treas'r, H. S. Hastings, and Directors, L. G. Bonstein, M. Donaldson, A. C. Griffith, George S. Ramsey, all of St. Marys, and Nathan L. Strong, of Brookville. Strong, a Brookville attorney, bought a large part of the coal lands owned by the Allegheny River Mining Co.

The first construction, completed and opened, was 6.4 mi. from Brookville to Ramsaytown; this segment was isolated from the rest of the Shawmut system until the completion of the link to Erie Jct., in 1908. The cost of this first portion was set at \$1,565,882.65. In the 1908 Poor's it is noted that the Brookville and Mahoning is being privately financed by a stock issue for cash. During this year an extension to Conifer was completed, increasing the mileage to 32.71, and the capital stock was increased to \$2,000,000, while Grant C. Deeter joined the board of directors. Additional construction brought the mileage to 35.74 in 1909, the lines were Erie Jct. to Colon, Colon to Ramsaytown, and Colon to Knoxdale.

On Aug. 28, 1909, the name was changed to the Pittsburg and Shawmut R. R. Co. The reason given was a desire to avoid confusion with the Boston and Maine's initials. The similarity between Pittsburg and Shawmut, and Pittsburg, Shawmut and Northern seems to have been overlooked! On Jan. 3, 1910, the name was changed to The Pittsburg & Shawmut Railroad Co.

The list of officers and directors now became more extensive, with a New York group appearing on the board.

Genl. Thomas Hamlin Hubbard, Chairman of the Board, was the head of Thos. H. Hubbard & Co., of New York City. The General, one of Maine's illustrious sons, was born in Hallowell on December 20,



1838. He was graduated from Bowdoin College in 1857 (A.M., '60, LL.D., '94), read for law and was admitted to the Maine bar in 1860 and the New York bar in 1861. He took an active part as an officer in the Civil War, and at its close was breveted a brigadier general for meritorious services. He was a justice of the United States Supreme Court in 1870. He was a member of the New York firm of Butler, Stillman and Hubbard from 1875-1896, becoming actively interested in railroads, an interest which he retained until his death on May 19, 1915.

Near the turn of the century he joined the Pacific Improvement Co., being president from 1903 until his death. This company was incorporated under the laws of California in 1878, with a capital stock of \$5,000,000, and had offices in San Francisco, and at 60 Wall St., New York. In Jan., 1912, it was reported as being in the process of liquidation. It owned a considerable amount in bonds of the Central New York and Western, the immediate predecessor of the Shawmut, and so obtained some degree of control over the latter.

He also formed Thos. H. Hubbard & Co., of New York, which owned the building at 60 Wall St., which then had 26 stories. Mr. Hubbard's office was on the top floor, while the Pittsburg, Shawmut and Northern (who then controlled the Pittsburg and Shawmut) was on the 20th floor. Hubbard & Co. advanced funds to the Interior and Construction Co. (see Bulletin No. 64, p. 35) which built much of the Shawmut. This company was unable to repay the advances, which were eventually cancelled through forfeit to T. H. Hubbard & Co. of \$9,430,000 par value of capital stock, and \$7,375,000 par value of bonds, which securities had been pledged for advances by the railroad.

By virtue of these two companies the General had a considerable degree of control of the Pittsburg, Shawmut and Northern, and of the Pittsburg & Shawmut through lease to the former; Hubbard & Co. supplied much of the funds for construction of the latter road. The general had planned to build a continuous railroad from the Pittsburg district to Lake Ontario, thus competing with the Buffalo, Rochester & Pittsburg and Northern Central (P. R. R.) This chance of ending the Shawmut's receivership went with his death, for the controlling interests of the Pittsburg & Shawmut then diverted their large coal tonnage to the Erie.

General Hubbard was second vice-president and director of the Southern Pacific Co. (1896-1900), and president of the following subsidiaries: Houston and Texas Central R. R., 1894-1901; Mexican International R. R. 1897-1901; Austin and Northwestern R. R., Central Texas and Northwestern Ry., Fort Worth and New Orleans R. R. He was president of the Guatemala Central R. R., 1901-1912. He reorganized and became a director of the Wabash in 1889 or 1890, and later was vice-president and director of the Toledo, St. Louis and Western; when this road took over control of the Chicago and Alton (1907-1912) he became one of its directors and chairman of the board. He was a director (1909) and chairman of the board (1910 until his death) of the Pittsburg & Shawmut. He was also a director of several banks and

of the Metropolitan Life Insurance Co. He was a trustee of Bowdoin College. He was greatly interested in the Arctic explorations of Capt. Robert E. Peary, being one of the financial backers of the last trip when Peary reached the North Pole. A cape Thos. H. Hubbard may be found on maps of the Arctic region.

