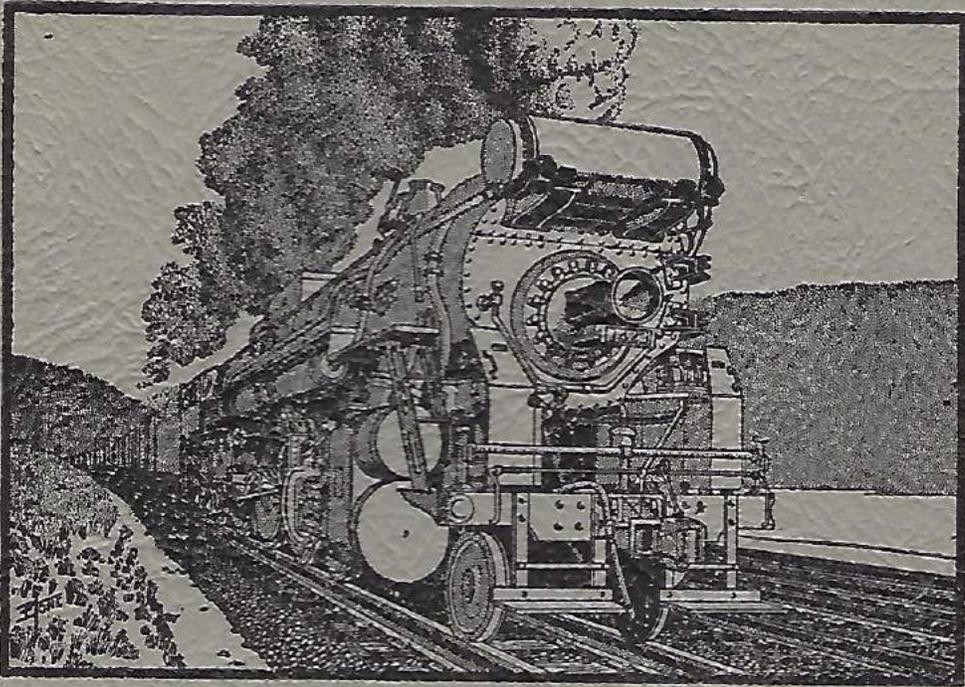


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The Railway and Locomotive Historical Society Angelica

BULLETIN No. 92



THE RAILWAY AND LOCOMOTIVE HISTORICAL SOCIETY

APRIL, 1955

Opinion of the Week :

Letters & Cartoons

I wholly disapprove of what you say and will defend to the death your right to say it.—Voltaire on Helvetius

Late Beauty of Woods and Fields in November

To the New York Herald Tribune:

Now the proud trees in the wood look down and admire their beautiful shadows; the willows by the brook glory in their lovely nakedness; the old bowlders in the pasture seem more than ever symbolic of overpowering strength and the hillside maples are rugged skeletons of charm. Late beauty is stalking the countryside.

But the gray fields are downcast as the roaring wind blows cold rain across them, the leaden skies fall dark upon the river, and even with the sun full upon them the old elms shiver.

If I should wake suddenly after a Rip Van Winkle sleep I would know it if it were November. High in the overcast sky mystic shepherds would be herding long lines of gray clouds into solid banks—my steps would be hushed by the matted leaves of the forest floor, there would be a wilder note in the crow's voice and the garments of nature would look worn.

It seems but yesterday that I turned down the path in the green wood and heard a wood thrush sing, and just a few days ago that spring tugged at my heart and called me to see the first hepatica. High-holes were shouting and joy was fresh and sweet. Now a gray gentleness pervades the bare wood, a quiet tenderness quite removed from the splendor that is gone. It is beauty, nevertheless, as rare and wonderful as ever.

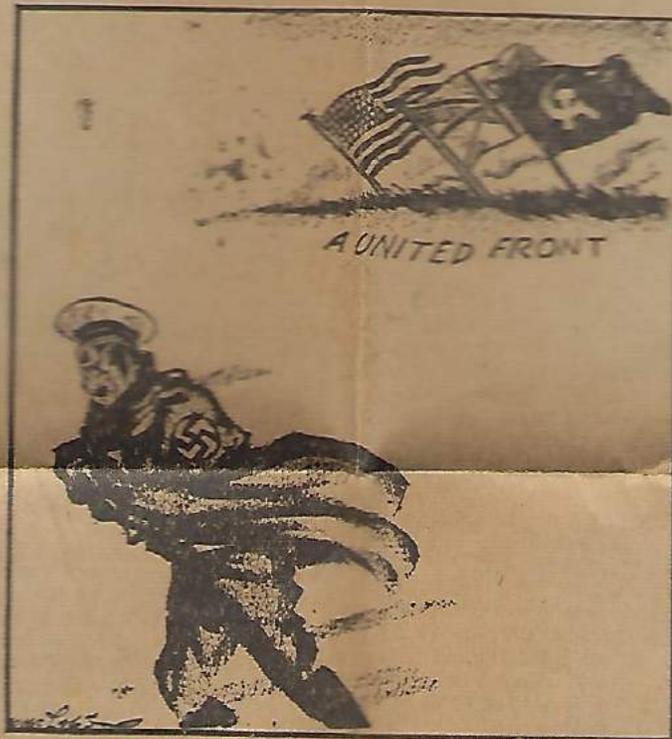
Nature's fires may seem to burn low and her gaiety vanish, our lovely world may appear to grow dismal and the pale hills bear a look of distress, doubt may creep into our hearts—but must the hillside glow with color, must the wood be brilliant with green to be beautiful? Beauty is more than that, beauty never dies and is never absent from the land. For that reason Nature is never sad and it is only when we waver in devotion that we think so. The world to us must always be beautiful, else we will ever be strangers in it.

When I go to the swamp in November it is full of furtive doorways that open upon ghostly alleys with strange winds blowing down them. The old familiar pools have become black pockets of weirdness and the small breeze rummages in the low brush like a spirit. The shadows come to meet me and fold me in amongst the black tamaracks and spruces. Old friends are these trees, but now they seem to stand aloof and stare grimly as I pass.

There is a different gleam too on

A Reminder That the Approach of Winter Has Charms of Its Own

More Terrifying Than a Second Front



—Page, in The Louisville Courier-Journal

of hardness looks askance at me when I pause in my old place under the great sycamore. The stream is gray as if tinged with the fog of early morning or the rain color of the fields. It runs by hurriedly, not stopping to chat with me as usual. Many Novembers I have seen it so and I am not disturbed. The fear of winter is upon it.

Even the heaven's fadeless sky has felt the change and seems subdued and withdrawn, yet there is still a hint of cheer as it envelops the solemn land below. A bit of its blue brightens the stream and restores its halo of flashing beauty. The bend where the ancient hornbeams are gathered, the little place of shallows and whispering waters, the small cascade with the musical tinkle seem to take heart once more before the icy hand checks their freedom.

My gaze follows the water off through the woods to the open meadows and I see no spot that does not reassure me.

and the air of mystery becomes the precious thing I have called late beauty.

The trees stand in glimmering rows by the water-side and the wind sweeps among them as if guided by unshaped figures in the dusk. Such a no-man's-land is a perfect home for late beauty—it is wild and rough, laden with fantasies, rich in curious lore and on a dismal, overcast day with the smell of rain in the air and the light dimmed almost to darkness, you feel that at last you are on the threshold of that deer you never expected to find. It is a wonderful sensation to reach out and touch nature's loveliness, to listen and hear her voice to come to an understanding with her and feel the fine, deep beauty of the year warming your heart. You know then that her fires are burning brightly still, that the call is a personal one, whether it be early spring, midsummer, or November.

But there are days now that will tax the patience of the most ardent lover, days when the cold winds seem more bitter than in winter, days when even the crows are silent when it seems as if the world had turned against us and mercy and comfort had been forgotten. Even Thoreau confessed that there was a dreariness in November sometimes that he could not appreciate. He wrote in his diary, "Now a man will eat his heart out, if ever, now while the earth is bare, barren and cheerless, and we have the odium of winter without snow."

But I must not leave November in this frame of mind, rather let us think of the beautiful Indian summer when warmth and loveliness return for a last farewell. Coming unexpectedly, in the midst of bleakness, it reminds us not to lose faith in nature.

When we say Indian summer we think of America in particular because of the Indians native to our country. However, this period of unduly warm, hazy days in October and November is not peculiar to America. It is known all over the world, although under different names. In England it is St. Luke's summer when it occurs in October, and St. Martin's in November. In Wales it is St. Michael's, while in France it is named after two saints, St. Martin and St. Denis. The Italians call it St. Teresa's summer; the Swedes, St. Bridget's. In Argentina it is St. John's. The Russians and the Germans call it the old woman's summer.

He showed me that all the season's glory is reflected in November's late beauty. It came about when the month was showing her best (or worst) qualities. I was walking in a wild, romantic gulf called Tinker's Hollow. Old folks in the neighborhood told many a curious tale about the "holler," one of them being of a wandering tinkler who was robbed and murdered there in the early days.

It was a busy place then with a mill and several houses. Long ago, however, all traces of them were gone except a few old cellar holes and the ruins of one or two bridges over the river. Country people and those in a small settlement near by shared the spot when evening came on as it in the murkiness of November.

A strangeness descends upon the hollow at such times, the old hemlocks darken and the river waters grow black—a few low, marshy places gleam—the old cellar holes and scat-

BULLETIN No. 92

*Compliments of
C. F. Allen*

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CONTENTS

The Pittsburg, Shawmut and Northern and all Associated and Predecessor Roads 8

The Strong Locomotives 73

Motive Power of the C. B. & Q. R. R. as of May 1, 1858..... 83

French Locomotives for the Memphis, El Paso & Pacific R. R..... 90

Of Builders Plates and Construction Numbers..... 94

More About Vermont's Railroad War..... 101

The Vandalia 104

Henry Witherly Benchley (1822-1867) 107

Worth Reading 109

New Books 119

Richard H. Johnston 123

In Memory of 124

CHAS
20 Wild
D. W.
5116 Do
HAR
P. O.
HOWARD F
44 Sch
G
53 Westm
J
198
26 Mon
Da. A
Baker Library. H
Rom
266 Main
Room
14 Sutton Plac
H. L
29 El
G
12 Queen's Road
2164 Cast
W
1206-466 Lexin
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ENTS

ern and all Associated and	8
.....	73
s of May 1, 1858.....	83
El Paso & Pacific R. R.....	90
Numbers.....	94
.....	101
.....	104
.....	107
.....	109
.....	119
.....	123
.....	124

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We welcome again to our columns a contribution of Dr. C. F. H. Allen which will be the first of two papers on the Pittsburg, Shawmut & Northern R. R. and the companies that went into the formation of this railroad. The balance of the material will appear in our next bulletin. We are also submitting another Newton paper in which he traced the origin of the very earliest locomotives of the Chicago, Burlington & Quincy R. R. as listed in their 1858 roster. We are glad to publish another paper from Paul T. Warner covering the efforts and activities of George S. Strong, a locomotive designer.

F. Stewart Graham, our Assistant Editor has contributed a New York version to the Vermont railroad war mentioned in Bulletin No. 90 and he has also made a contribution of builder's plates and construction numbers that should be of interest. Andrew Forest Muir has recounted how a Lieutenant Governor of Massachusetts became a railroad conductor in Texas prior to and during the Civil War and Fred Jukes has contributed an account of the construction of some locomotives for the Memphis, El Paso & Pacific R. R. in France. The fact that

they were not delivered probably resulted in the saving of some effort and much "cussing" but, we cannot overlook the fact that many of our American railroads were financed abroad. It would have been easy for them to have insisted that some of the rolling stock be purchased in their country, to their advantage but, so far as your editor knows, this was never resorted to. In view of the recent India situation, it seems that we Americans might well take stock of our own silly actions—perhaps our "Yankee" engines are held in the same esteem as those built overseas are regarded in this country.

During the past decade, your Society or your editor has acquired a certain amount of photographic material of our railroads at the turn of this century. I think that most of these photographs will be new to the majority of our members and, it is proposed that a brief article covering the history of the road and its motive power, illustrated by some of these prints, be used in our bulletin. The Vandalia is the first attempt in this direction.

It has been a pleasure to acknowledge the many letters complimenting the four articles on the valve gears by Fred Jukes and my own series of articles on the Pennsylvania R. R., together with the tribute to John S. Powell. In Bulletin 91, I want to correct an impression in that the American Locomotive Co., built some of the L-1s engines for, they did not. ALCo. furnish the U. S. R. A. Mikado type. Some of the letters contained suggestions for further motive power studies of some of our railroads and, perhaps these can be made over the coming years.

I am also indebted to E. T. Francis and Robert C. Schmid for identifying the locomotive attached to the marl train illustrated in Bulletin 90, opposite page 156. Both state the locomotive was Camden & Amboy No. 47, built by the New Jersey L & M Co. in 1852 and subsequently renumbered Pennsylvania R. R. 647. The photograph was made after the P. R. R. took over control of the C & A and, Mr. Francis points out that Wm. H. Gatzmer was superintendent of the C & A for a number of years and the station in the postscript should be Delanco.

Lastly, one of our members, Howard C. Mewherter of Latrobe, Pennsylvania extends a cordial invitation to any of our members to visit his own railroad museum whenever they are in the immediate vicinity—8 to 11 P. M., the last three days of each week. Most of his material originated from the roads in the immediate vicinity but, if you are in the western part of the "Keystone" state, it would be nice to stop by and have a chat with a "rail fan."

COVER DESIGN

Had anyone living in the immediate vicinity of Boston, within the last decade, paid a visit to Beacon Park Engine Terminal of the Boston & Albany R. R., they might have noted a single locomotive placed on one of the side tracks and nearby would be found a young lady industriously copying the details on her drawing board. Yes, it was our artist—Miss Elizabeth Tone. "Betty" comes from a railroad

family—her father was employed by the New Haven R. R. for many years and she inherits her father's interest in railroading. An artist depicting locomotives or railway scenes works under a handicap and one of the opposite sex is further handicapped. Despite these, "Betty," has done some admirable work on Christmas cards, neckties, etc. and we are glad to reproduce one of the sketches of this young lady who is one of our members.

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

Part I

By CHARLES F. H. ALLEN

Foreword by the Editor

Dr. C. F. H. Allen, author of this history of the P. S. & N. and its predecessor lines, presented with his manuscript verbatim copies of the reports of the inspectors of the New York Railroad Commission on conditions existing on a number of the railroads whose histories are included herein.

For a number of reasons it has seemed best to omit these reports. In the first place, there is, of necessity, a limit to the bulletin space available for its articles. Secondly, these reports are all a matter of record and are in the files of the N. Y. R. R. Commission. Thirdly, the reports are extremely detailed, methodical and exhaustive, the work of men who made systematic inspections, and rendered their reports realizing that any mishap occurring from any cause not covered in his report might well jeopardize his job.

Among the many items reported on by the inspectors were rails, ties, switches, fish plates, bolts, switch stands and targets, bridges, trestles, fills, stations, buildings, signs, mile-posts, trees, weeds, and ballast.

Because of the omission of these reports, there has been substituted in their stead a digest of each, in which the general conditions reported are noted.

EDITOR

FOREWORD

The Pittsburg, Shawmut and Northern was only the last in a long series of railroad companies that had a most interesting history in Allegany County, N. Y. and McKean County, Penna. Although several partial accounts have appeared in our bulletin, there is a great deal of scattered additional information that should be collected and recorded because of its historical importance. This work has now been done and the results are published herewith. The details have been compiled from printed or written documents, such as the Reports of the Railroad Commissioners of the State of New York, Poor's Manuals of Railroads, and letters from numerous sources, some replying to specific questions. Articles from contemporary newspapers are included. It is to be regretted that the very volume of editorials and columns of news items on the railroad's last days, when it was the subject of court action and final sale, precludes its reproduction here. Other omissions are the contract with the Interior Construction & Improvement Co. (Bull. 64, p. 36) and certain details relating to the Kasson Loop (Bull. 64, p. 38) and to the demise of the road (Bull. 82, p. 56).

[8]

Attention is called to the signatures of persons important to the history of the road, viz. George Chapman, Frank Sullivan Smith, and others, on the passes. It should be noted that Pittsburg is spelled without the final "h" of the city in the names of the P. S. & N. and P. & S.

The cooperative assistance of a number of people has contributed a wealth of detail. Our members, C. E. Fisher and S. R. Wood, supplied data on old locomotives. Former employees of the Shawmut road, who contributed many facts and anecdotes were E. L. Frazier, Jr., F. E. Gerg, Charlie Lyons, C. L. Lathrop, Randolph Soranson, F. H. Wells, and Nathan Wells. R. G. Nugent drew up the list of bridges, and supplied other details. A local junkman unwittingly helped by buying up the voluminous old records of the road for waste paper, when the road was abandoned in 1947, thus temporarily preserving them for your historian.

Available photographs, not hitherto published, are inserted at appropriate places in the account. Many pictures are from my own collection; the other largest single source is the Mott Collection (of old glass plates) in the Wellsville, N. Y. Public Library.

INTRODUCTION

The Pittsburg, Shawmut, and Northern Railroad was only one of the end results of early efforts to get the products of western Pennsylvania mines and forests to Rochester and the Great Lakes, but the first of its predecessors antedated the two competing roads (Buffalo, Rochester & Pittsburg, and Western New York and Pennsylvania, via the Genesee Valley Canal R. R.) which were ultimately more successful. The early history of these roads was the usual one of much local enthusiasm, several paper companies, difficulties in raising cash and collecting pledges, a limited amount of construction, failures, and eventual loss of control to New York interests. The latter, having greater resources, were more likely to succeed in constructing a usable road, and eventually to consolidate several weak units into a strong organization. No better case could be found than that of the Shawmut, as will become evident from the following pages.

One of the more curious facts is the apparent competition that may mislead the casual observer, and certainly was not clear to the residents of the locality concerned. This is conveniently illustrated by the situation between Rochester and Olean. The first attempt to provide transportation between the two points took the form of the Genesee Valley Canal, which was constructed at great cost and with much difficulty, and, like all public enterprises of the sort, never paid. The first rail connection proposed, which was to connect Portville with Rochester by way of Nunda and Mt. Morris, traversed difficult terrain and probably would never have been practical. The abandonment of the canal and its availability for a roadbed at low cost, with only one difficult spot around the falls of the Genesee River at Portage (near Nunda), rendered unwise any further consideration of the original route. One

[9]

might have expected to find two competing companies, one sponsoring each of the two routes; e.g., the Genesee Valley Canal R. R., Company, and the Rochester, New York and Pennsylvania R. R. Co. However, when the facts are ascertained, it becomes evident that the same New York syndicate of Clark, Post and Martin (later, Post, Martin & Company) was backing each one, in order to eventually have the favorable route, whichever it might be. To accomplish this, without appearing to do so, they employed agents, who individually (George Chapman) or collectively (note the boards of directors) bought, organized, re-organized, and consolidated the various companies involved.

These conclusions receive confirmation by pertinent articles in a contemporary paper, the *Allegany County Republican*. April 29, 1881: This issue contains a considerable amount of facts about the Canal R. R., which, at that moment, appeared to have been abandoned. It seems to have been sold to George Chapman, an agent of Clark, Post and Martin. In the April 22nd issue, it was noted that the latter company had bought the Buffalo, New York and Philadelphia; Olean, Bradford and Warren; McKean and Buffalo; Kendall and Eldred, and land of the Buffalo Coal Company for \$4,850,000 (in Bulletin No. 80, p. 67, the sale was taken from Poor's, as "since the close of the fiscal year"). December 2, 1882: "From Mt. Morris to Rochester connections will be made with existing Road till that link of the Canal Road is completed, after which the junction will be at Nunda—both these Roads being built by the same syndicate" and "The entire line remains in control of the Syndicate of New York Bankers that purchased the old roadbed months ago, and which now also own the parallel Canal Line." Other comments of the same nature will be found under the Olean R. R. and the Lackawanna and Pittsburgh R. R.

The first series of railroads terminating in the Rochester, New York and Pennsylvania, and which had a desultory existence for a decade, was stimulated into activity by the discovery of the Allegany (N. Y.) oil field (Bulletin No. 76, p. 41). The older Bradford oil field was traversed by narrow gauge networks under the influence of the two large competing systems, the Erie and the Pennsylvania. The latter instituted an immediate extension of their lines in the form of the Olean Rail Road, followed by acquisition of the Friendship Rail Road, and a projected extension to connect with the Rochester, New York and Pennsylvania, and so reach Rochester, under the name of the Allegany Central Rail Road. These three were soon combined as the second Allegany Central. The next advance was designed to connect the Buffalo, New York & Philadelphia with the Lackawanna, and so afford a new, competing route from New York to the west; this took the form of the first Lackawanna & Pittsburgh. However, the second Allegany Central was literally in the way, so the two were combined as the second Lackawanna and Pittsburgh. From this point, the successive changes in the rail situation are clearly outlined in the text. A moderate increase in revenues was brought about by consolidations with lumber and coal roads in nearby Pennsylvania. The Rochester,

New York and Pennsylvania had originally been planned for just this sort of traffic. Eventually, high operating costs and severe competition resulted in the total abandonment of the entire Shawmut system in 1947. Thus passed another epoch in American railroad history.

The area of northwestern Pennsylvania, comprising Elk, Jefferson, Cameron, and McKean Counties, was very rich in natural resources, among which soft coal and lumber could be had for very little expenditure. Their value, however, could be realized only by getting them out to a market by canal or railroad. The earliest railroad was the Buffalo, Bradford & Pittsburgh (Bulletin No. 76, p. 45). A possible alternative route north was to Rochester, making use of the Genesee Valley Canal from Portville. The easiest way to reach the latter point was to build a railroad. The products of the mines and forests could then be shipped a short way by rail, and after transshipment, could reach Rochester by canal boat.

Northern Railroad and Navigation Company

Accordingly, the Northern Railroad and Navigation Company was incorporated and approved by a Special Act of Pennsylvania, on March 25, 1867 (with supplements on April 10th, and on February 15th, 1872). The termini of the road were Reynoldsville, on the southern boundary of Elk County, and a point on the New York-Pennsylvania state line (probably Mill Grove, New York) in McKean County, near Portville. There was no construction.

First Rochester, Nunda & Pennsylvania Railroad Co.

This company was incorporated on April 9, 1870, under the general laws of the State of New York, to build a 3-ft. gauge railroad from Mt. Morris, in Livingston County, southeast to a point (now Belmont) in the town of Amity, in Allegany County, a distance of 32 miles. Extensions were planned to reach the coal fields of Pennsylvania. The towns along the proposed route were appealed to for money; Birdsall was bonded for \$20,000, Nunda and Mt. Morris for \$75,000 each, York for \$100,000, and Angelica for \$65,000. The company expended \$100,000 but did no construction work. The money was probably used to pay for engineering and for acquiring land for a right of way. For instance, land for this purpose was deeded by John S. Scholes on August 27, 1872. The station of Scholes, 3 miles south of Birdsall, was named for him.

Rochester, Nunda & Pennsylvania Extension Railroad

This company was organized on January 10, 1872, to build a railroad from a point (Belmont) in the town of Amity to a point on the Southern state line near Mill Grove (in Portville) in Cattarugus County. Mill Grove, one mile south of the village of Portville, was at the head of

navigation for rafts on the Allegheny River; it was also the southern terminus of the 113-mile long Genesee Valley Canal, which extended to Rochester. (The canal was abandoned in 1878, and the canal bed was utilized by the Genesee Valley Canal Railroad Company, a standard gauge line.)

Northern Extension of the Rochester, Nunda and Pennsylvania Railroad

Two days later the Northern Extension was organized, to extend the railroad northward to Rochester, from Mt. Morris.

Second Rochester, Nunda & Pennsylvania

The three previous companies in New York State were merged into The Rochester, Nunda and Pennsylvania Railroad Company on May 17, 1872. The new company had a projected line from Rochester south to Mill Grove, passing through Monroe, Livingston, Allegany, and Cattaraugus Counties.

Third Rochester, Nunda & Pennsylvania

The Rochester, Nunda & Pennsylvania Railroad Company was incorporated on February 22, 1873, by a Special Act of New York State, approving Articles of Consolidation filed on February 14, 1873. Articles of Consolidation of the second Rochester, Nunda and Pennsylvania Railroad Company of New York and the Northern Navigation and Railroad Company of Pennsylvania were filed with the Secretary of the Commonwealth of Pennsylvania on March 31, 1873. They showed a road from Rochester, N. Y., to a point at or near Brookville, in Jefferson County, Pennsylvania. According to Poor's Manual for 1876-7, the southern terminus of the road was Bishop Summit, Pennsylvania, 150 miles south of Rochester. This appears to be an error, although it anticipates by only a few years such a statement as to location. Bishop Summit is a height of land near Clermont, in McKean County, and on the McKean and Buffalo Railroad.

There is some disagreement as to the actual amount of money expended. In the 1876-7 volume, Poor's Manual lists the capital stock as \$2,000,000 of which \$1,940,000 was subscribed. The same source gives the amount expended as \$862,900 and \$625,000 paid in; in the following volume the amount expended was given as \$853,900. In *A Centennial Memorial History, Allegany and Its People* (1896) it is stated that \$925,000 had been paid, \$525,000 in cash from subscriptions, and \$400,000 in stock of the company, taken at par by the contractors for work done and material furnished. Another source reveals that this company executed 7% bonds to the amount of \$4,050,000 and had previously secured stock subscriptions of \$1,085,000; \$645,000 of the

latter came from towns along the route. Eighteen miles of 3-ft. gauge road were laid in 1872-3 with 56-lb. rail. There was one locomotive and six cars, which were used only for construction purposes.

The president was Alfred Lockart of Angelica; the Secretary was H. H. Scymore, and the treasurer, Charles L. Bingham, of Mt. Morris. The office was at Mt. Morris. In order to ensure traffic for the road, President Lockart purchased about 5,000 acres of coal and timber land in Pennsylvania, on December 25, 1873. Owing to the great business depression at that time, the bonds did not find ready sale. Because of a default in the payment of principal and interest, the mortgage held by the Union Trust Company was foreclosed, and the property, rights and franchise of the portion of the road in New York State, were sold by a referee to George Jerome, Franklin D. Lake and Charles W. Leavitt, representing the bondholders. The sale was confirmed by the court on June 18, 1877. The portion of the road in Pennsylvania was held by the courts to be of no value. The road was then reorganized on June 27th, as the Rochester, Nunda & Pittsburgh Railroad Company.

Rochester, Nunda & Pittsburgh

This company was incorporated on June 27, 1877, a certificate having been filed on that date, resulting from the foreclosure of the first mortgage given by The Rochester, Nunda & Pennsylvania Railroad Company, and reorganization by the bondholders. On page 619 of the *Railroad Gazette* for November 19, 1880, it was noted that "This road was sold at Mt. Morris last week, under a decree of foreclosure, at suit of Charles L. Bingham, Trustee. The road was bought for \$3,000 by attorneys for the trustee. The road was sold once before, in 1877, under foreclosure, and a new company then organized. The track is laid from Nunda, New York to Ross' Crossing, 18 miles, but it has never been operated though the rails were laid five years ago. A protest against the legality of the sale was filed by some of the bondholders, who say they will contest it in the courts."

The capital stock was set at \$400,000, bonds being issued for this amount and secured by a mortgage dated September 1, 1877, on the completed 18 miles of road; of this, \$60,000 was held in reserve, being placed in the hands of a trustee as security against advances of money, etc. No cash was paid in, the stock being treated as paid up because of the bondholders' interest. The company had neither an engineer nor a superintendent. The officers and directors were: President, George Jerome, of Detroit; Secretary, Charles W. Leavitt, of Philadelphia; Treasurer, Charles L. Bingham, of Mt. Morris (see above) and James C. Cochrane, of Rochester, Franklin D. Lake, of Nunda, George M. Osgood, by and G. Guilford Smith (or T. Gilbert Smith), of Buffalo, Simon Simpson, of Detroit, and James C. Wicker, of Genesee.

In the Articles of Association of the Rochester, Nunda & Pittsburgh Railroad Company, the termini were given as Rochester, Monroe County,

N. Y., and a point south of Smethport in McKean County, Pennsylvania. This could be the Bishop Summit, mentioned in the 1876 Poor's Manual. In 1880, it was noted that there were 18 miles of road, laid with 56-lb. rail, between Mt. Morris and Ross Crossing, and that "this company has done nothing further to finish the road." On a contemporary map, Ross Crossing is below Nunda, in the town of Grove, just inside the town line. According to a Central New York and Western timetable, it was 2.09 miles west of Swains and 5.85 miles east of Nunda.

Under a power of sale in the mortgage, the completed portion was sold on October 27, 1880, to James C. Cochrane. On November 26th, he conveyed this segment to William P. Isham. Isham and others then organized the first Rochester, New York and Pennsylvania Railroad Company on February 14, 1881. According to the *Allegany County Republican* for February 18, 1881: "On February 14, 1881 the Articles of Association of the Rochester, New York and Pennsylvania Railroad Company were filed with the Secretary of State, with Wm. B. Isham, H. A. V. Post, Archer N. Martin and Hamilton Odell among the incorporators and Charles Isham, President, and J. D. Reynolds, Secretary. A conveyance was then made to said company by Wm. B. Isham, of the constructed railroad from Mt. Morris to Ross's Junction, such railroad having been sold October 27 by Chas. L. Bingham. . . . Feb. 15th, "meetings of the several boards of directors of the two companies, the R.N. & P.R.R. Co. and the R.N.Y. & P.R.R. Co. were held at the office of Clark, Post & Martin, and an agreement was entered into by them, to merge and consolidate the properties and franchises owned by both Companies, and to form a new corporation. . . ."

The Rochester, Nunda & Pittsburgh Railroad Co. was consolidated with The (first) Rochester, New York and Pennsylvania Railroad Co. on July 11, 1881, to form The (second) Rochester, New York and Pennsylvania Rail Road Company.

The *Railroad Gazette*, on page 500, reported that this road (the Rochester, Nunda & Pittsburgh) "has been sold to a Mr. Chapman, of Columbus, Ohio, who, it is said, will complete the road. The predecessor of this company, the Rochester, Nunda and Pennsylvania, about 1874, built 18 miles of road from the Buffalo Division of the Erie, at Nunda, N. Y. northward to the Dansville and Mt. Morris branch of the Erie, near Mt. Morris, but it has never been operated and must be in a very dilapidated condition by this time." The sale price was \$80,000, according to the *Allegany County Republican*. Just exactly what was sold does not seem quite clear, because the completed 18 miles had already been accounted for by sale to Mr. Cochrane; it seems as though it must have been the franchise, right of way, and so forth, of the remainder of the projected railroad.

George D. Chapman was the general manager of the 45-mile Scioto Valley Railroad (Columbus to Chillicothe), in 1876. An account of his activities in Allegany County is given under the second Lackawanna and Pittsburgh Railroad.

In spite of the failure to complete the railroad, the people of Angelica never gave up hope of being on such a road some day. The editor of the *Allegany County Republican* published little squibs in every issue in 1879, rather lengthy articles appearing sometimes. At the end of one, September 19, 1879, he noted that "Angelica had made a most commendable effort for a railroad once, but either through incapacity or rascality in some quarter, the effort was abortive. . . . Can we not raise sufficient money to at least build a road to Belvidere? Also, in each issue there was a space reserved for the Angelica & Belvidere Narrow Gauge R. R., reading, "Trains will connect at Belvidere when completed." This notice was continued until January 13, 1882, when the Allegany Central was finished.

Second Rochester, New York and Pennsylvania

The Rochester, New York and Pennsylvania Rail Road Co., was formed on July 11, 1881 by a consolidation of the Rochester, Nunda & Pittsburgh and The (first) Rochester, New York and Pennsylvania Railroad Companies, with the following list of officers and directors:

President, Archer N. Martin, of New York; Vice-Pres., Josephus Collett, of Terre Haute, Ind., not a director; Sec-Treas., Charles E. Kimball, of New York, and Charles Isham, Hamilton Odell (not in 1883), Charles C. Pomeroy, Henry A. V. Post, Morgan G. Post, John D. Reynolds, Thomas S. VanVaulkenberg, all of New York, Joseph D. Mitchell and Julius S. Tuck, of Brooklyn, and Frank Sullivan Smith, of Angelica, N. Y. Auditors, which were not directors, were Philip Joyce and William L. Doyle of Buffalo (respective dates not clear). Joyce was also the auditor of the B.N.Y. & P. The official address was 34 Pine Street, New York.

It should be noted that most of the ownership was absentee, presumably members of Clark, Post and Martin, and that several individuals had a strong interest in the Buffalo, New York and Philadelphia and affiliated railway companies, many of which eventually came into the Pennsylvania R.R. system.

Martin was 2nd vice-president of the B.N.Y. & P.; vice-president and director of the 2nd Allegany Central; Buffalo, Pittsburgh and Western; president of the 2nd Lackawanna and Pittsburgh, Olean Bradford and Warren, McKean and Buffalo, and Genesee Valley Canal R.R.; and director of both the Buffalo, Cleveland, and Chicago R.R. Companies (which eventually became the Nickel Plate), in New York and Pennsylvania.

Kimball was secretary or secretary-treasurer of both the Allegany Centrais; Buffalo, Cleveland and Chicago; McKean and Buffalo; New England, Lackawanna and Pittsburgh; 2nd Lackawanna and Pittsburgh.

Pomeroy was a director of both Buffalo, Cleveland and Chicago Companies; and both Allegheny Central Companies. H. A. V. Post was a director of the Buffalo, Cleveland and Chicago; the 2nd Allegheny Central; the 2nd Lackawanna and Pittsburgh; and the Lackawanna and Southwestern. M. G. Post was a director of the 2nd Allegheny Central; and an incorporator of the Buffalo, Cleveland and Chicago, Mitchell, Reynolds and Tuck were directors of the Buffalo, Cleveland and Chicago.