In 1910-1911 the Pittsburg & Shawmut purchased the entire capital stock of the Allegheny River Mining Co., and, about the same time, bonds of the Pittsburg, Shawmut and Northern to the amount of \$12,100,000.

The Pittsburg, Shawmut and Northern had always operated the Brookville and Mahoning under lease, and operated the Pittsburg & Shawmut under lease, until this was abrogated on Aug. 31, 1916. As before, the P. S. & N. maintained and operated the road, and paid as rental the actual net earnings plus 10c per ton on all coal delivered to them by the P. & S. On Dec. 8, 1915, a committee consisting of Frank H. Davis, Samuel Fuller, John Hubbard, Walter R. Leigh, Charles Sargent, and Theodore P. Shonts was formed, to consider a consolidation of the Pittsburg & Shawmut, and Pittsburg, Shawmut and Northern, taking the latter out of receivership and placing both on a sound financial footing. The committee engaged W. H. Coverdale of New York as engineer to determine on what basis they should undertake the reorganization, and whether or not the two roads should be consolidated. Without awaiting committee action, the Pittsburg & Shawmut claimed the right to divert traffic from the P. S. & N., but were temporarily delayed when Frank Sullivan Smith got a restraining injunction.

The new road reached Kittanning in 1913, but was not completed to the southern terminus at Freeport until 1918. The *Daily Times* (of Kittanning, Pa.) for Aug. 21, 1913, recorded that "the first passenger train, consisting of a construction engine (of the Corbett Construction Co.) and five Buffalo, Rochester & Pittsburg coaches, arrived here from Mosgrove this morning. Each car was packed to the doors. The train left Dubois at 6:30 A. M., arrived at Mosgrove at 8:45, and here, on schedule, at 9:30. The official celebration will be early in October."

By 1917, the road had been finished as far as Cadogan, and was opened to its southern terminus, Freeport Jct., 31 miles north of Pittsburg, the next year.\* The total mileage, not including 57.06 mi. of yards and sidings (1921-5), was 102.96 mi. There are five tunnels. The principal structure is the 1123-ft. bridge over the Allegheny River and P. R. R. at Mahoning. There are large steel trestles or viaducts at Brookville (also over the P. R. R.) Sugar Camp, Mill Creek, and Sprankel Mills. Entrance to Pittsburg is gained by trackage rights over the Pennsylvania R. R. At one time an extension to the Homomer and Lake Erie was considered, but this was never realized. The road is laid with 85-lb. rail. The office is at Kittanning and the shops are at Brookville.

\* It is 88.01 mi. between Erie Jct. and Freeport.



Rail connections of the Pittsburgh & Shawmut were as follows: With the Pittsburgh, Shawmut and Northern and Erie at Erie Junction, Pennsylvania, at Brookville and at Freeport; with the B. & O. at Dellwood and at West Mosgrove. Passengers could transfer to the B. R. & P. at West Mosgrove Bridgeburg; since the tracks are at greatly different levels, passengers had to climb a long flight of steps to get to the B. R. & P. (now B. & O.)

The Pittsburgh and Shawmut appear to have used B. R. & P. rolling stock for some time, as can be seen in the picture showing an early tram at Kittanning. The P. & S. passenger engines were 4-4-2 (Atlantic), Nos. 104-105, and not purchased until 1920. Under P. S. & N. control the 2-6-0 engines, Nos. 15-17, were used in passenger service.

In 1924, the Pittsburgh & Shawmut had 25 locomotives and 2300 cars, of which 2343 were coal cars; they listed 16 cabooses in 1937, while the number of engines had decreased to 17 in 1941. They bought eight 2-8-2s from the Monon (Chicago, Indianapolis & Louisville) in 1947.

After the death of Genl. Hubbard and the abrogation of the lease of the P. & S. to the P. S. & N., in 1916, Edward F. Searles became a director and chairman of the board.