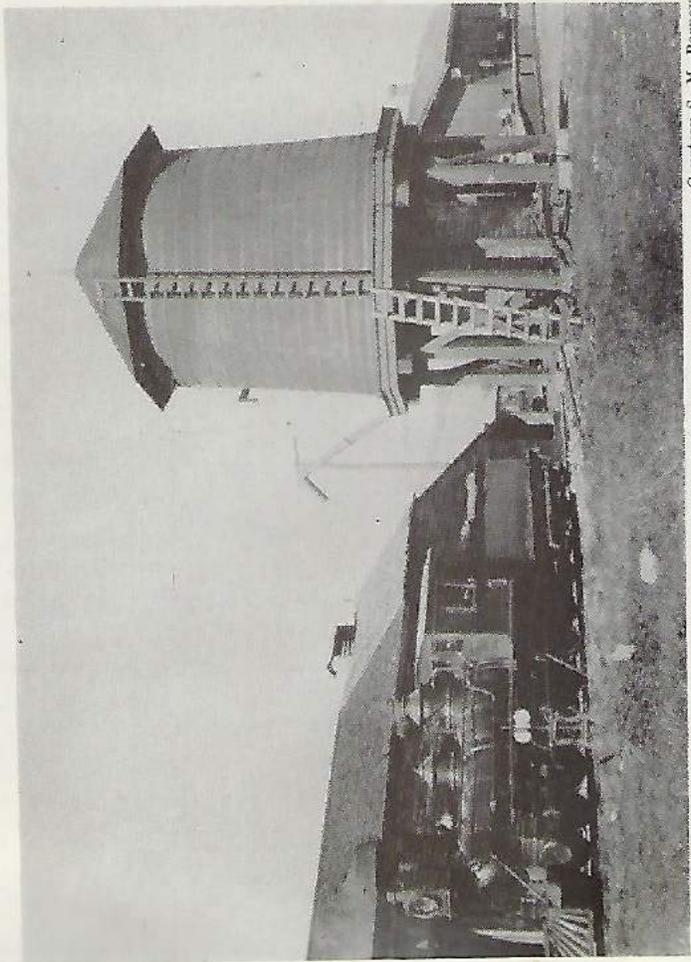
Frank Sullivan Smith, a young lawyer of Angelica, soon to become "famous" as the president and receiver of the Pittsburgh, Shawmut and Northern, began his railroad career as an attorney of the B.N.Y. & P. He held many offices on the railroads in which we are interested, at various times being president of both Allegheny Centrals; the P.S. & N., the Klipnoekie; vice-president of the 2nd Lackawanna and Pittsburgh and the Central New York and Western; director of the Clarion River; Lackawanna and Southwestern, Allegheny & Kinzua; counsel of the B.N.Y. & P., 1886, and of some of the other companies. The *Allegheny County Republican* for June 8, 1883, noted that "our energetic young townsman, Mr. Frank S. Smith, as Attorney for the Syndicate on this line (the second Allegheny Central) proved so excellent an officer, that he was chosen President of this link of their system of Roads in western New York and Pennsylvania—a compliment of high character—the Syndicate being convinced his character and metal, together with his local acquaintance with the line, well qualified him for the position. . . . Gentlemen, Angelica is about to rise from the dead!"

The physical property consisted of 20 miles of completed 3-ft. gauge road, 18 of which, from Mt. Morris to Ross Crossing,* had been constructed in 1872-3. Two additional miles to Swains were subsequently built, and the road graded as far south as Belvidere. In 1880, for a consideration of \$25,000, the first Allegheny Central purchased from the R.N.Y. & P. "about 23.5 miles of narrow gauge railroad constructed and partly constructed" between Belvidere and Swains. This segment was conveyed to the first Allegheny Central by a deed dated October 21, 1881. Apparently, it is by virtue of this sale that the Shawmut, in their Valuation Report to the Interstate Commerce Commission in 1919, claimed the R.N.Y. & P. as one of their predecessors. However, since the Rochester, New York and Pennsylvania did not lose its corporate existence, their claim does not appear warranted. In the chart attached to the Valuation Report the R.N.Y. & P. was recorded sold to the Allegheny Central on October 1, 1889. This is a glaring error! The Allegheny Central was not even in existence at that time, having disappeared by consolidation into the Lackawanna and Pittsburgh on June 1, 1883. The correct date for the sale of the one segment only was October 21, 1881, as given elsewhere in the report.

*Also given as Ross Jct., a point on the New York, Lake Erie and Western R. R.



Former Roadbed of R. N. Y. & P. looking west, near Ross Crossing (& Swains) N. Y. Note old chestnut tie in foreground.



Allegheny Central #4 at Bolivar, N. Y. Baldwin. See Locomotive Roster.

Courtesy S. M. Barney

After the previous checkered history, the newly-formed R.N.Y. & P. Company actually took positive action, and rebuilt the 11.75-mile portion between Nunda Jet. and Swains to standard gauge during 1882. The cost of road and equipment is itemized herewith.

Grading and masonry	\$39,250.65
Bridges	26,915.50
Superstructure and rails	163,948.63
Station, buildings, fixtures	144.02
Land, land damage, fences	11,505.96
Engineering and agencies	4,885.70
	<hr/>
	\$248,650.46

In 1882 the Rochester, New York and Pennsylvania was leased to the Buffalo, New York and Philadelphia Ry. Company, at an annual rental of \$50.00; this lease was renewed by the succeeding Buffalo, New York and Philadelphia Railroad Company,* on August 10, 1883.

On August 19, 1883, by a tripartite agreement between the Buffalo, New York and Philadelphia, the Rochester, New York and Pennsylvania, and the Lackawanna and Pittsburgh Railroad companies, the segment, Swains to Nunda Jet., was leased to the latter; the lease was abrogated in 1890 when the lessee, by then the second Lackawanna and Southwestern, failed to operate it. Meanwhile the B.N.Y. & P. R.R. Co. was having difficulties of its own, and was reorganized into the Western New York and Pennsylvania Railroad Company in September, 1887; hence, the R.N.Y. & P. was now leased to the latter, who, in turn, subsequently leased the 11.75-mile segment between Nunda Jet. and Swains to the Central New York and Western. The lease does not appear to have been continued by the Pittsburgh, Shawmut and Northern, for there were no trains listed in the 1903 employees' timetable. The W.N.Y. & P. finally acquired full ownership of the R.N.Y. & P., on February 28, 1916, and the latter ended its corporate existence. A 2.36-mile segment from the former Nunda Jet. to the village of Nunda is still used by freight trains on the Rochester Branch of the Pennsylvania Railroad.

The R.N.Y. & P. never owned any rolling stock nor was it operated as a unit by itself. In Poor's Manuals and the Railroad Commissioners' Reports to the State of New York, it is always to be found under the Western New York and Pennsylvania (or succeeding P.R.R.) after 1882. For instance, in the 1895 report it is stated that the road is maintained by the Western New York and Pennsylvania, but operated by the Central New York and Western. The road was torn up in 1908.

* The Buffalo, New York and Philadelphia Railroad Co. was formed on February 14, 1883 by a consolidation of the B. N. Y. & P. Co., Olean and Salamanca, Oil City and Chicago, and the Buffalo, Pittsburgh and Western Railroad Companies.



Frank Sullivan Smith

The old roadbed is still visible, although trees have sprung up in many places. Remains of the old ties can still be found (1950), some pieces being large enough so that the wood can be identified as chestnut.

The R.N.Y. & P. originally had a trestle over the Erie at Swains, in order to connect with the L. & S.W., as is evident from a note in the local paper of Oct. 31, 1890, to the effect that the L. & S.W. was contemplating doing away with their own trestle over the Erie and making the connection on the north side of the latter road.

Olean

The Olean Rail Road Co. was chartered on May 2, 1881 to build a railroad, having a gauge of 3 ft., between Olean, in Cattaraugus County, and Allentown; the latter point is about 6 miles east of Bolivar, in Allegany County.

It has not been possible to obtain a list of the officers and directors, nor capitalization of this road, there being no records in the office of the secretary of the Public Service Commission of the State of New York, in the county offices, or in the county histories. However, it appears that Charles S. Cary was president of the Olean road, because, in the *Allegany County Republican* for June 17, 1881, it is noted that he and several of the directors had an important meeting with Col. Archer N. Martin, of Clark, Post & Martin, and J. T. Jones, president of the Buffalo & Pittsburgh R.R. At this meeting the question was discussed as to whether the narrow gauge now building toward Bolivar and Friendship should proceed by means of a third rail, laid on the B.N.Y. & P. track, or build along the banks of the canal between Olean and Portville (the latter plan was eventually followed). The road was to be extended to Friendship, and then north through Angelica to Nunda, and probably to Rochester, over the route surveyed many years before by the Rochester, Nunda & Pittsburgh. "Should this be done . . . it will be the longest continuous line of narrow gauge in the United States. It will extend from Butler, Pennsylvania through . . . Foxburg . . . Clarion, Kane and Bradford to Olean, and from Olean across the State of New York, via Ceres, Bolivar, Friendship, Angelica and Nunda to Rochester . . . the syndicate which has possession of the Genesee Valley Canal, . . . is ready to proceed with work immediately. . . ."

A railroad 18 miles in length was constructed, mostly along the bank of the Allegany River, between Olean and Bolivar. At this point it connected with the contemporary Friendship Railroad (chartered on May 12th). *Allegany County Republican*, August 26, 1881: "The narrow gauge was finished from Olean to Bolivar today, and is the occasion for the opening of the narrow gauge from Friendship to Olean. Bolivar now had three narrow gauge roads, the Tonawanda Valley & Cuba, the Bradford, Eldred and Cuba and the Olean and Friendship."

(The last two apparently considered as one road.) It now seems apparent that this group of roads, the Shawmut predecessors, really belong to the Pennsylvania group of narrow gauge lines, described in Bulletin No. 80, p. 68. It is doubtful that the Olean (like the Friendship Rail Road) was operated except for work trains, until the November consolidation.

The Olean Railroad Company had one engine, No. 1, obtained second-hand, from the Cairo & St. Louis (their No. 9, "Monroe"); it was a 2-6-0, Baldwin Constr. No. 3125 (2-1873), 11 x 16 cyl., 36" diam. drivers.

The Olean Rail Road Company was consolidated on November 21, 1881, with the Friendship and first Allegany Central Rail Road Companies, to form the second Allegany Central Railroad Company.

Friendship Rail Road

The Friendship Rail Road Co. was chartered on May 12th, 1881, to build a 3-ft. gauge line between Friendship and Bolivar, a distance of 11.30 miles.* At the latter point it would connect with the Olean Rail Road, and form a continuous line from Friendship to Olean. The capital stock was set at \$109,000, of which \$52,500 was paid in; there were 47 holders of 525 shares.

The officers and directors, all of Friendship, were as follows:—President, Asher W. Miner; Vice-Pres., Morris C. Mulkin; Sect'y., Robert A. Scott; Treasurer, Abijah J. Wellman, and Alfred B. Bradley; John C. Drake, Charles L. Howard, Sidney P. Morse, S. McArthur Norton, James Pitts, Jacob O. Price, J. Colvin Reed and Herman Rice.

The discovery of oil near Bolivar induced the people of Friendship to build a railroad to that point, where there would be a connection to Olean and Bradford. In the *Allegany County Republican*, June 10, 1881, it is noted that "Mr. Joseph Gunsall, who came to Angelica from Perry, about ten years ago, where he had been engaged of workmen on the Lake Road, to accept a position as superintendent of workmen on the R. N. & P. R. R. through this place, has been secured by Mr. Chapman to superintend the grading of the Narrow Gauge to be built from Friendship to Bolivar, work on which was commenced this Thursday morning."

Mr. Nugent supplied these details about Asher W. Miner, mostly as recollected by his father.

"Asher W. Miner was president of the bank at Friendship, and was the chief promoter of the narrow-gauge Friendship Railroad,

* The mileages given in this account are approximate. The actual distances vary from report to report—some include all track but others only the distance between stations. Some of the variations are probably due to changes in sidetrack.

... was just getting under way. The railroad was not built along the eastern slope of the valley up through Richburg, but on the western slope. It was a couple of miles shorter than the standard gauge line, but the grades were heavier. This, of course, contradicts Mr. Robinson's story (Bul. No. 61, p. 76). The old narrow-gauge right of way can be seen by driving up the West Notch road from Richburg or west, side of the highway. Furthermore, Van Campen Creek follows the Cuba-Friendship highway from the Notch, on the left, not from Nile, as stated by Mr. Robinson.

"A. J. Wellman, a very good friend of Miner's, and a vice-president in the Friendship Bank, succeeded Mr. Miner as president of the railway Central. Mr. Miner was very wealthy, but was also quite free with his money when situations demanded it. He and Mr. Wellman used to go around to the not-so-fortunate people in the village of Thanksgiving and Christmas time, and if they did not have the money to buy food for the holiday, nor to buy presents for the children, these two men would furnish the necessary groceries and gifts for the occasion. Mr. Miner and Mr. Wellman were always great friends; both of them were far from being poor, and always did such things for the people in the little town.

"The railroad was A. W. Miner's first attempt at investing money in such a construction job as a railroad. He died before the P.S. & N. came into being in 1899, so never lived to see what his little railroad oil boom itself assured that. Of course, soon after the L. & P. was formed the road went bankrupt, but I believe that Mr. Miner had died before then."

With one locomotive and forty cars, data in the first annual report showed that 4104 passengers were carried, with earnings for this service of \$1,438.20. Freight trains ran 915 miles, from which was realized the sum of \$1,811.97. With expenditures of \$1,584.61, there was left a neat surplus of \$1,665.56.

The Friendship Rail Road, along with the Olean and the first Allegany Central, was consolidated into the second Allegany Central Railroad Co. on Nov. 21, 1881.

The single locomotive owned by the Friendship was a newly-built Mason tank (6-1881, Constr. No. 652, 10 x 16 cylinders, 42" drivers). The wheel arrangement, not stated, could have been an 0-4-4 or a 2-4-4; the former seems more likely from the cylinder size. It was named for the president, "A. W. Miner." It became Allegany Central No. 1 or 2 after the consolidation.

First Allegany Central

The first Allegany Central Rail Road Co. was chartered on Sept. 29, 1881, with a capital stock of \$100,000, to build a narrow gauge railroad from Friendship to Swains, about 31 miles. Only \$32,000 of the stock was subscribed.

The officers and directors were as follows:

President, Frank Sullivan Smith, of Angelica; Vice-President, Archer N. Marth, of Summit, N. J., Sec-Treas., Charles E. Kimball, of New York, and Mitchell S. Blair and George Lockhart, of Angelica, N. Y. Bradley and Abijah J. Wellman, of Friendship, R. P. Hobart, John W. Gilbough, Geo. W. Nichols, H. P. Parke, Lawrence T. Paul and Charles C. Pomeroy, all of New York.

Since most of these names never appear again it seems likely that they belonged to clerks in the Wall St. offices of Martin, *et al.*

According to the corporate history of the Pittsburg, Shawmut and Northern Railroad Co., prepared for the Interstate Commerce Commission for valuation (6-30-1919), this first Allegany Central 23.5 miles of constructed or partly constructed narrow gauge road extending from Belvidere to Swains from The Rochester, New York and Pennsylvania Railroad Co. The deed was dated Oct. 21, 1881, and the purchase price was \$25,000.00.

This company, along with the Olean and the Friendship Railroad Cos. was consolidated into the second Allegany Central Railroad Co. on Nov. 21, 1881.

The name of Frank Sullivan Smith was looked upon with pride by the residents of Angelica, from the earliest days when he was president of the first Allegany Central Rail Road Company. A partial biography has been given in Bulletin No. 78, p. 82. In addition it is of interest to note that his father was the first medical doctor for the area, making his calls on horseback; after his death it was found that his estate included many farm mortgages. Frank Sullivan Smith became a corporation lawyer; his activity was not only in railroads but also in businesses in the midwest and south. He was identified with the Seligman interests of Buffalo, New York and Philadelphia; he was a member of many clubs and social organizations. He left an estate of perhaps \$500,000. His widow, Clara Alzina Hapgood Higgins Smith, a sister of Frank W. Higgins of Olean, New York (who was a governor of the State of New York), died on March 15, 1934, leaving an estate of \$4,621,045. She willed the Rochester, Hornellsville & Lackawanna Railroad, which had been privately owned by Frank Sullivan Smith, to the American Red Cross; the Red Cross received an annual rental of \$3,000 for this until the abandonment in 1947, when, except for the short spur tracks sold to the Erie, and serving Hornell industries, it was sold for dismantling.

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Second Allegany Central

The second Allegany Central Railroad Company was chartered on November 21, 1881, with a capital stock of \$100,000, all of which was paid in; there were 10,000 shares of stock and 48 stockholders. This road was formed by a consolidation of the Olean, Friendship, and first Allegany Central railroads. It extended from Olean to Swains, 57.89 miles, and had a gauge of 3 ft.

The officers and directors were as follows:

President, Frank Sullivan Smith, of Angelica; Vice-Pres., Archer N. Martin, of Summit, N. J., Sec-Treas., Chas. E. Kimball, of New York; Auditor, Mitchell S. Blair, of Angelica, and Mills W. Barse and Frank W. Higgins, of Olean, Frank Jenkins, Chas. C. Pomeroy, H. A. V. Post and Morgan G. Post, all of New York, A. G. Learned, of Summit, N. J., Asher W. Miner and Abijah J. Wellman of Friendship.

The general superintendent was William O. Chapman, and his brother, George D., was the engineer. Mills W. Barse, the son of the prominent citizen of Olean, C. V. B. Barse, was the cashier and subsequently the president of his father's bank. He was also vice-president and director of the Allegheny & Kinzua Railway.

Inside information on the construction of the Allegany Central is given by the editor of the *Alleghany County Republican*, for December 2, 1881, in these words:

"A road was built from Friendship, on the Erie, south to Richburg.

"An Olean Company built a road to Richburg.

"These two Roads Mr. Chapman superintended the building of.

"When completed they were consolidated, and trains run from Friendship to Olean.

"Work was then commenced on our old graded roadbed, which is today ready for the ties and iron from Friendship through Angelica and ten miles northwest of us, where 300 men are now hard at work fixing up the old grade, and expect to have the job finished through to Swains station on the Buffalo Division of the Erie, in 30 days. From that point northwest to Nunda and Mt. Morris, as all know, the iron was laid years ago, and that link has already been put in running order.

"TRACK-LAYING TOWARDS ANGELICA was commenced at Friendship on Tuesday of this week, one mile being laid by Wednesday night, and will be continued at the rate of about one mile a day.

"The road crosses the Erie about one mile this side of Friendship, going over on trestle work 1600 feet long, and passes by Belvidere a mile to the west, on west side of the river, which it crosses south of Transit Bridge, near the Charles farm; thence to Angelica and northward on the old grade.

"It is the intention to have the Road running from Angelica to Olean, south, by Christmas, and from Angelica north to Rochester, by January 15.

"We would here state that the Angelica Division was recently reorganized and re-named the "Allegany Central R.R." and the Friendship and Olean Division consolidated therewith, and the entire line is now known by that name."