In the tentative consolidation plan, the two Shawmut roads (P. & S. and P. S. & N.) were placed in Group 4 (Erie), with a note they might also be included in Group 7a (New England-Great Lakes).

The P. & S. has been an independent road ever since 1916. It belongs to the Class I group of railroads; in 1949 its business amounted to \$2,212,122. The average train mileage was 97. It has paid no dividends to date. After the government took over the roads during World War I, the adjusted compensation received by the Pittsburgh & Shawmut was \$563,622.

#### Notes on P. & S. Locomotives

Only three types of engines were bought by this road. The two Atlantics have already been mentioned. There were four consolidations (Class H) but the standard was the Mikado, 2-8-2, type (Class J).

When first delivered the H series (226-229) were lettered A. R. M. Co., on the tender. They were immediately sent to the Toledo, St. Louis and Western (Clover Leaf Route), according to Jerry Wells; he does not recall how long they were there (nor does the Nickel Plate, lessors of this road, have a record) but they were still lettered A. R. M. Co. on their return. The Clover Leaf was considering the purchase of heavier power for their heavy drag freights in a hilly district on which they had been using 2-6-0s. The results of the trial were favorable and led to the road's acquisition of consolidations. The connection between the Pittsburgh & Shawmut and the Clover Leaf seems very remote; it was cleared up by checking on the activities of Thos. H. Hubbard & Co.

When the Pittsburgh, Shawmut and Northern controlled the Pittsburg & Shawmut, the engines were used indiscriminately. There was

trouble from derailments on the P. S. & N. tracks due to the wheel base of the P. & S. 2-8-2's.

In the scrap paper obtained from the Angelica junkman there were boiler inspection reports, including some of the Pittsburg & Shawmut, which at that time, was operated by the Pittsburg, Shawmut & Northern. They were in rather poor condition and incomplete. By a careful search considerable data regarding the ownership and leasing of the first five engines on the roster were found. Perhaps the most notable discovery was the confirmation of the rumor that the first two engines, Nos. 200 and 201 were owned by the Allegheny River Mining and lettered A. R. M. Co. Both of these (as noted on the reverse of the reports) were built at the Baldwin Locomotive Works in August, 1911, and stored at Eddystone until December, when they were brought to Marys, set up and tested, and again stored, this time at Angelica, from Jan. 12 (and 13) until Feb. 13 (and 14), 1912.

Eng. No.	Lessor	Date	Dates
	Baldwin Locomotive Works	10-12-13	ARMCo 12-7-11 2-20-12
	Guardian Trust Co.		
	Baldwin Locomotive Works	12-21-12	12-7-11
	Guardian Trust Co.	12-1-15	2-20-12 6-14-16
	Baldwin Locomotive Works	9-25-13 3-27-15	P&S
	Baldwin Locomotive Works	12-12-13	9-12-13
	Baldwin Locomotive Works	12-13-13 6-11-14	9-12-13 9-16-13

#### Locomotives of the Pittsburg & Shawmut R. R.

Builder	C/N	Date	Type	Cyls.	DD	BP	Class	Disp'n	Note
Union	61954	1920	4-4-2	19x26	69	200	E-1-S	Sc. 11-1938	
Union	61955	1920	4-4-2	19x26	69	200	E-1-S	Sc. 11-1938	
Baldwin	36821	1911	2-8-2	22x28	51	200	J	Sc. 8-1950	A-B
Baldwin	36822	1911	2-8-2	22x28	51	200	J	Sc. 11-1938	A-B-C
Baldwin	40589	1913	2-8-2	22x28	51	200	J	Sc. 10-1951	C
Baldwin	40590	1913	2-8-2	22x28	51	200	J	Sc. 12-1948	C
Baldwin	40591	1913	2-8-2	22x28	51	200	J	Sc. 3-1952	C
Baldwin	40592	1913	2-8-2	22x28	51	200	J	Sc. 11-1938	
Baldwin	40612	1913	2-8-2	22x28	51	200	J	Sc. 8-1952	
Baldwin	40613	1913	2-8-2	22x28	51	200	J	Sc. 3-1949	
Baldwin	40614	1913	2-8-2	22x28	51	200	J	Sc. 8-1952	
Baldwin	40615	1913	2-8-2	22x28	51	200	J	Sc. 3-1950	
Baldwin	40616	1914	2-8-2	22x28	51	200	J	Sc. 6-1949	
Baldwin	40617	1914	2-8-2	22x28	51	200	J	Sc. 11-1938	
Baldwin	41563	1914	2-8-2	22x28	51	200	J-1	Sc. 9-1953	
Baldwin	41564	1914	2-8-2	22x28	51	200	J-1	Sc. 9-1953	
Baldwin	41565	1914	2-8-2	22x28	51	200	J-1	Sc. 12-1953	
Baldwin	41566	1914	2-8-2	22x28	51	200	J-1	Sc. 12-1953	
Baldwin	41567	1914	2-8-2	22x28	51	200	J-1	Sc. 9-1953	
Baldwin	41568	1914	2-8-2	22x28	51	200	J-1	Sc. 12-1953	
Baldwin	36817	1911	2-8-0	22x28	51	200	H	So. PS&N, #76	A