The extension of the Allegany Central from Friendship to Angelica was completed on January 9, 1882, at 3 P. M. At 6:17 P. M. the first train, an engine and two cars, left for Friendship. In spite of the season, there were no accidents or mishaps. There was great rejoicing in Angelica—at last the village was on a railroad! A headline in very heavy type reading "Angelica Redeemed" extended across the top of pages two and three of the *Allegany County Republican*. This was followed by praise of George D. Chapman and considerable flowery stuff, barely mentioning the predecessor roads that had never been built. Seven trains were scheduled each way daily. There were seven locomotives and 141 cars (7 passenger, 3 baggage, mail and express, 10 box, 3 stock, 84 flat, 22 coal and 3 service).

Allegany County Republican, May 26, 1882: "Gen'l. Pass. Agt. P. W. Coyle has issued a circular more particularly directed to the oil producers, in which it is remarked: 'To our numerous patrons who have borne with us in our efforts to surmount the difficulties incident to operating a new railroad, and to the public generally, we are pleased to announce that from this date the Allegany Central R.R. will run THROUGH COACHES between Richburg and Bradford daily, on trains Nos. 1, 4 and 6, and between Richburg and Kinzua daily on train 3, making no change of cars between the Allegany oil field and Bradford, and but one change (at Kinzua) between Richburg and Oil City.'"

"The new link of railroad just completed in Pennsylvania by the syndicate which owns our road is called the Bradford and Oil City Short Line. Running in connection with our road it gives us an opportunity to visit with ease the entire oil country region, . . ."

Allegany County Republican, September 22, 1882: "The Mt. Morris *Enterprises* says, 'Some time next week the Canal road will run trains from Mt. Morris to Rochester. The trains from this place to Swains will be abandoned in a few days, as the officers of the Road say it does not pay.'"

Construction of the narrow gauge was continued north towards Swains, being opened on June 16th, but even at this time plans must have been quietly under way to make this section standard width, for reports on the "broad gauge" segments between Belfast and Angelica, and Swains to Perkinsville appeared in the current newspaper. The widening was begun about March 1, 1883, but proceeded very slowly. On May 4th the *Allegany County Republican* noted "The Italians are here!—over 100 of them—and more coming daily." "The broad gauge will be rushed." This conversion to standard gauge was finished under the succeeding Lackawanna & Pittsburgh. On May 25th, a rumor was printed to the effect that Jay Gould was behind a plan to arrange for

Second Allegany Central

The second Allegany Central Railroad Company was chartered on November 21, 1881, with a capital stock of \$100,000, all of which was paid in; there were 10,000 shares of stock and 48 stockholders. This road was formed by a consolidation of the Olean, Friendship, and first Allegany Central railroads. It extended from Olean to Swains, 57.89 miles, and had a gauge of 3 ft.

The officers and directors were as follows:

President, Frank Sullivan Smith, of Angelica; Vice-Pres., Archer N. Martin, of Summit, N. J., Sec-Treas., Chas. E. Kimball, of New York; Auditor, Mitchell S. Blair, of Angelica, and Mills W. Barse and Frank W. Higgins, of Olean, Frank Jenkins, Chas. C. Pomeroy, H. A. V. Post and Morgan G. Post, all of New York, A. G. Learned, of Summit, N. J., Asher W. Miner and Abijah J. Wellman of Friendship.

The general superintendent was William O. Chapman, and his brother, George D., was the engineer. Mills W. Barse, the son of the prominent citizen of Olean, C. V. B. Barse, was the cashier and subsequently the president of his father's bank. He was also vice-president and director of the Allegheny & Kinzua Railway.

Inside information on the construction of the Allegany Central is given by the editor of the *Alleghany County Republican*, for December 2, 1881, in these words:

"A road was built from Friendship, on the Erie, south to Richburg.

"An Olean Company built a road to Richburg.

"These two Roads Mr. Chapman superintended the building of.

"When completed they were consolidated, and trains run from Friendship to Olean.

"Work was then commenced on our old graded roadbed, which is today ready for the ties and iron from Friendship through Angelica and ten miles northwest of us, where 300 men are now hard at work fixing up the old grade, and expect to have the job finished through to Swains station on the Buffalo Division of the Erie, in 30 days. From that point northwest to Nunda and Mt. Morris, as all know, the iron was laid years ago, and that link has already been put in running order.

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competition with the Pennsylvania Railroad. The Allegany Central and Delaware, Lackawanna and Western were to be consolidated, and a line to Newcastle, Pennsylvania, over the Buffalo, New York and Philadelphia via Olean and Salamanca, would give connections to the west!

From the report for 1882 it may be noted that the road carried 178,977 passengers, who paid \$83,241.41 for the ride, and carried 38,485 tons of freight, for which service they received \$52,136.82. After deducting other charges, the surplus was \$8,481.76.

The speed of trains on the Allegany Central cannot have been phenomenal, as shown by this item: "As the morning train left Angelica last week, the express messenger's dog, whose mistress was also aboard the train, started after it, following the train for over five miles, and keeping the train in sight most of the time. Finally the conductor's attention was called to the labored efforts of the persistent little animal, and he stopped the train and took the nearly played-out little doggie on board," 3-30-83. Patsy O'Keefe held the speed record on the Allegany Central from Bolivar to Angelica (18 miles) on a narrow gauge locomotive in 38 minutes, and from Angelica to Wayland (36 miles) in 52 minutes.

An old employee, H. S. Dunn, when on the Shawmut in 1901, reminisced to this effect: the first month that the "yard wide" ran from Friendship to Richburg, they did \$12,000 worth of business at the former station, a narrow gauge boxcar. Those were the oil boom days: baggage was piled up out of doors in the rain and snow and no one ever thought of kicking. A dinky train ran every ten minutes between Bolivar and Richburg, and passengers were obliged to ride on flat cars, and were glad they were alive.

Information on the seven Allegany Central locomotives is neither complete nor satisfactory. A roster of Shawmut motive power (Bulletin No. 61, p. 86), compiled by a Mr. McCullough, superintendent of motive power, listed seven narrow gauge engines. Since all old records were stated to have been destroyed in a fire, it is not known what data he used. The reports of the inspectors of the State of New York record only two narrow gauge engines on the Shawmut in 1899-1901. In Bulletin No. 61, it was stated that all were new. Charlie Lyons of Angelica, a former Lackawanna and Pittsburgh employee who is still living (age 86, 1951) stated very positively that the only new one was the "A. W. Miner," Friendship No. 1.

These engines will now be considered individually. The first three are well scrambled. Mr. Lyons feels sure that the "A. W. Miner" was L. & P. No. 1, hence A. C. No. 1. From the records it is clear that the "A. W. Miner" was a Mason, so Mr. Lyons may be in error. Lyons recalled that there was also a tank engine, which would correspond to Mr. McCullough's Mason, A. C. No. 2. He did not remember any Olean No. 1, but it might have been the A. C. No. 3, which he said was

an old engine, and a "Jonah," always in some sort of operating trouble. The picture of an A. C. R. R. "S. C. Dorsey," No. 3, shown on page 78 of Bulletin No. 61 appears to be an error; the name, Dorsey, has never turned up in any Allegany Central connection. There was a narrow gauge Arkansas Central, with an official, S. W. Dorsey, which leads one to believe that the picture is really that of Arkansas Central No. 3.

Mr. Lyons was sure that No. 4 was a Brooks, but from the picture (Bulletin No. 61, p. 78) it appears to be a Baldwin. Since it is not in the records of the latter company, it must have been obtained second-hand. Mr. Wood searched carefully, finding only one engine of the approximate date: 4-4-0 Constr. No. 5439; built 1-1881, as Chester & Leclair No. 4, "Holmes Hardin"; 11 x 16; 42". (The C & L became a part of the Carolina and Northwestern.) This engine later went to the J. W. Truitt Company; it possibly drifted to the Allegany Central, retaining the same number. An alternative possibility is that it was Olean, Bradford and Warren, No. 4, for the same reason as given below under No. 7. These four engines, Nos. 1-4, are presumably the four on hand on February 17, 1882, as noted in a contemporary paper; numbers 1-3 had disappeared by 1886.

The two Baldwin moguls, Nos. 5 and 6, have been more fully traced. They remained on the succeeding roads, No. 5 even on the Shawmut; No. 6, however, was lost sight of after the Lackawanna and South-western, probably being scrapped under the Central New York and Western. Mr. Lyons said that the front end of No. 6 was converted into a stove for one of the Angelica shops. He said also that No. 5 was the last one to be used in service.

The origin of No. 7 is obscure—its existence was considered problematical until it was found mentioned by number in the contemporary newspaper. Mr. Lyons subsequently said that it was an old Brooks, and a Mogul. The author suggests the very likely possibility that it was formerly Olean, Bradford, and Warren No. 7 for several reasons: (1) The make and wheel arrangement agree. (2) The O.B. & W. "bought" four engines from the Kendall & Eldred, which they wouldn't have needed unless they had disposed of some of their older engines. The heyday of the K. & E. was over by 1882. (3) The New York firm of Post, Martin & Co. controlled both railroads, so could transfer an engine from the O.B. & W. to the A. C. just as easily as they moved the K. & E. engines. (4) Engine numbers were retained on transfer in many instances—certainly throughout the predecessors of the Shawmut. (5) After noting these four points Mr. Lyons stated that the Allegany Central had leased O.B. & W. No. 7 for use in constructing the road, but he didn't know whether or not it had been returned.

There used to be a quicksand hole on a sharp curve near the (West) Notch; it caused the track to tilt unless worked on almost daily. Very frequently the little narrow gauge engine would jump the track there because of the soft fill. Everyone would then get out, help put the engine back on the track again, after which all would continue on their way.

Allegany Central Locomotives

No.	Builder	C/N	Date	Type	Cyls.	DD	Notes
1	Mason	652	6-18881	4-4-0	10x16	42	A
2	Baldwin	3125	2-1873	2-4-4T	11x16	36	B
3?	Baldwin	5439	1881	4-4-0	11x16	42	C, D
4	or Baldwin	4273	2-1878	4-4-0	12x16	40	C, D, E
5	Baldwin	5975	12-1881	2-6-0	14x20	45	D, F
6	Baldwin	5979	12-1881	2-6-0	14x20	37	D, G
7	Brooks	349?	1-1879	2-6-0	12x18	36	G, H

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- A. ex-Friendship No. 1, "A. W. Miner".
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- C. Photo in Bulletin No. 61, p. 78; scrapped about 1901.
- D. Retained same number on L. & S.W., C.N.Y. & W., and P.S. & N.
- E. ex-O.B. & W. No. 4.
- F. Sold to DeSoto Foundry Machine Company, after 1901.
- G. Retained same number on L. & P., and L. & S.W., scrapped by latter (?).
- H. ex-Olean, Bradford & Warren No. 7?

First Lackawanna & Pittsburg

In order to have a competing line from New York City to the west, the same syndicate that was back of these other roads planned to build a connection from the Lackawanna (D. L. & W.) to their own Buffalo, New York and Philadelphia. As related in the October 27, 1882 issue of the *Allegany County Republican* "As is now quite generally known, the Syndicate of princely bankers which now own a network of railways in Western New York and Pennsylvania, and which built the Canal Road have caused a survey to be made for a STANDARD GAUGE Road, from Belfast to Hornellsville. The survey from Belfast to Angelica is completed, and a preliminary line has been run from here to Hornellsville, via West Almond. It is talked the purpose is to build this link and extend it eastward from Hornellsville to a connection with the new Lackawanna road, thus giving a direct western connection via the Canal Road, junction being made at Belfast and at Olean with western links in progress." And on November 10, 1882, "Our syndicate recently filed incorporation papers to build a link of 21 miles between Olean and Salamanca, connecting at the latter place with their Pittsburg road. Also to build another standard gauge link 42 miles from Perkinville on the new Lackawanna road, northeast to Hornellsville, running thence westward through West Almond, Angelica and to Rockville Station on the new Genesee Valley Road, owned by the same Syndicate below Belfast. With these two links completed the Lackawanna will have a through line to Pittsburg." And on November 7, 1882; the *Canaanaga Times* says: "A party of eight engineers are engaged in making a preliminary survey from Swains to Hornellsville for the Lackawanna & Pittsburg railway. The route as far as made runs on a parallel line with the Erie."

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"As a portion of the natural line of the Lackawanna and Pittsburg Railroad would otherwise be interfered with by the Allegany Central Railroad, it has been decided to consolidate the two roads, so that the Lackawanna and Pittsburg will have also the large and valuable traffic of the Allegany Central Railroad into and through the Allegany and Bradford oil fields." By the terms of the contract all freight in both directions between B. N. Y. & P. and D. L. & W. was to pass over the L. & P.

The first Lackawanna & Pittsburg Railroad Company was organized by interests back of the Allegany Central and was chartered on January 1, 1882, to build a standard gauge road from a point on the Buffalo, New York and Philadelphia, about one mile south of Belfast (Rockville), to the New York, Lackawanna and Western, in Perkinsville, 41 miles, with a 17-mile branch to Hornell and Canisteo (all three points in Steuben County). Capt. Robinson (Bull. 61, p. 72) calls the junction point Belfast Jct., and notes that it was on the Genesee Valley Canal R. R., which had been built a few years previously and leased to the B. N. Y. & P. He likewise gives the modern name of Wayland Jct. to the connection in Perkinsville with the N. Y. L. & W., but confuses the first and second L. & P. R. R. Cos.; all construction was done by the second company.

The secretary of the Public Service Commission of the State of New York states that this road never filed a report, and that he does not have a list of the officers and directors. Neither are there any records in the offices of the County Clerk, nor in the county histories.

The (second) Allegany Central and the (first) Lackawanna & Pittsburg Railroad companies were consolidated to form The (second) Lackawanna and Pittsburg Railroad Co., on June 1, 1883.

New England, Lackawanna and Pittsburg

Articles of Association for the New England, Lackawanna and Pittsburg Railroad Co. were filed on March 28, 1883, with a capital stock of \$2,000,000. The railroad was to start at Wolcott, in Wayne County (near Lake Ontario), and run southwest via Geneva, through the counties of Wayne, Seneca, Ontario, Yates and Steuben, and end at a point on the New York, Lackawanna and Western near Perkinsville, a distance of about 70 miles.

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first and second Allegany Centrals, and second Lackawanna and Pittsburgh. It seems obvious that the group of men behind these associated companies were determined to build a line through to Lake Ontario, and to compete with the Genesee Valley Canal R. R. Co. between Olean and Rochester.

A statement from the secretary, dated December 19, 1883, indicates that the charter for this railroad was abandoned. It may be assumed that the reason for this was the organization of the Pittsburgh, Lackawanna and Northeastern just eight days later (December 27th).

Work was proceeding on this Naples-Geneva extension, for the *Allegany County Republican* for July 20, 1883, notes that "Our readers are aware that it is proposed to build a line eastward from Perkinsville to Naples, about ten miles, and northerly from that point to Geneva on an old graded roadbed. . . in speaking of this work the *Neapolitan* says that Chief Engineer Peter, and Auditor Blair of Angelica, were here Monday to supervise the work and pay off the men. The engineers are still on this line between the village and the summit. Labors nearly completed. The gang of men are now at work in the town of Middlesex. About \$1,000 a week is being expended here."

Hornellsville and Cohocton Valley

The residents of Hornellsville, which was on the Erie Railroad, were very desirous of securing an outlet to the north, and, probably, to get reduced rates by the introduction of competition. The logical choice was to build a connection to the Lackawanna. Apparently there was little hope that the first Lackawanna & Pittsburgh would exercise their rights and build the 13-mile extension south to Hornellsville as authorized in their charter of Jan. 1, 1882. Their first attempt took the form of the Hornellsville and Cohocton Valley which would make a connection near Bath. When this plan proved inadvisable, a delay was inevitable; by 1886, however, plans for the Rochester, Hornellsville and Lackawanna had been consummated, and after some initial delays due to litigation, the northward connection was made.

The Hornellsville and Cohocton Valley Railroad Co. was organized on July 28, 1882, with a capital stock of \$160,000, to build a line, 19.45 miles in length, from Hornellsville to the New York, Lackawanna and Western R. R., in Avoca, N. Y. There were 95 stockholders, who subscribed \$62,500 but paid in only \$650. The officers and directors, all of Hornellsville unless otherwise noted, were as follows: President, Francis G. Babcock; V. P., Charles Hartshorn; Sec'y, Irvin W. Near; Treas., Charles Adsit, Ira Davenport, of Bath, Abel R. Higgins and Aaron McConnell, of Howard, Harlo Hakes, Alexander Jones, Benton McConnell, John McDougall, Esek Page and Franklin D. Sherwood. The engineer was John S. Schaeffer, of Hornellsville.

This paper road had a short life, which is adequately summarized by the following statement taken from the president's report to the railroad commissioners of New York in 1883. "The Hornellsville and Cohocton Valley Railroad Co., under their charter, went on and made

a preliminary survey from Hornellsville to a point on the D., L. and W. R. R., near Bath, with a view of constructing the road, but the surveys and leveling demonstrated that the grade was too heavy to be at all practical for a freight road, for which it was desired, and consequently the road has been abandoned virtually, and the ten per cent paid at the outset has been distributed among all the shareholders, and consequently the project has been substantially abandoned, and I, of course, have no report to make further than the above." Quite a sentence!

Second Lackawanna and Pittsburgh

The Lackawanna and Pittsburgh Railroad Co. was formed on June 1, 1883, by a consolidation of the first Lackawanna & Pittsburgh and the second Allegany Central Railroad Cos. The *Allegany County Republican* noted "on today—Friday, June 1st, the Allegany Central Rail Road receives a new name, and will henceforth be called 'The Lackawanna & Pittsburgh.'" "It will run trains connecting for Rochester." There were 10,000 shares, all paid in, of capital stock, not at \$1,000,000.

The officers and directors were as follows: President, Archer N. Martin of New York; 1st V. P., Frank Sullivan Smith, 2nd V. P., Frank Jenkins, of New York; Sec-Treas., C. E. Kimball, of New York, Mitchell S. Blair and George D. Chapman (Pres. in 1884) both of Angelica, J. N. Borland, Jr., Frank N. Larcher (added in 1884), Henry A. V. Post, Oliver Watson and Cyrus H. Witherbee, all of New York, and Asher W. Miner and Abijah J. Wellman, of Friendship.

The new company owned and operated 45 miles of standard gauge road between Belfast Jet. and Perkinsville, and 42 miles of 3-ft. gauge road between Olean and Angelica, all single track. It also leased and operated the Rochester, New York and Pennsylvania Railroad, which extended from Swains to Nunda Jet., a distance of 11.78 miles; this afforded a connection to the city of Rochester. It had trackage rights over the Buffalo, New York and Philadelphia, from B. N. Y. & P. Jet. to Olean, and over the New York, Lackawanna & Western, from the end of the line in Perkinsville, to Wayland.

The road from Swains, east to Lackawanna Jet., was built with standard gauge, as was that from Belfast Jet. to Angelica. Wescott, Ames and Blake Bros. subcontracted for all the work, including the big (700 ft. long) bridge at Stony Brook, which cost about \$75,000. The bridge was actually built by the Delaware Bridge Co. of Trenton, N. J. The line from Angelica to the Genesee River was subcontracted to G. S. Granger, of Wayland, while from across the river to B. N. Y. & P. Jet.,* south of Belfast, a subcontract was taken by Norman VanNostrand, of Olean. A great many oak ties must have been used, because in a subsequent inspection it was noted that these proved unsatisfactory, decaying at the heart while leaving an apparently sound

* The road was built to this point, which was several miles north of Rockville, the terminus mentioned in the charter.

surface. The ties were laid 2600 per mile. All switches were stub. The large stone piers near the Genesee River crossing stood for many years (see pictures) until torn down to get the stone for building, some of the abutments near Belfast can still be seen. When the road was completed there were six Howe truss bridges as follows: over the Genesee River (124 ft. long), costing \$20,000; Black Creek (64); White Creek (54); Angelica Creek (96); Canaseraga Creek (78); crossing over the Erie R.R. north of Friendship (78, not counting the long trestle). The depots were built by White and Bennett, and were at Belfast, Angelica, Canaseraga, Stone Brook, Rogers Mills, and Perkinsville. The construction must have been of the highest quality, because in the 1883 report of the state inspectors it was noted that the surface and lines "are commendable for their excellent condition."

Starting with the April 27, 1883 issue, the editor of the *Allegany County Republican* had plenty to write about, as the new standard gauge was laid from Perkinsville to Belfast, and the narrow gauge widened between Angelica and Swains. He called it the "broad gauge" (contrast with narrow gauge, and not the Erie's width). Messrs. Wescott, Ames and Blake Bros. contracted for the work and ground was broken on Geo. Babcock's farm in Canaseraga, with 300 men now at work. Chief Engineer Peter informs us he expects to see standard gauge locomotives in Angelica within 60 days!—an optimist! "The work of clearing and grading from the point about one mile south of Angelica, where the standard gauge leaves the present narrow gauge roadbed, has been subcontracted to G. S. Granger, of Wayland, whose work must be finished by July 1.

"As before stated, the road is to be built in a most substantial manner throughout, 65-pound steel rail being laid on best quality of ties placed on solid roadbed. The bridge at Stony Brook Glen will rival the famous Portage bridge of the Erie and will cost about \$90,000. The Howe Truss bridge over the Genesee at Belfast will cost about \$20,000...."

And on June 8th, "At the present time about 400 men and 100 teams are at work on the line... Between Angelica and Swains, the contractors Messrs. Warren and Hunter have a force at work preparing for the early conversion of our narrow gauge into a standard gauge, and the broad gauge ties are already laid from Garwood's to Swain's."

"To date, six locomotives have been purchased, from the Mason locomotive works, Baltimore (*sic*), and they are now in the Olean shops ready for use. Four of them are what is known as the 'consolidation' engines, being the most powerful made, capable of drawing 80 loaded freight cars each, over ordinary grades, at 40 miles per hour. (The editor is incorrect; there were never any Mason engines or 2-8-0's on the L. & P.)

"One hundred fifty box cars have been bought and 59 gondola cars for the use of trainmen on freight trains. These are from the Lima, Ohio Car Shops,...

"The plan of numbering the Italian laborers working on the line, works 'to a charm.' Finding it impossible to keep track of the men by their jaw-breaking names, the contractors concluded to number them, as is done on the West Shore road. The number of each Italian is therefore painted in plain figures on the seat of his trousers. Before beginning work in the morning, at noon, and on stopping at night the men are formed in line and the foreman passes in rear of them and takes down each number, in order to ascertain who is present as well as who is absent. The plan is beneficial in two ways—the men are easily recognized and they are kept from sitting down too much from fear of rubbing out the numbers and thus losing their identity!—and proper credit on the payroll."

New York Railroad Commissioners' Report for 1883:

"The original organizations embraced in that of the Lackawanna and Pittsburgh Company are the Olean Railroad Company, Olean to Bolivar, 18 mi., the Friendship Railroad Co., Bolivar to Friendship, 11.30 mi., and the Allegany Central Railroad Co., from Friendship to Swains, 28.60 mi., all single track, 3 ft. gauge roads. The Lackawanna and Pittsburgh Co. was organized to construct a standard gauge line from a point one mile south of Belfast on the Genesee Valley Canal R. R. to Angelica, 6.5 mi. The widening of the Allegany Central between Angelica and Swains, and the construction of a road from Swains to Perkinsville, a distance of 17 mi., forming at the latter place a junction with the New York, Lackawanna and Western road, all of which is now accomplished, and the road will soon be in operation. This connection is 56 $\frac{3}{4}$ mi. in length. The narrow gauge division, from Olean to Angelica, is about 40 mi. The Lackawanna and Pittsburgh also operate the Rochester, New York and Pennsylvania railroad, which extends from Swains to Nunda Jct. on the Genesee Valley Canal R. R., a distance of 15 mi., making a total of standard gauge lines of 56 $\frac{3}{4}$ mi., and of a narrow gauge, 40 mi., and all merged into the Lackawanna and Pittsburgh Railroad Co. The narrow gauge division has been in operation about 2 yrs. and is generally well built. Right of way 33-50 ft. wide, fenced entirely with barbed wire, four strands, and roadway very neat and partially free from uncut weeds. Roadbed good width, and well ditched and ballasted with clean gravel. Ties mostly hemlock, and distributed at the rate of 3000 per mi., rail all iron, 35 lb. per yard except on the 125 ft. grade south of Notch summit, there is 3 miles of 40-lb. steel. All the narrow gauge equipment is new, in good order, and supplied with the latest approved appliances. The surface and lines of this narrow gauge are commendable for their excellent condition. The bridges are generally sufficient in construction for a standard gauge road, and all openings supplied with the best flooring. Trestles on curved line are provided with inside guard rails of iron, and all sharp curves as well, with the addition of braces on the outside of the rails. Every precaution appears to have been taken to protect against accident from derailment. The maximum curvature is 14°. Stub switches in general use. The highway crossings were none of

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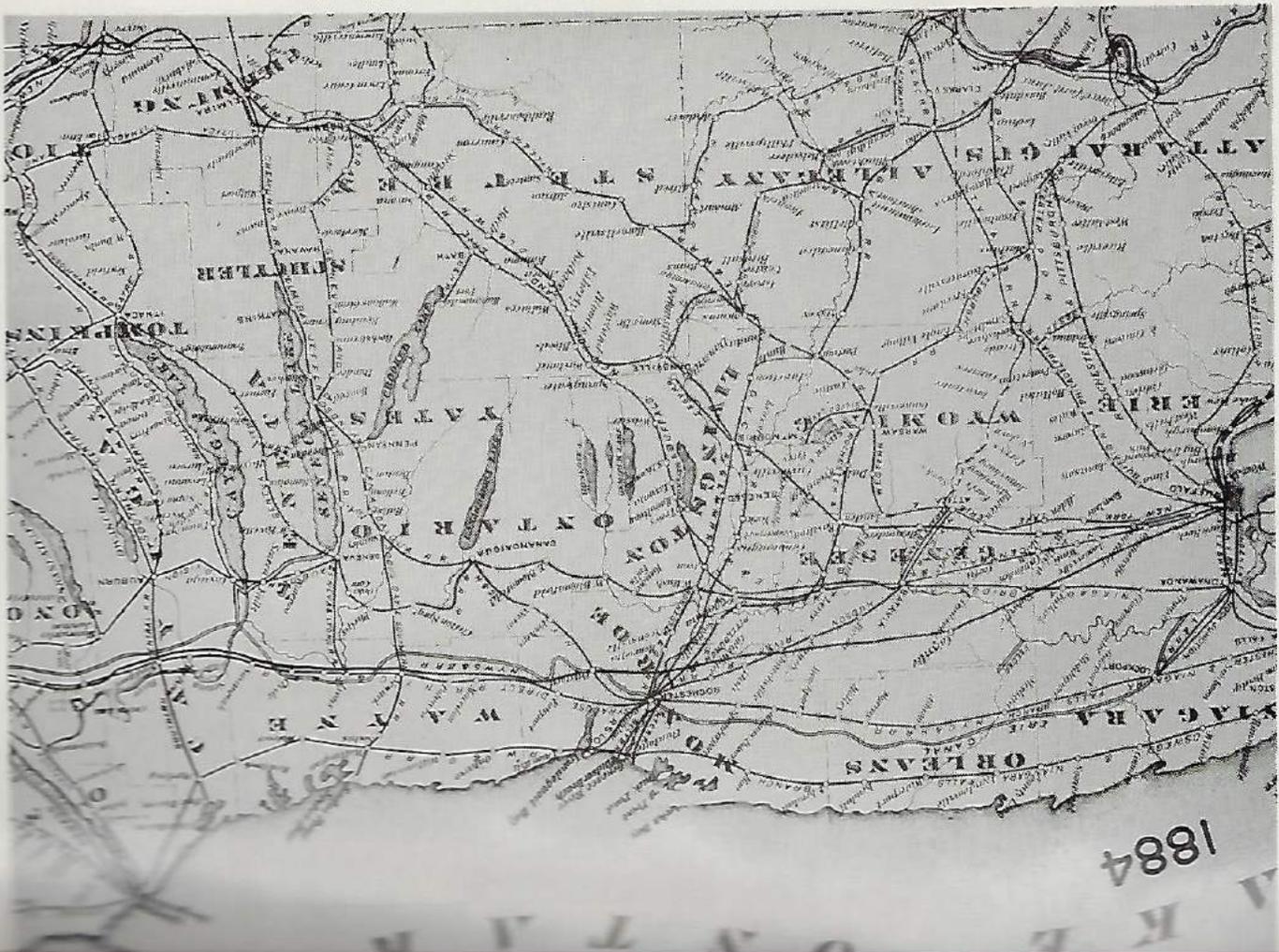
them in place, but have subsequently been erected. There is one low overhead bridge that should have warnings provided. The standard gauge division, not being fully completed, no particular examination was necessary, nor could well be made. The rail is steel, well tied, and, so far as completed, very thoroughly ballasted. The road between Swains and Nunda has recently been entirely rebuilt. The station buildings are of reasonable size, mostly new, conveniently furnished, and comfortable for public use. They were also found quite neat, and clean floors, windows and walls were noticeable."

The widening of the narrow gauge between Angelica and Swains, done under contractors Warren and Hunter, involved grading of the roadbed along one side, installing longer ties, and laying a third rail outside the narrow gauge; actual rail-laying began at Birdsall on July 31, 1883; all the rail had been laid by Aug. 31st. The narrow gauge ended about a mile below the Angelica station, to reach the latter a third rail was laid from the "junction." The "broad gauge" between Angelica and Swains was completed "last week" according to the Nov. 23rd *Allegany County Republican*, yet the same paper stated that the first wide gauge train arrived on Nov. 15th! Perhaps this was a misprint, because the *Angelica Advocate* for Nov. 19, 1903, reads: "Looking back twenty years ago today the first standard gauge train ran into Angelica and in his issue of the *Republican* the day after Mr. Raymond had the following article: 'After a delay longer than expected the work of broadening our narrow gauge from Angelica northward to Swains was completed Thursday of this week, and the first broad gauge train ever in Angelica arrived at noon on that day and was received with considerable demonstration.'"

"As our readers are well aware the link from Swains northwesterly to Nunda where the junction with the Canal road is made—a distance of some ten miles—has always been standard gauge so that we now have a regular standard gauge from Angelica to Rochester, via the Canal R. R. from Nunda Junction. The work is progressing well on the extension east and west, but cars will not run before spring from Perkinsville to Belfast, and it is not till this through line is opened that we propose a barbecue demonstration."

The Lackawanna and Pittsburgh had seven 3-ft. gauge locomotives in 1883, presumably inherited from the Allegany Central: "one (20 tons) is a switcher; four (18 tons) are passenger, while two (20 tons) are freight. There are two engine houses having a total of three stalls. There are eleven passenger cars, five of which are first class. Of the 127 8-wheeled freight cars, 19 are box, 83 flat, 3 cattle, and 22 coal; there are two 4-wheeled cabooses. Six of the engines and all of the cars are leased. The trains will run at an average rate of 16 miles per hour, including stops, or 18 miles per hour without stops;" the highest rate was 20 miles per hour. No parlor cars or sleepers were operated over the line. Express business was handled by the American Express Co.

One hundred and twenty employees received \$65,328.20 for their services. There were moved 31,183 tons of freight, at 5.37c per ton



Railroads of Western New York, 1884. Shows Lackawanna and Pittsburgh.

mile, and 104,520 passengers were carried (too low a ratio of freight). The total earnings were \$88,629.49, which, with expenses of \$138,728.47, left a deficit of \$50,098.98. This was reduced to \$39,645.48 by the previous surplus of \$10,453.80. The deficit was attributed to the loss of traffic occasioned by the widening of the narrow gauge, which began about March 1st.

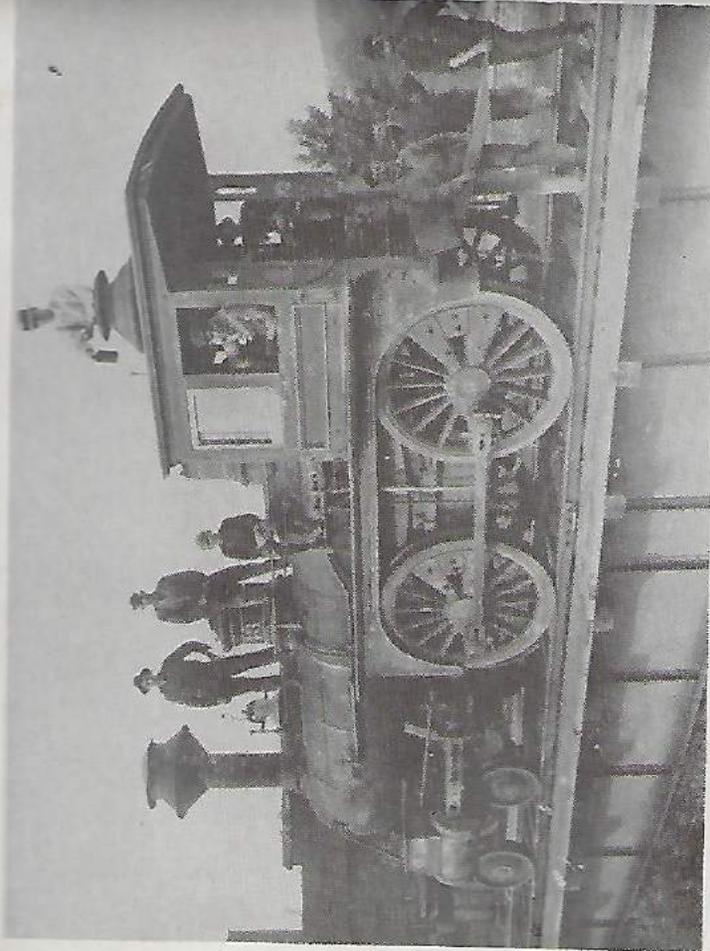
A glance at a contemporary timetable, printed in the *Allegany County Republican*, reveals that, on Feb. 12th, there were scheduled two trains daily between Swains and Olean, and one train each way between Richburg and Olean, Friendship and Olean, Swains and Friendship, and Swains and Richburg. A Sunday special ran between Richburg and Olean, connecting for Bradford, Pa. The conductors were Barker, Corwin, Dennison, and King.

Certain details of the right of way are of interest. The steepest grade is 52.8 ft. per mile, at Stony Brook Glen. The maximum curvature of the standard gauge is 6°, and is west of the Glen; it is 14° on the narrow gauge. There are one iron (Stony Brook viaduct) and 18 wooden bridges, and 134 wooden trestles. The principal trestle is No. 61, a horseshoe at Swains, which is on an 8° curve; it consists of 46 bays on the south side, a wooden Howe truss bridge over the New York, Lake Erie and Western, and 64 bays on the north side. The total length is 1850 ft., and the height is 20 ft. Next south is a 51-bay trestle, next a 30-bay trestle 60 ft. high with 10-ft. centers on spans. There are also two more between Swains and Angelica; one has 80 8-ft. bays and is 60 ft. high, while the second has 50 bays. There is a Howe truss bridge near Angelica, 40 ft. high, which has approaches of 10 and 40 ft. spans. There are two spans of Howe truss over the Genesee River, followed by two Howe trestles with 27 spans of approaches. The narrow gauge was laid with hemlock ties, 3000 per mile. Near Olean it runs on a bank of the old canal. There are 54 pile and trestle bridges; near Portville one of the latter has 38 14-ft. bays.