227	Baldwin	36818	1911	2-8-0	22x28	51	200	H	Sc. 11-1942
228	Baldwin	36819	1911	2-8-0	22x28	51	200	H	Sc. 12-1940
229	Baldwin	36820	1911	2-8-0	22x28	51	200	H	Sc. 11-1938
570	Schenect	68051	1929	2-8-2	27x32	63	220	J-4	ex-Monon 570 Sc. 9
571	Schenect	68042	1929	2-8-2	27x32	63	220	J-4	ex-Monon 571 Sc. 6
572	Schenect	68043	1929	2-8-2	27x32	63	220	J-4	ex-Monon 572 Sc. 12
573	Schenect	68044	1929	2-8-2	27x32	63	220	J-4	ex-Monon 573 Sc. 12
574	Schenect	68045	1929	2-8-2	27x32	63	220	J-4	ex-Monon 574 Sc. 11
575	Schenect	68046	1929	2-8-2	27x32	63	220	J-4	ex-Monon 575 Sc. 12
577	Schenect	68048	1929	2-8-2	27x32	63	220	J-4	ex-Monon 577 Sc. 12
579	Schenect	68050	1929	2-8-2	27x32	63	220	J-4	ex-Monon 579 Sc. 12

Note A. Owned by the Allegheny River Mining Co., and lettered A.R.M.C. until 1916.

Note B. Leased from the Guardian Trust Co.

Note C. Leased from Baldwin Locomotive Works.

## Our Rooms in the Baker Library

For the information of our members, there have been made some changes in the matter of the personnel of our Room Committee. Two of our members, C. Porter Atherton and Loring F. Wilcox have volunteered their services on this committee and the results of their efforts have already made a showing. On July 1st, Mr. John W. Merrill, who has been Curator since 1934, was appointed Curator Emeritus by the Executive Committee, subject to the action of our Directors at their next meeting. Jason A. Swadkins, who has been faithful in his work and in his attendance was unable to continue his duties most of the summer due to the heat but at this writing (July), we hope he can continue with the coming of cooler weather. There is still room for others on this committee and any of our members in the immediate vicinity, who have a little spare time and who wish to help out, the offer of their services will not be refused. We have two attractive rooms, we have some interesting material on display and we have material in our files. We are glad to show it and we want to help those that come to our rooms for information. If you want to help, no matter in what capacity, just let us know.

Jason Swadkins was laid to rest on November 15th. "For so long as one remains in our hearts, they will never be forgotten."

## The Lincoln Inaugural and Funeral Trains

By G. MURRAY CAMPBELL

With the passing of time it appears that each successive President of the United States rolls up greater travel mileage than any of his predecessors. The enormous and increasing demands of the office of the chief executive require more and more extensive travel, and the high speed and comfortable service of the modern transportation systems make it possible to cover territory in a way that would have seemed slightly less than miraculous a half-century ago.

In spite of these numerous and prolonged journeys made by the President, few of his trips receive more than a passing mention, and, over the years, few presidential trains have been so noteworthy as to merit historical remembrance in the manner of two related to the activities of President Lincoln's service to his country, marking the jubilee beginning and the sorrowful ending of his administration.

The first of these was the train bearing him to his inauguration, from Springfield, Ill., to Washington, D. C., in 1861; the other in 1865, carrying the mortal remains of this beloved President, from Washington back to their final resting place in Springfield.

In Bulletin No. 55, Mr. Warren Jacobs presented, in connection with an article on the old 30th Street depot of the Hudson River R. R., in New York City, a most interesting account of the visits of Mr. Lincoln to New York, and, further, recounted the routing of the famous inauguration train, which left Springfield, Ill., at 8 o'clock in the morning of February 11th, 1861, from the depot of the Great Western (later Wabash) R. R.

Mr. Jacobs recorded the route of this train in the names of the participating railroads as they are presently known and, in order that those roads may be of record under their then-existing names, the following is presented, as related by Mr. John W. Starr, Jr., in his "Lincoln and the Railroads."

Date	Station	Time	Railroads
Feb. 11	Lv. Springfield	8:00 A.M.	Great Western (Ill.) to Ill.-Ind. Line (Wabash)
Feb. 12	Indianapolis	8:00 P.M.	Toledo & Wabash to Lafayette, Ind. (Wabash)
Feb. 13	Lv. Indianapolis	10:00 A.M.	Lafayette & Indianapolis R. R. (NYC-Big Four)
Feb. 13	Ar. Cincinnati		Indianapolis & Cincinnati R. R. (NYC-Big Four)
Feb. 13	Lv. Cincinnati	9:00 A.M.	Late in afternoon.
Feb. 13	Lv. Columbus	2:00 P.M.	Little Miami R. R. to Xenia, O. (PRR)
Feb. 13	Lv. Columbus	8:00 A.M.	Columbus & Xenia R. R. (PRR)
Feb. 13			Central Ohio R. R. to Newark, O. (B&O)
Feb. 13			Stuebenville & Indiana R. R. to S'ville, O. (PRR)
Feb. 13			Cleveland & Pittsburgh R. R. to Rochester, Pa. (PRR)
Feb. 13	Ar. Pittsburgh	8:00 P.M.	Ohio & Pennsylvania R. R. (PRR)
Feb. 13	Lv. Pittsburgh	A.M.	Ohio & Pennsylvania R. R. to Rochester, Pa.
Feb. 16	Ar. Cleveland	4:20 P.M.	Cleveland & Pittsburgh R. R. (PRR)
Feb. 16	Lv. Cleveland	9:00 A.M.	Cleveland, Painesville & Ashtabula R. R. (NYC-LS&MS)
Feb. 16	Ar. Buffalo	P.M.	Erie & North East R. R. to N. Y.-Pa. Line (NYC-LS&MS)
Feb. 16			Buffalo & State Line R. R. (NYC-LS&MS)



Feb. 18	Lv. Buffalo	5:45 A.M.	New York Central R. R.
	Ar. Albany	2:30 P.M.	New York Central R. R.
Feb. 19	Lv. Albany	8:00 A.M.	Albany & Vermont R. R. to Waterford N. Y. (D&H)
			Rensselaer & Saratoga to Green Island (D&H)
			Troy Union R. R. to Troy (NYC-D&H-B&M)
Feb. 21	Ar. New York City	3:00 P.M.	Hudson River R. R. (NYC)
	Lv. New York City	8:00 A.M.	via ferry to Jersey City, N. J. N. J. R. R. & T. Co. to New Brunswick, N. J. (PRR)
			Camden & Amboy R. R. to Trenton, N. J. (PRR)
	Ar. Philadelphia	4:00 P.M.	Phila. & Trenton R. R. Kensington Div. (PRR)
			Pennsylvania R. R.
Feb. 22	Lv. Philadelphia	A.M.	Pennsylvania R. R.
	Ar. Harrisburg	4:00 P.M.	P. R. R. special train to Philadelphia
	Lv. Harrisburg	P.M.	P. W. & B. Night Express to Baltimore (PH)
Feb. 23	Ar. Washington	6:00 A.M.	Baltimore & Ohio R. R.

The first train of the eastward journey consisted of one baggage car and one coach pulled by engine "L. M. Wiley," a Hinkley (shop No. 568) 4-4-0, having 14" x 22" cylinders and 54" diameter drivers. Lincoln and his party stayed at the Bates House in Indianapolis, and Mr. Lincoln addressed the Indiana Legislature the following day.