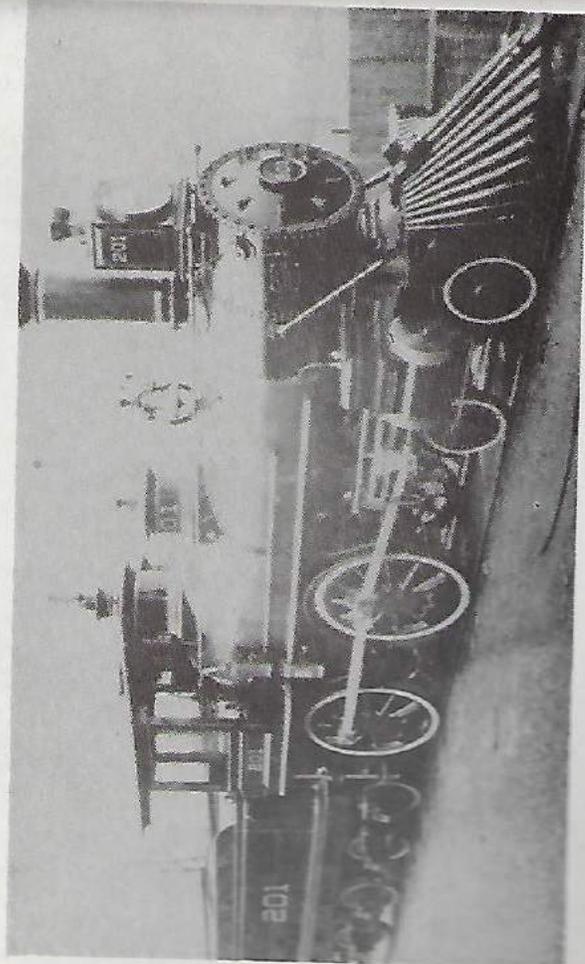
The 1885 Report of the Railroad Commissioners reveals the following facts regarding the Lackawanna and Pittsburgh. Swain's Branch. A maximum grade of 90 feet per mile. Ties in good condition, but ballast is needed. The track is laid with 56-lb. iron rails, with joints opposite each other. Some steel rail is being used. The whole line was found to be in good condition, and special attention is called to the good condition of the bridges.

The line from Perkinsville Jct. to Lackawanna Jct. is well constructed, as are all bridges and trestles. All fencing is new and well kept. Here, again, the lack of ballast is reported. The ties are mostly of oak, in good state, and laid 2600 to the mile. The track is of 56-lb steel rail, laid with alternate, suspended joints. Point switches are used.

The narrow gauge division, from Angelica to Olean, about 40 miles, was found in much poorer condition than when last inspected. All timber structures are in need of repairs. As to the track, good ties are noted, but the rails are bad, and the track is poorly lined. The



C. N. Y. & W. #43. See L & P roster notes.



L & P #201. Listed as Rome, 1883.

Courtesy C. O. Gay

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station buildings are generally good structures, but it is noted that "the depot at Friendship . . . should be renovated." Most of the others were found "neat and cleanly."

In the *Allegheny County Republican* for Jan. 11, 1884, it was noted that the new broad gauge road had eight locomotives,* and offered service from Angelica to Rochester (by connecting trains). In a timetable dated Dec. 16, 1883, there were listed two trains each way daily except Sunday between Friendship and Nunda Jet., and Olean to Angelica, and one each way between Olean and Nunda Jet., and Olean and Friendship; there was also a Sunday special. In the April 18th issue appeared this statement: "Trains started at last on our broad gauge. And they will run forever." (In this instance, forever ended in 1947!) "It is a common sight to see eight or ten locomotives in Angelica at night—all with steam up. A new round house with about a dozen stalls for these iron horses, is needed and will be built." The Lackawanna and Pittsburgh is now a bridge road, connecting the Buffalo, New York & Philadelphia with the Delaware, Lackawanna and Western.

In the April 25th issue it was noted that the offices have been moved from Friendship, because it is no longer the end of the narrow gauge, to Angelica, where the change of gauge was; in the same paper it was stated that the hoist to change cars from wide to narrow trucks would be moved from Swains to Angelica.

The standard gauge to Belfast branched off about a mile below the village of Angelica where the old yard-wide road now terminated, and connected with the B. N. Y. & P. about a mile south of Belfast. "It is over this part of our road that solid palace car trains will run in a few days between New York and Chicago." Optimists even in those days! The prospective route consisted of the Lackawanna to Wayland, L. & P. to Belfast, B. N. Y. & P. to Newcastle, and B. & O. to Chicago.

The backers of the Allegheny Central had visions of a further extension easterly. In the 1884 *Allegheny County Republican* there is mention of a Pittsburgh and Northeastern, which was a reorganization of a Pittsburgh, Lackawanna and Northeastern, (I have been unable to find mention of the former in Poor's Manual or in the New York Railroad Commissioners Reports), which road was planned to run from Perkinsville to Geneva, via Wayland, Cohocton, Naples, Italy, Middlesex, Potter, Graham, and Seneca. In the issue for July 20, 1883, it was stated that the grading east to Naples was nearly done. In the Jan. 11, 1884, issue of this paper Frank Sullivan Smith was quoted as having stated that the new road (L. & P.) will extend east to Naples and Geneva; it will be built by Warren and Hunter.

At some time during the year 1884, trackage rights of 207 miles over the Buffalo, New York and Philadelphia, south to Newcastle, Pa., were obtained in return for one-half the gross freight earnings; so that

* It was stated that one of these cost \$10,800, two were \$10,500, one at \$7,542 and four at \$5,500.

the Lackawanna and Pittsburgh owned, leased, and operated 299.86 miles, and publicized their main line as extending from Swains to Newcastle.

The Globe Fast Freight Line was in operation until Nov. 10, 1884. The cars were run by the Lackawanna and Pittsburgh over tracks of the Buffalo, New York & Philadelphia from Genesee Jet. to Nunda Jet., and from Belfast Jet. to Newcastle Jet. in Pennsylvania.

The 1884 New York Commissioners Report recorded 14 passenger and 8 freight engines, and 651 cars, all being leased. The average speed of passenger trains was now 25 miles per hour on the standard gauge, but remained at 18 on the 3-ft. During this year they carried 106,056 passengers (at a rate of 2.84 per mile) and moved 50,280 tons of through freight (at 0.567c per ton mile) and 41,876 tons of way freight (at 2.537c per ton mile). A deficit of \$197,825.52 was added, making the total deficit \$237,471.

There was a nation-wide financial panic in the summer of 1884 which affected all business. The Baltimore & Ohio, and bankrupt West Shore owed considerable sums to the Lackawanna and Pittsburgh; they could not be collected. The road was unable to pay salaries, and when the back pay amounted to \$70,000, the company went into receivership on Dec. 8, 1884 the deficit was \$401,873.74. No trains were run because there was no money to pay the men.—"they know George D. Chapman will raise it!"

Quoting from the *Allegheny County Republican* for Oct. 5, 1884, "The financial panic of July last, and the bankruptcy of the 'West Shore' road seriously embarrassed the principal contractor for the extension of our road, and made it necessary that the Company accept the road at the hands of the contractor before it was finished. The completion of the unfinished work of construction has been a serious burden to the operating and financial departments.

"The recent great cut in freight rates instituted by the West Shore seriously affected the Lackawanna and Pittsburgh, through its connection with the Globe Freight Line. The business of the line was originated and the rates were fixed by lines East and West of our road" . . . "Mr. Chapman was appointed Receiver because of the confidence of all concerned that his intense energy, his great financial ability, and valuable railroad experience, would be untiringly devoted to the work of saving the road and placing it upon a sound financial basis." . . . "Capitalists have under consideration plans to complete the Geneva Extension to a connection with the West Shore, to standard gauge the line from Angelica to Portville, and build a short connection to Mt. Jewett, making the shortest possible line between the South and West and New England."

By June 6, 1885, enough money had been raised by the sale of certificates to pay the back wages due the men, with a little over.

In the Oct. 26, 1885 issue of the *A.C.R.* it was stated that during the winter season and until otherwise announced, standard gauge trains on the Lackawanna and Pittsburgh will run on the 5th and 19th of

each month, while the narrow gauge will run daily except Sunday, two each way, between Angelica and Olean.

Several interesting items are found in the 1886 Receiver's report. It is apparent that the B. N. Y. & P. lease had fallen through, for the total mileage was now given as 41.11 and 11.78 standard, and 38.74 3-ft. gauge. There was one standard gauge (4-4-0) engine, and three on the narrow gauge—one had four drivers and two had six drivers. The standard gauge engine must have been No. 215, because it is noted in the *A.C.R.* for Jan. 22, 1886 that "Henry Mead has taken Keefe's place firing on engine No. 215." The narrow gauge engines were No. 4 (4-4-0), 5 and 6. Engine No. 5 was in a bad derailment in Feb., 1886, rolling down a steep bank. The fireman jumped, but was crushed by the tender, which broke loose and rolled over several times, coming to rest on top of the fireman. The engine was not rerailed until Oct. 9th. No. 6 was out-shopped on Sept. 3rd.

There were one standard and four 3-ft. gauge passenger cars, and eight other cars; all equipped with Miller patent couplers and Westing-house air brakes; they were heated by coal stoves, lighted by oil lamps, and ventilated by an elevated deck. The freight cars had link and pin coupling and hand brakes; these cars were (3-ft.) 20 box, 3 stock, 87 flat, and 2 cabooses; (std.) 10 flat and 23 coal.

Meanwhile the Delaware, Lackawanna & Western had made plans to run a train carrying a sleeper from New York to Olean, by way of the L. & P. (this was the shortest route between these two points,) which gave a new lease of life to the latter. The local paper had an item to the effect that the engines in use were very decrepit, and that two new ones were expected shortly; they (Nos. 21, 32) had arrived by Oct. 1, 1886. The Belfast portion of the road was rebalasted. This name-train became well known as the "Cannonball;" Capt. Robinson thinks the L. & P. was the first road to employ this name, which was painted on the cab of one of the engines. The train, which began operation on May 15, 1886, carried a Pullman sleeper; the two cars used in this service were named "Newark" and "Waverly." The photograph of this train shows Rochester, Hornellsville & Lackawanna engine No. 34 on the head end. The L. & P. carried the car at a contract rate of 3c per mile, and paid the Pullman Co. \$527.57 for the year. The Belfast-Angelica section was referred to as "the Cannonball road" by old-timers. Excursion trains were run frequently to Stony Brook Glen, and one of the railroad timetables bore the legend "The Glen Route,"

The timetable showed the express leaving Wayland at 5:15 A. M., reaching Olean at 8:25; it made nearly all the stops. There were locals Eastbound the express left Olean at 4:15 P. M., arriving at Wayland at 7:06. When the Swains-to-Nunda leased line was not in use, travelers for Rochester went to Belfast and changed.

Express had been handled by the American Express Co. until May 15, 1886, after which the United States Express Co. took over; the latter company had been unable to renew its contract with the Erie, so shifted to the D. L. & W.

There was little difference in officers and directors at this period; George D. Chapman was president and receiver, Frank Sullivan Smith, general counsel, and Blair, assistant treasurer and auditor. Mr. Post dropped out and was replaced by Clinton R. Werden, of Providence, R. I. In early 1886 Mr. Smith resigned, to become an attorney for the Buffalo, New York & Philadelphia. Mr. Blair was the only man who remained with the road, irrespective of names or difficulties from the days of the Allegany Central, until he died in 1902, under the banner of the Pittsburgh, Shawmut and Northern. His personality did more to foster goodwill than any other single item.

According to the 1887 report, trains were operated more regularly, because the Pullman car ran eight months of the year; it was also in service in 1888. It may be noted that the B. N. Y. & P. was sold on Sept. 23, 1887, becoming the Western New York and Pennsylvania; they continued the Cannonball. At the time of the sale it was rumored that the Rochester section was to be sold to the D. L. & W.

The *Allegany County Republican* for Feb. 25, 1887 carried the report that plans had been completed for a reorganization of the L. & P. as the Central New York and Southwestern, to take effect as soon as the Naples Extension (the fifteen miles east of Perkinsville) was finished, to afford a connection with the New York Central at Geneva. All the details are given in this paper. In Poor's Manual for 1888, it is stated that their plans had the approval of 95% of the stockholders; since this plan was never consummated it would appear that the remaining 5% were all-powerful, and against this reorganization.

By virtue of an arrangement between Charles Adsit, trustee of the Rochester, Hornellsville & Lackawanna R. R., and George D. Chapman, receiver of the Lackawanna and Pittsburgh, and between Adsit and the owners of the R. H. & L., he, as trustee, assumed control of the latter company, and of the approximately ten miles of the L. & P. between Hornellsville Jct. and Wayland, and operated this under the name of "The Rochester, Hornellsville and Lackawanna Railroad Co.," Charles Adsit, Trustee, from Sept. 25, 1888 to Oct. 4, 1889.

Deficits continued on the Lackawanna and Pittsburgh in spite of all efforts. The first receiver's report (9-30-85) gave \$42,072.63 as the total deficit; the next year it was \$66,806.41, the next, \$93,102.02, and the last (1888), \$102,303.20. Hence it is not surprising to find that the road was sold under foreclosure, by referee John S. Rockwell, on Apr. 27, 1889 for \$25,000 cash to a committee of bondholders; these were Louis Fitzgerald, Edward Mahony, Henry A. V. Post, Marcus W. Robinson, and John H. Washburn.*

Apparently all were from New York City and connected with the Chapman interests. It was reorganized on May 7, 1889 under "an act to facilitate the reorganization of railroads sold under mortgage, etc.," as The (first) Lackawanna and Southwestern Railroad Co., the articles of association being filed on May 10th by Frank Sullivan Smith. The

* In the corporate history, p. 27, only Fitzgerald, Robinson and Washburn are given.

capital stock was \$28,000,000, and there were 28,000 shares. The new directors were Thomas U. Bowden, George D. Chapman, John W. Curtis, Robert Dunlap, George W. Hall, Edward Mahony, Thomas C. Platt (Bull. 76, p. 59), Henry A. V. Post, Marcus W. Robinson, William Ives Washburn, William B. Wilkens, and Silas H. Witherbee, all of New York City. The committee, by a deed dated May 29, 1889, transferred its railroad to them.

From June 16, 1890, to Sept. 8, and Sept. 8 to Oct. 12, 1890, the Lackawanna and Southwestern was operated under the title of "George D. Chapman, Receiver of The Lackawanna and Pittsburgh Railroad Co.;" trains were run on the narrow gauge between Olean and Angelica (39.74 mi.), and standard gauge, Belfast to Hornellsville Jct. (30.46 mi.). The trains stopped running on Oct. 12th, the men refusing to work because their pay was in arrears. The 20.78 miles of standard gauge between Wayland, Hornellsville Jct., and Hornellsville was operated under the title, "M. S. Blair, Receiver, The Rochester, Hornellsville and Lackawanna Railroad Co.;" from Sept. 8, 1890 until Sept. 1892, while from Nov. 1, 1890 to July 18, 1892, the narrow gauge line between Olean and Bolivar (18 mi.) was operated under the title, "M. S. Blair, Agent, The Lackawanna and Pittsburgh Railroad Co.;" This title and the timeables are given in succeeding issues of the *Allegany County Republican*.

The Lackawanna and Pittsburgh finally disappeared in 1892, being sold under foreclosure along with the Rochester, Hornellsville and Lackawanna, and the Lackawanna and Southwestern to J. Taylor Gouse of New York City, and Charles Adsit of Hornellsville, who held it as tenants in common. Mr. Adsit, being in possession of the road, sold his undivided interest to John Byrne, of New York City, and to Frank Sullivan Smith, of Angelica, and surrendered possession of the property to them. All these roads became the Central New York and Western, which was chartered on Nov. 18, 1892. The Chapman interests had finally been eliminated.

George D. Chapman was one of the lesser railroad magnates of his era. He was a partner of the firm, Chapman and Sinkerdyke, who had paid \$80,000 for the old Rochester, Nunda and Pennsylvania Railroad Co., in which \$900,000 had been invested with but twenty miles of grading to show for it. The plans to build from Rochester towards Olean had been ruined by the construction of the Genesee Valley Canal Railroad, when the canal was abandoned and sold for a right of way. The discovery of oil in Allegany County led to feverish railroad activity, and resulted in the construction of the Allegany Central and its immediate predecessors, as well as other narrow gauge roads in the oil regions. William O. Chapman, brother of George, was superintendent of the Allegany Central, while George became general superintendent of the succeeding Lackawanna & Pittsburgh. Eventually he moved to New York, being in a firm with offices at 48 Wall St., and spending more time there than in Angelica. As receiver of the L. & P., he had a generous salary, which was paid ahead of the other bills; this reduced

his popularity among the townspeople. The editor of the local paper wrote several long, scathing articles (1887-1889) about the man, for his numerous extravagances, and the like. Referring to an episode on the Allegany Central, a news headline read "Angelica Redeemed from the Redeemer." In one of the last articles he reported on a beautiful estate that Mr. Chapman had in Connecticut, and about his activities with a Connecticut railroad. George always had some control over the Lackawanna and Pittsburgh and its successors until it became the Central New York and Western in 1892.

A son, Lucian T. Chapman, was president of the Central Construction Co., likewise at 48 Wall St.; this company operated the Lackawanna and Southwestern, which succeeded the L. & P., for several months. Lucian became somewhat more popular by paying back wages of \$23,000 due the men, in August, of 1889.

Locomotives of the Lackawanna and Pittsburgh

There is still uncertainty about some of the engines that ran on the Lackawanna and Pittsburgh. Most of the information has come from records of the New York Locomotive Works (Rome, N. Y.), thanks to our members C. E. Fisher and S. R. Wood. The remainder has been gleaned from the State Commissioners' Records, Poor's Manual of Railroads, and from an old file of the Angelica weekly paper, the *Allegany County Republican*, now in the Angelica library. A chronological table has been drawn up, which makes it easy to see which engines were on the road in a given year; when one was returned during any year, it is so indicated by the letter R. The two Rochester, Hornellsville and Lackawanna engines, Nos. 23 and 34, built in 1886, are not included, although there is no doubt that they were used on the Lackawanna and Pittsburgh.