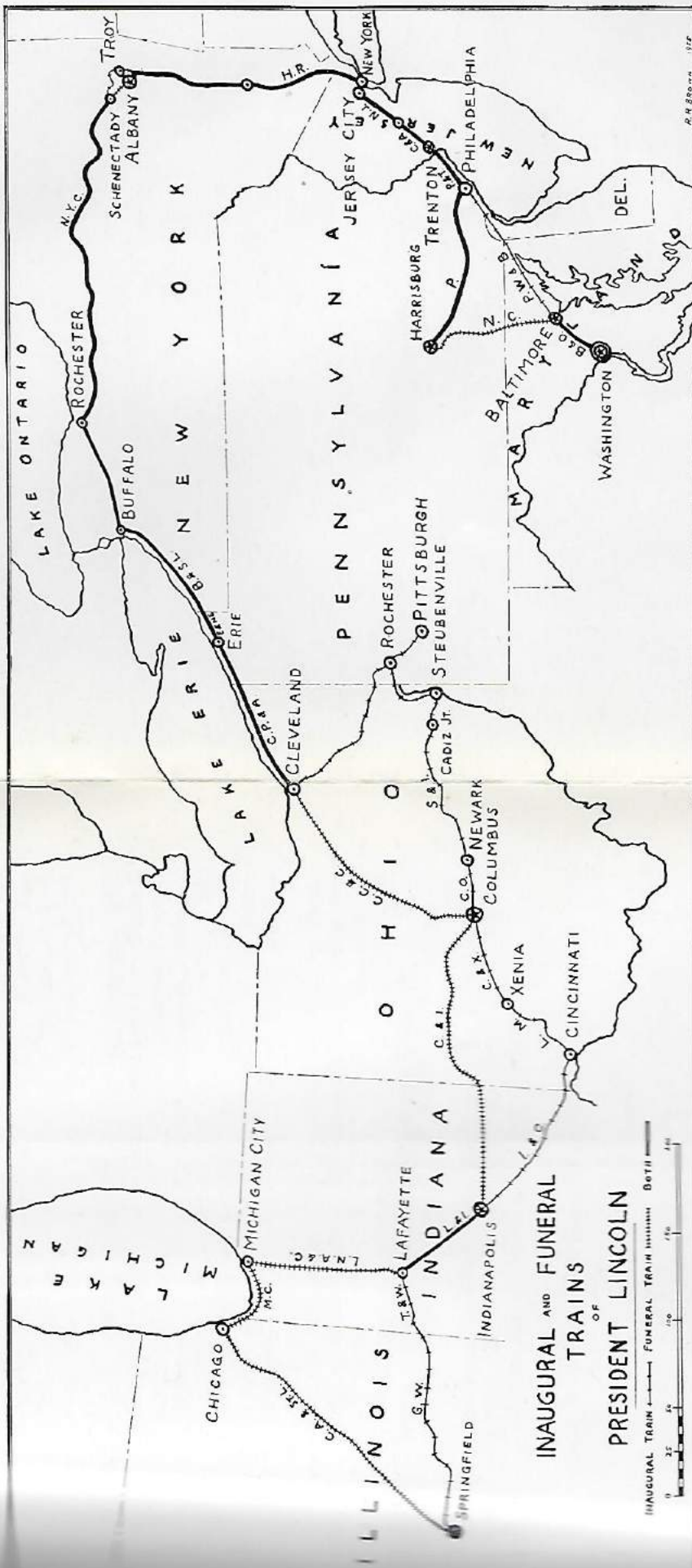
Stopping at the Burnet House, in Cincinnati, he made two speeches in that city, and next addressed the Ohio Legislature at Columbus, where he was entertained as the guest of Gov. Dennison. At Cadiz Junction, the entire party was treated to an elaborate dinner prepared by Mrs. T. L. Jewett, wife of the president of the Steubenville & Indiana R. R.

The Monongahela House, in Pittsburg, and the Weddell House, in Cleveland, were hosts to the Lincoln party while in those cities; and the journey was interrupted by stops at Buffalo, where he stayed at the American Hotel, and at Albany, where the party was housed at the Delavan House.

Mr. Jacobs has given a detailed account of Mr. Lincoln's travels from Buffalo to New York City and his stay at the latter place. The train left East Albany, pulled by locomotive "Union" to Poughkeepsie, and by the "Constitution" from there to New York. Both were 4-4-0's, nearly new, with 16" x 22" cylinders and 66" diameter drivers. Stops were made en route at Hudson, Rhinebeck, Poughkeepsie, Fishkill and Peekskill, where the President-elect made short speeches.

The train arrived at 3 P. M. at the 30th Street Depot, which was put into use for the occasion, several days in advance of the date scheduled. Mr. Lincoln stayed at the Astor House, and was given elaborate police protection by the New York police force. He attended the opera on the evening of February 20th. On the following day, the party left New York at eight in the morning, on the Cortlandt Street ferry, whose new boat, the "John P. Jackson," was handsomely decorated. Locomotive "William Pennington," of the N. J. R. R. & T.



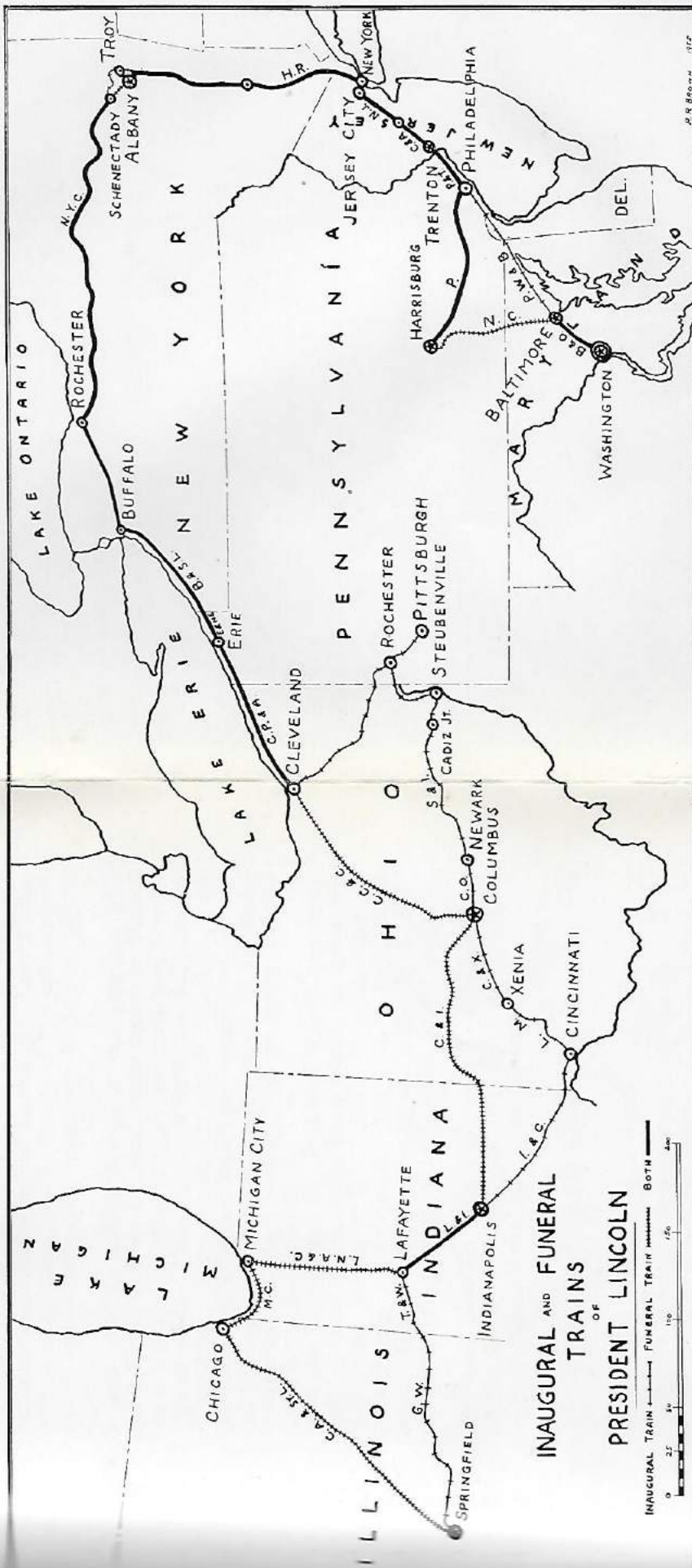


**INAUGURAL AND FUNERAL  
TRAINS  
OF  
PRESIDENT LINCOLN**



Drawn by R. R. Brown





Drawn by R. R. Brown

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