At the time of its formation the Lackawanna and Pittsburgh had seven narrow gauge engines (Nos. 1-7) received from the second Allegany Central (see the roster, p. 26), but some of these disappeared after 1885—only Nos. 4, 5, 6, and 7 were certainly used in succeeding years, because news items were found in which they were mentioned by number.

Mr. Lyons has been able to recall some facts about the road and locomotives, which fill some of the gaps in our previous knowledge. The four engines of the 100 and 300 series were second hand moguls (2-6-0); No. 100 was called the "Old Hundred." This engine had 5 ft. 8 in. drivers, the front pair being blind. Furthermore, it had no injector, but water was pumped into the boiler by a connection from the cross-head; Mr. Lyon's first morning duty was to get the engine ready to run, the last detail being to run it up to County House and back, to be sure the boiler was filled. The two 300's were bought to operate the Globe Fast Freight Line.

It appears that prior to 1886 the standard gauge engines were numbered in the 100, 200 and 300 series, without much order. From the Rome records it is obvious that the engines were rented, and (presumably) returned when payments lagged; they were then repaired as

needed, and rented or sold elsewhere. In 1884 there was a total of 22 locomotives, 7 of which were narrow gauge. There were 8 standard on Jan. 11th (Nos. 201-204, 208, 210; 100, 103 or 211, 212), with a total of 15 for the year (all the preceding and Nos. 205, 206, 215, 308, 310). We are sure of No. 215 because it is mentioned by number in the local paper, but it is not to be found in the records. However, four (Nos. 205, 206, 208, 210) were returned to the Rome works during the year 1884. Under the receivership of the Lackawanna and Pittsburgh, it was noted in the annual reports that "a large proportion of the equipment on hand at the date of the last report has been surrendered during the current year." This would be due to inability to keep up installments, or sale for cash; the first alternative seems more likely because it is actually known to be true for the engines returned to the Rome works.

At the close of 1885 there were only nine engines, five being standard gauge; Nos. 100, 103, 204, 211 and 212 were returned to the Rome plant. There is no record of the fate of No. 203, but Nos. 201 and 202 were repossessed in 1886; the contemporary paper noted that the engines on the railroad were decrepit, with new ones ordered from Cooke—these were Nos. 21 and 32. In the State Commissioners' report it was noted that these two and No. 43 were newly-purchased in 1886, which left only No. 215 of the older engines for this and the following year. After that there were no reports until under the Lackawanna and South-western, when nine engines were listed, five being of standard gauge (Nos. 21, 23, 32, 34, 43); hence No. 215 has disappeared. The engines were not owned but leased—an 1888 report shows installments were paid on three of them, (numbers not specified, but, in all likelihood, Nos. 21, 32 and 43, since the other two belonged to the Rochester, Hornellsville and Lackawanna).

Locomotives of the Lackawanna & Pittsburgh

Nos. 3' ga.	AC 1883	L&P 1884	1885	1886	1887
1.	X	X	X		
2.	X	X	X		
3.	X	X	X	X	X
4.	X	X	X	X	X
5.	X	X	X	X	X
6.	X	X	X		
7.	X	X	X		
Std. Ga.					
21.					
32.					
43.					
100.	X	X	R		
103.	X	X	R		
201.	X	X	X	R	
202.	X	X	X(?)		
203.	X	X	R		
204.	X	X			
205.	X	X			
206.	X	X			

208. X
 210. X
 211. X R
 212. X R
 215. X X
 308. X(?)
 310. X(?)

No Reports for 1888 and 1889.

The Roster of the standard gauge L. & P. engines follows. The narrow gauge engines are omitted, since there is no evidence of any change from the Allegany Central roster.

Lackawanna & Pittsburgh Standard Gauge Locomotives

No.	Builder	C/N	Date	Type	Cyls.	Cost	Returned	Notes
1	Cooke	1715	8-1886	4-6-0	18x24			A
2	Cooke	1721	6-1886	4-4-0	16x24			B
3				4-4-0				C
4				2-6-0				D
5				2-6-0				E
6	Rome	53	1-30-83	4-4-0	17x24	\$10,500	3-85	D
7	Rome	54	12-6-83	4-4-0	17x24	10,500	6-2-86	E
8	Rome	55	12-20-83	4-6-0	18x24	10,800	6-2-86	E
9	Rome	57	12-27-83	4-6-0	18x24	10,800	3-85	F
10	Rome	82	7-23-84	4-4-0	16x24	8,120	10-15-84	G
11	Rome	83	7-26-84	4-4-0	16x24	8,120	10-15-84	G
12				?			7-84	H
13				?			7-84	H
14	Rome	52	11-8-83	4-6-0	18x24	10,500	2-19-85	J
15	Rome	58	12-12-83	2-6-0		10,850	2-19-85	K
16				?				L
17				2-6-0				L

A. Straight stack. Ren. P.S. & N. first No. 15. Scrapped 5-27-12.
 B. Straight stack. P.S. & N. No. 8. Scrapped 12-31-24.
 C. Diamond stack. Came to L. & P. in 1886. The "private engine" of Frank Sullivan Smith, who obtained it from the Rail Road & Equipment Co. Scrapped in 1899.
 D. Repaired at the Rome Works, March 1885. Disposition unknown. Dia. drivers, 68".
 E. Returned 6-2-1886, and repaired at a cost of \$430 and \$280 respectively; sold to Western New York & Pennsylvania, as Nos. 41 and 42.
 F. Owned by Post, Martin & Co., who advanced money to the L. & P.; took back the engine when they did not pay their debt. It was eventually sold to the Rome, Watertown & Ogdensburg, 3-20-1885.
 G. Rented from Rome Works, 7-23-84 to 10-15-84; returned and sold to Wheeling & Lake Erie, 1-10-85, as No. 29; later ren., 33, 34; 321, 322; 1401, 1402.
 H. In July, 1884, these were returned to Rome for repairs, which cost \$4120 each. When the road was unable to pay the bill, Post, Martin & Co. sold them, on 4-8-1886, to the New York, Rutland & Montreal R. R., for \$10,000. This road failed, so both were sent for trial to the New York, West Shore & Buffalo R. R., but returned on 10-2-1885. On 1-6-1886, No. 208 was delivered to the Lebanon Springs R. R. These engines do not appear on the Rome records as built there. Both scrapped 6-30-1890.

J. Built for Washington, Ohio & Western, 11-8-1883, as their No. 7; returned to builder, ran on L. & P., again returned to builder, and sold to R. W. & O.
K. Built for W. O. & W., 12-12-83, returned to builder, ran on L. & P., again returned to builder and sold to R. W. & O.
L. These were repaired and, on 11-11-1888, sold to the Central of New Brunswick Ry.

Locomotive No. 43 is quite an enigma. It first appeared in the New York State Commissioners' report as 'newly acquired' in 1886. In the *Allegany County Republican* for Oct. 11, 1889, it is noted that No. 43 was being used in construction work. On the back of a photograph, appear the words "at Angelica, 1892." With a magnifying glass it is possible to read lettering on and under the cab; on the latter is stencilled "F. S. Smith, Owner." While above the rear wheel it reads "Rail Road & Equipment Co., Owner. Leased to Frank S. Smith," but the date is illegible. Mr. Lathrop said it was known as "the private engine of Frank Sullivan Smith." It seems obvious that it is an old engine, only suited for such light work as hauling a work train or private car. It has much brasswork.

Many inquiries have been made, with divergent results. The varied opinions are set down here. Member H. S. Walker reports that, on page 120 of the Cooke Locomotive Co. Works Drawing Room specifications Book (1884-1890), it is recorded that, on May 20, 1886, the repair engine "Danbury," formerly of the Danbury & Norwalk R. R. (of Conn.), went to the Lackawanna and Pittsburgh. From the Hinkley records, Member C. B. Burr, of Derby, Conn., found that the "Danbury" was built on Oct. 17, 1851; shop No. 337, 4-4-0, 14x20, 60". John Sherron (Narbeth, Pa.) says it was inside connected. It was rebuilt on Jan. 31, 1867, at a cost of \$3,000. On Oct. 28, 1886, the old engine "Danbury" was sold, and a new engine of the same name purchased from Cooke, the difference in price being \$5,570. The second "Danbury" was D. & N. No. 7, Danforth-Cooke shop No. 1714, built, April 21, 1886. The records do not prove a sale of the first "Danbury" to the Cooke Co. Mr. Sherron states that the "Danbury" was built in 1873, and renamed "Georgetown," and was traded in on the "Emma," in 1880.

In the *Allegany County Republican* for Apr. 9, 1886, it was noted that a Mr. Carr of the Railway Equipment Co., called in at the L. & P. railroad office. The name is so similar to the Rail Road & Equipment Co. one wonders if the editor made a mistake, especially because of the date.

Through member S. R. Wood, opinions were obtained from Mr. Paul Warner and Mr. Walter Lucas. After examining the picture, the latter wrote: "I believe this to be a Danforth engine built about 1872 for the United States Rolling Stock Co. This company leased locomotives and cars and they evidently had the builders apply an oval plate on the smoke box with the shop number in large figures to be easily read when parts were required. Danforth built two engines, shop numbers 828 and 869 in May and June 1872 for the U. S. R. S. Co. Unfortunately, no pictures exist of them. Cyls. 16x24. Engine numbers

are not given in the records of that time. I have not been able to trace the Rail Road & Equipment Co.; it may have succeeded the U. S. R. S. Co.

"The full wheel covers were applied by all of the Paterson builders at one time or another. Grant, in particular, used them. The Erie had a number of 4-4-0 engines built that way by Brooks."

Mr. Warner compared No. 43 with two Danforth engines of the same period, noting that the latter had "the same kind of monkey-tail bell rope arm that is used on No. 43. It is significant that the two Danforth engines shown in the original edition of Forney's Catechism, published about 1872, have the same fantastic rig. That in itself is just about enough to stamp the No. 43 as a Danforth."

Allen O. Geertz wrote (4-4-49): "The locomotive marked 43 is clearly an old P. R. R. Class 'C' (or D-3) but the number on the sand box is not P. R. R. standard, and the locomotive must have had that design on some other road. There were no 4-4-0's of P. R. R. standard in any of the controlled roads, bearing the number 43, in lines East or West. It is probable this locomotive was at one time on the P. & E., in which case it was one of the following: 2022, 2035, 2046, 2047, 2050, 2086, 2093, 2106." (Note: Not everyone agrees with this.)

Charles E. Fisher, President of the Railway and Locomotive Historical Society, advises as follows:

"Although I hold in high esteem the knowledge of the late Mr. Geertz in P. R. R. motive power matters, I must disagree with him as I don't believe the engine was ever a part of their motive power roster. Rather the dome castings, the cab and the monkey-tail bell rope arm, mentioned by Mr. Warner, all indicate a Cooke locomotive built in the seventies. In view of the fact the Cooke records indicate that in 1886 the 'Danbury' of the Danbury & Norwalk R. R., went to the Lackawanna & Pittsburgh, I think we should lean to that possibility. Altho' this locomotive was built in 1851, it was rebuilt in 1867 and was turned in as part payment for the 'Emma' built by Cooke, in 1880. This was not uncommon at the time for if the locomotive was not worth rebuilding it did possess a scrap value. Such rebuilding was not usually entered in the records of the newly constructed locomotives but this rebuilding was sometimes the equivalent of a new locomotive in all details. The fact that the engine was not disposed of for several years is not unusual either. It seems to me that just such a locomotive would be an ideal purchase for the L. & P. in their financial plight, in fact the credit of Frank Sullivan Smith might have been better than that of the road. The Rail Road & Equipment Co., like some other companies of the time, might handle just such equipment. Whatever the details of ownership were, to my mind the locomotive bears certain characteristics that mark it as a Cooke locomotive. She might have been built for another road that got into financial trouble that had to dispose of some of its motive power and came to the equipment company in this fashion or, it could be the old 'Danbury' rebuilt to resemble a Cooke product and to this,

with the fact that such a transaction is mentioned in the records, I'm inclined to feel is the best answer to the problem until something definite turns up."

Pittsburgh, Lackawanna and Northeastern

Articles of association for the Pittsburgh, Lackawanna and Northeastern Railroad Co. were filed on Dec. 17, 1883, with a capital stock set at \$2,500,000. This road was to start from a point on the Lackawanna & Pittsburgh Railroad, at or near Perkinsville, and extend via the most direct and feasible route via Wayland, Cohocton, Naples, Italy, Middlesex, Potter, Gorham, and Seneca to Geneva, with an 8-mile branch starting 1 $\frac{3}{4}$ mi. northeast of Middlesex, and running via Middlesex, and Italy to Naples. The main line was to be 46 miles in length.

The Secretary of the Public Service Commission of the State of New York states that no report was ever filed, nor has he a list of the officers and directors.

On May 7, 1887, the name was changed to the Central New York and Southwestern. This was at the time when attempts were being made to reorganize the bankrupt second Lackawanna and Pittsburgh (see under latter company).

This railroad died hard. In the April 1, 1892 *Allegany County Republican* it was noted that "The sum of \$50,000 which it was necessary to raise in order to insure the building of the Middlesex Valley R. R., from Naples to Geneva, has at last been subscribed. . . . the contract to build the road has been signed, the trains to run by July 1st. Work to begin April 5th." This eventually became the Naples branch of the Lehigh Valley.

In the March 2, 1894, issue it was noted "that preparations are now being made to extend our road from Wayland to Naples this Spring, and then using the new road from there to Stanley, and thence to Geneva."

Lackawanna and Southwestern

There were two railroads bearing the same name, Lackawanna and Southwestern. The first one was formed on May 5, 1889, by a reorganization of the Lackawanna and Pittsburgh, which had been sold under foreclosure on April 27th to a committee of bondholders; the Articles of Association were filed by Frank Sullivan Smith on May 10th. The capital stock was \$28,000,000 distributed in 28,000 shares. The committee transferred its railroad to the new directors on May 29, 1889. The property, acquired by purchase, (deed dated May 7, 1889 according to the Valuation Report, p. 25), from Louis Fitzgerald, John H. Washburne and Marcus W. Robinson (the committee of purchase and reorganization) consisted of all the railroad extending from the village of Olean to the village of Angelica, and from a point on the Genesee Valley Canal R. R. Co. at or near Rockville in the town of Belfast, to a point on the line of The New York, Lackawanna and Western, at or near the village of Perkinsville, with a branch commencing on the line of The

Lackawanna and Pittsburgh R. R. Co., at or near the intersection of said railroad with the boundary line between Allegany and Steuben Counties, and running southeasterly via Hornellsville to a point at or near Canisteo, with all stations, machinery, equipment, etc., constructed or acquired. The approximate mileage was 80.85.

The directors were Thomas H. Bowden, George D. Chapman, John W. Curtis, Robert Duulap, George W. Hall, Edward Mahony, Thomas C. Platt, Henry A. V. Post, Marcus W. Robinson, William Ives Washburn, William S. Wilkens, and Silas H. Witherbee, all of New York City. With the possible exception of Senator Platt, this New York group appears to have been the Chapman interests. According to the Dec. 7, 1888, issue of the *Allegany County Republican* it has been rumored that Platt was to be the president, but no records showing this to be a fact have been uncovered. As he was active on the nearby Addison and Pennsylvania R. R., at this time, and director and receiver on other narrow gauge railroads in the vicinity (see Bull. No. 76, p. 59), local opinion, reflected by the editor of the paper, favored his control of the railroad; it was confidently expected that an extension down into the Pine Creek area of Pennsylvania would be realized—as will be mentioned under the Rochester, Hornellsville and Lackawanna.

The employees of the Lackawanna and Pittsburgh had received no pay for a long period, and were not ready to operate trains on its successor. The local paper again contained an expression of opinion to the effect that George Chapman was now very unpopular and should step out. Eventually it was decided that the Central Construction Co., of which Lucian, son of George, was president, should operate the railroad. On or about Aug. 16th, Lucian appeared in Angelica, and started paying back bills, disbursing \$23,000 in all. There was a long retrospective article in the Aug. 23rd issue of the paper, pointing out the unfortunate effect of the Chapman regime.

On Oct. 2, 1889, The (first) Lackawanna and Southwestern, and The Rochester, Hornellsville and Lackawanna were consolidated, to form the second Lackawanna and Southwestern Railroad Co., owning a narrow gauge railroad from Angelica to Olean, and a standard gauge road from Belfast to Perkinsville and Hornellsville. The new officers and directors, all of New York, except as noted, were as follows: President, Edward Mahony; V. P., George D. Chapman; Sec'y, William I. Washburn; Treasurer, W. Z. Brown; and Thomas H. Bowden, of Montclair, N. J., Frank Sullivan Smith, of Angelica, John W. Curtis, Robert Duulap, George W. Hall, Thomas C. Platt, H. A. V. Post, M. W. Robinson, William D. Wilkins and Silas Witherbee. Mahony was in the Chapman office, as probably were most of the others; it is practically the same group as has appeared before.

The Central Construction Co. operated the Lackawanna and Southwestern from Oct. 1, 1889, to Apr. 1, 1890, when it turned the road over to its owners, the Lackawanna and Southwestern R. R. Co. Without attention the road had been allowed to run down, and considerable effort had to be made to bring the right of way into a suitable condition to run trains. The September timetable showed one train each way daily

between Wayland and Angelica, one Hornellsville Jet. to Hornell, and nothing on the narrow gauge. Among items noted in the paper were these: (1) narrow gauge engine No. 4 has been overhauled; (2) the 'Cannonball' express was reintroduced in early November. During its term of operation, the Central Construction Co. made improvements totaling \$40,737.03, and had a total deficit of \$1,975.93. It employed 131 persons. The American Express Co. paid the railroad \$35 per month for carrying the express. There was no other change in officials and directors.

In the Railroad Commissioners Report covering the Lackawanna & Southwestern, for 1889, the following items were found. The line from Belfast Jet. to Perkinsville is 41 miles of single track, "laid with steel rails, angle bar connections and point switches out of main line." The only trains run over this road, for a number of months prior to the inspection, were those of the R. H. & L. Co., between Hornellsville Jet. and Perkinsville, about 11 miles. "The leased line between Swain and Nunda Jet., and the narrow gauge division between Angelica and Olean are not in operation." Also, "for a few miles east of Angelica, in the valley of Angelica Creek, the freshet of June 1, 1889, did considerable damage to the trestle bridges."

Most of the bridges and trestles need repairs. Abutments are in such condition as to require repairs. Many ties need replacement, and highway signs are down. The depots are in the same condition as reported in 1885 (last inspection).

From April 1, 1890, to June 15th the road was operated by its own organization. Excerpts from a local paper, reveal a most interesting account of the short-lived Lackawanna and Southwestern. According to the issue of Jan. 17, 1890, the narrow gauge line was to be opened the following Wednesday, thus resuming for the first time since the Strike. "The work of re-building the trestle bridge over the river near what is known as Wigwam station, is now about finished; also, the repair of the narrow-gauge roadbed on entire line."

A wreck on Feb. 12, on the narrow gauge shows a six-driven engine on a mixed train was running. "... the southbound train met with an accident that most fortunately was not serious. When going down grade about a mile and a half from Richburg, and in the middle of the Jordan trestle, the six drive wheels of the locomotive left the rails—the small front wheels remaining on; the freight car back remained on; but the passenger coach wheels all left the track and the coach tilted up part way over. . . . If the locomotive had gone a foot farther the entire train would have tumbled down the bank. But as it was, no damage was done. The passengers were transferred to the other train. The men got the engine and car on track by 8 the next morning, and the train arrived in Angelica on regular time Thursday noon. Workmen thoroughly repaired the track . . ."

"The business of the road is increasing, notwithstanding the unusually dull time. The employees are regularly paid, as are all current bills at maturity. Taken altogether, the people along the line of our road are to be congratulated on the present condition it is in."

The speed of the narrow gauge trains was not exactly phenomenal! As noted on April 4, 1890, "As the noon train Tuesday was approaching trestle about 3-4 mile beyond Wigwam, the carpenters there happened to see that the forward trucks of one of the boxcars was off the track, and yelled to the engineer, who stopped the train with locomotive and two freight cars on trestle. In less than five minutes the men had the car back on the track and train going again. Quick job!"

On June 15, 1890, George D. Chapman took possession of the property, and operated it under the title of "George D. Chapman, Receiver of the Lackawanna and Pittsburgh Railroad Company" until October 12th. It was then idle until November 1st, when the eighteen miles of narrow gauge between Bolivar and Olean was operated under the title of "M. S. Blair, Agent, The Lackawanna and Pittsburgh Railroad Company," resulting in a surplus of \$769.13 up to June 30th. Two locomotives and fifty-six cars were used. Operation under this title ended on July 18, 1892, and until September it was operated under the title of "M. S. Blair, Receiver, Lackawanna and Southwestern Railroad Company." There was no report to the state in 1891, but the next year a deficit of \$280.72 was reported, with a note that George D. Chapman was now the receiver and Mitchell S. Blair was agent for the receiver; the bankruptcy habit seems to have been resumed!

Apropos of these many title changes the editor of the *Allegheny County Republican*, in the June 27, 1890 issues, observes "The Friendship & Bolivar R. R., Allegheny Central, Lackawanna & Western, Rochester, Hornellsville & L., Lackawanna & Southwestern, and flip-flop, now again L. & P. R. R.—sometimes up and sometimes down—continues to jog along just the same . . ."

August 8, 1890. "After long rest and much negotiation, that part of road between Nunda and Swains is now to be repaired and operated by the W. N. Y. & P., who have also made a traffic contract to run trains over that part of our road between Swains and Hornellsville, and it is the intention of said company, as soon as the said stub link is repaired, to thereafter run trains regularly, direct between Hornellsville and Rochester."

October 17, 1890. "As has for some time been expected, all trains on our road have again stopped, the last one Sunday evening. But a freight train went over the standard gauge today (Fri.) clearing up, and some shipment of apples, etc. will thus be forwarded. . . ."

Oct. 24, 1890. "Regular daily through train service will not be resumed on our railroad before next Spring, probably as things now look—by which time it is safe to predict, this road will be sold, and owned by men who will extend it into Pennsylvania, broad-gauge the narrow-gauge division, and thus make it a paying road. There is no doubt whatever as to this."

"The truth is, this road could never be any good to anybody so long as George D. Chapman has anything to do with it. The sale of this road two months ago was no sale at all—and Mahoney continued as Chapman's figure-head; same old business."

"And the truth is, under the circumstances it is a good thing that matters have come to a head and the trains stopped—to the end that Chapman shall disappear henceforth and forever from it. . . . As recently announced, Mr. M. S. Blair, who has from the beginning been the Auditor of our road, was appointed Receiver of the link from Hornellsville up to junction with our road and known as the R. E. & L. Chapman planned to hold his grip on that link by having his son Lucien so appointed, or Lucien's father-in-law, Mr. Foord, of New York—which would have kept said link in family. But the plan failed, the Court appointing Mr. Blair Receiver instead. This was a very significant thing as indicating future developments.

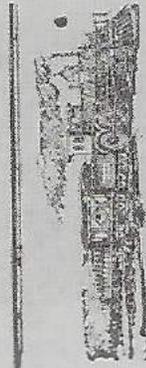
"But both ends of the road will be operated, that is to say, from Hornellsville to Wayland and back, and Chas. Hammond will be station agent there. Also the narrow gauge between Bolivar and Olean.

"And General Manager Blair will run a train once or twice a week the entire length of the broad gauge line, to pick up any accumulated freight, . . .

"Supt. Badger came to this road on the 1st of Aug. '86. He has proved to be the best all-round official the road ever had in that capacity. He is considering propositions made to him elsewhere, one of which he will probably accept at \$2,500 a year and cottage free. He is a very superior railroad man.

"Mr. Henry S. Hastings, who for 5 years has been the auditor's chief assistant, on Wednesday went to Bradford, Pa., to fill a position at \$1,200 a year in office of the Allegheny & Kinzua R. R. Co. He is a superior railroad book-keeper, and Mr. Blair speaks very highly of him in all respects. . . . Engineer Cooper will run the engine on the narrow gauge end."

May 15, 1891, reported the death of former Supt. Badger. Wm. H. Badger was born in New Milford, Pa., in 1841, and at 19 was a fireman and then railroad engineer. He served in the army during the Civil War. In 1874 he returned to the railroad as an engineer on the Lackawanna, later becoming conductor; he took the first through train out of Buffalo in 1882. In the summer of 1886 the affairs of the L. & P. were in such bad shape, Supt. Halstead of the D. L. & W. was asked to send a capable man to take the position of general superintendent; Badger was recommended. He remained until the road shut down on Oct. 12, 1890. The Goodyears of Buffalo (see Bull. No. 49) at once secured him to take charge of their extensive lumbering interests in Potter Cty., Pa. The spring of 1891 was very warm and dry, and there were many forest fires; one was raging on the Goodyear property, along the then Sinnemahoning Valley R. R. Badger got a work train and 70 men and set out to fight the fire; a short distance from Austin the hemlocks were burning so fiercely the train had to stop—when it tried to return it found the fire behind it. The men lay down on the cars and tried to run through the fire, but the intense heat had spread the rails and the train was ditched. The men jumped into a nearby brook of hot water and were badly burned, but Mr. Badger somehow missed it and was later found, badly charred, on the ground between what had been two piles



THE
Lackawanna & So'west'm
PRESIDENT.....E. MAHONEY.
Vice President.....Geo. D. Chapman.
Auditor and Ass't Pres.....M. S. Blair.
GENERAL OFFICES—ANGELICA, N. Y.

—OPERATED BY—
The Central Construction Company.
LUCIAN T. CLARKMAN, Pres't.
GENERAL OFFICES—ANGELICA, N. Y.

CONDENSED TIME TABLE.
Took Effect Monday, Nov. 4, 1889.
[OFFICIAL.]

STANDARD GAUGE DIVISION.			
PM	AM	Leave	Arrive
8:15	8:15	Wayland	7:00
8:45	8:45	Wayland	7:30
9:15	9:15	Wayland	8:00
9:45	9:45	Wayland	8:30
10:15	10:15	Wayland	9:00
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6:15	6:15	Wayland	5:00
6:45	6:45	Wayland	5:30
7:15	7:15	Wayland	6:00
7:45	7		

of logs. There were four casualties. Another report said there were two trains, both backing in, and that Badger was on the first. The second train, first to return, got over a trestle all right, but it gave way under the first's engine; Badger then went ahead to try and get the first train to come back for the men.

June 18, 1891. "Every attorney of the town was in Friendship on Monday, to file claims put in their hands against the L. & P. R. R. under the Chapman receivership. McNorton's law office was filled to overflow with attorneys and clients . . . The total sum of claims presented was about \$28,000 . . . it will take a couple of months to settle the legal points . . . and the road will not be advertised for sale till the entire indebtedness is legally settled . . . it is supposed that Chapman will swell his charges as Receiver to the utmost limit, and that is liable to be a good many thousand dollars. He is under the law entitled to a certain percent of the total receipts of the road, as pay for its care as a receiver. And he has claimed that he never took up a dollar of such salary but on the contrary, during the years he operated the road as receiver he repeatedly drew on his own money to help out the monthly payrolls for employees. This is his side of the story, and we should not be surprised at all if Geo. D. Chapman should so figure out his personal claims against this road amounting to more than \$100,000, and perhaps half as much more . . . it is the general opinion that Chapman is not entitled to a dollar more from this road: That he alone is personally responsible for the wretched pass to which it has been brought; that the road was brought to the verge of ruin by his mismanagement and extravagance. . . . George D. Chapman, it is universally, unanimously and anxiously hoped will now be got rid of, utterly and forever . . ."

"If our railroad had from the start been run on such sound business principles as it has been operated on its two end sections by Mr. Mitchell M. Blair, Auditor, and latterly Gen'l. Manager since the last Chapman collapse, the road would today be a valuable property with prosperous business . . ."

Aug. 14, 1891. "At last the new link of railroad at Swains is finished, and on Thursday, Aug. 27th, trains will open traffic over it between Rochester and Hornellsville." And on Aug. 28th, "At last, after years of weary waiting, on Monday morning of this week, at 6 o'clock and 28 minutes, the first regular passenger train over the new line between Hornellsville and the City of Rochester arrived in Nunda village—the forerunner of trains that nevermore shall cease."

May 20, 1892. "Chapman bounced. The referee announces his decision. And paralyzes Geo. D. Chapman. Throwing out over \$1,000,000 of his accounts. Total claims allowed, \$125,000. Now for a Sale and Reorganization and Reopening of our Road. We have the most gratifying intelligence to announce that Referee James M. Townsend, of New York, has at last rendered his decision . . . this action resulted in a general accounting of all the unsettled affairs of the road. And it appears that Chapman et al. brought forward a great mass of charges against the company aggregating some million and a half dollars . . . the Referee's decision . . . declares that the Chapman claims were and

are illegal if not fraudulent, and they were thrown out . . . all but about \$125,000 . . . the sale of this road about to be ordered by the Court . . . the road will be bought by capitalists. This man Geo. D. Chapman never put even so much as one solitary dollar of his own money into the road . . . and yet, by adroit methods in which he is brilliant . . . it may be said a phenomenal expert—he has been able to do for years what he has done in connection with this road. In the year 1889 our Railroad Company issued bonds to sum of \$800,000. for the following specified objects, namely: \$250,000 to be used in the purchase of the R. H. & L. ten mile stub—a rather fancy price we should say; \$250,000 to pay Receiver's debts; and \$300,000 for 'betterments' and proposed extension. 'Now, as a matter of actual fact, what did Geo. D. Chapman, acting as Receiver do with the cash he raised on this big wad of printed bonds . . .? It is easier to state what . . . did not do: He did not buy the R. H. & L. He did not build any extension. He did not make any betterments (but instead worsements). He did not pay the Receiver's debts—except \$33,000 back pay due employees here; \$12,000 due employees in Hornellsville; and \$8,000 due the Angelica Machine Shop Co.; being a total of about \$53,000—which sum it was compulsory to pay before the road could be reopened . . . the Receiver paid perhaps \$150,000 before the workmen again stopped. What did Chapman do with the balance of that big wad?"

A 3-column review of the entire bankruptcy is given in the May 27th issue.

July 29, 1892. The legal name of this road is now Lackawanna and Southwestern. Mitchell S. Blair is appointed receiver, to operate it in whole or in part, until the road is sold.

The Lackawanna and Southwestern disappeared in 1892, being sold under foreclosure, on September 24th, to John Byrne.

The first appearance of John Byrne was mentioned in the August 25, 1892 issue of the *Allegany County Republican*. He was described as a New York attorney, and, with a Mr. Stapler and M. S. Blair, inspected the line; they were well-satisfied.

September 30, 1892. "Victory! Our Railroad at last in the Hands of its Friends. Thanks to Frank S. Smith. Who saved the road from being abandoned. Geo. Dennis Chapman paralyzed. The last tentacle of the octopus cut off. "The Central New York and Western." In spite of a last minute injunction by Chapman et al, the road was sold to the highest bidder, being Frank S. Smith, acting for Major John Byrne of New York, and four others. The sale of the Hornellsville link was postponed to October 18th." October 14th: "the five purchasers bought at a prior private sale all judgments against the road for \$151,000." October 21st; "The R. H. & L. was bought by its friends for \$27,500, said friends being Mr. Adsit and the Harlan & Hollingsworth Car Co. of Wilmington, Del., J. Taylor Gause, president."

The referee's deed to John Byrne was dated October 18, 1892. By a deed dated November 18, John Byrne conveyed that portion formerly comprising The Lackawanna and Pittsburgh R. R. Co. to The Central New York and Western R. R. Co., the latter being a reorganized com-

pany consisting of the Committee of Purchase and others. The portion of the consolidated company formerly comprising the Rochester, Hornellsville and Lackawanna was sold to individuals; namely, John Byrne and Frank Sullivan Smith.

It has been relatively easy to deduce the numbers of the standard gauge locomotives on the Lackawanna and Southwestern, but the 3-footers are somewhat doubtful. According to the Poor's Manuals, the total number of engines was 9, of which four were narrow gauge. From the state inspector's reports, four of the nine had six drivers and five had four drivers.

From the Shawmut roster it is known that standard gauge engines Nos. 21, 23, 32, and 34, which were new in 1886, lasted until well into the twentieth century. In the local papers of contemporary date, notes about No. 43 (std.) and Nos. 4 and 7 (n. g.) appeared. The four engines with six drivers are Nos. 7, 21, 23 and one other narrow gauge; this would have to be No. 5 or 6,—the former certainly, since it appeared on the Shawmut in 1901. An unsettled question is that no matter which one is included here, where was the other in the meantime? The five engines having four drivers were Nos. 32 and 34, and No. 4 and one other narrow gauge; only No. 1 and No. 2 had four drivers—but nothing has been heard of these since the Lackawanna and Pittsburgh bankruptcy in 1885. Could there have been an error in recording the respective numbers and the totals been interchanged? If so, there would have been five having six drivers (readily accounted for, by Nos. 5, 6, 7 (3-ft.) and 21, 23 (std.), and four with four drivers, Nos. 4 (3 ft.), 32, 34, 43 (std.) This seems to agree best with the facts; it certainly merits serious consideration. The roster has been drawn up taking this into account; details on No. 4, 7, and 43 being so uncertain, are omitted.

During the operation of the R. H. & L. (9-8-1890 to 9-92) two four-driven engines were used; these were probably Nos. 32 and 34. The operating of the narrow gauge as L. & P. (11-1-1890 to 7-18-92) also employed two four-driven engines, Nos. 4 and one other; there is nothing to indicate whether the latter was No. 1 or 2, these being the only engines with four drivers.

Locomotives of the Lackawanna & Southwestern

No.	Builder	C/N	Date	Type	Cyls.	DD	Note	PS&N No.	Scrapped
4	Baldwin			4-4-0			A		
5	Baldwin	5975	1881	2-6-0	14x20	45	A	5	
6	Baldwin	5979	1881	2-6-0	14x20	37	A		
7	Brooks			2-6-0					
21	Cooke	1715	1886	4-6-0	18x24	52½	A	15	5-27-12
23	Cooke	1727	1886	4-6-0	18x24	52½		14	5-1-16
32	Cooke	1721	1886	4-4-0	16x24	63		8	12-31-24
34	Cooke	1726	1886	4-4-0	16x24	63		9	12-31-28
43				4-4-0			B		

Nos. 4-7 were narrow gauge, 3 ft. others were standard gauge.

Note A. See under Allegany Central.

Note B. The "private engine" of Frank Sullivan Smith. Scrapped 1899.

Rochester, Hornellsville and Lackawanna

One of the objectives included in the charter of the first Allegany Central R. R. Co. was to build a connecting link to Hornellsville from their main line between Belfast and Wayland. Since they and their successors were harassed by so many difficulties, including a lack of money, this construction was never realized. On June 9, 1886, the Rochester, Hornellsville and Lackawanna Railroad Co. was chartered under the laws of the State of New York, with a capital stock of \$300,000, to build a standard gauge road from Canisteo (just south of Hornellsville in Steuben County) to a point on the Lackawanna and Pittsburgh (in the town of Burns, in Allegany County) approximately 17 miles. In the *Allegany County Republican* for April 11, 1886, it was stated that \$60,000 was raised in Hornellsville for this purpose, and, on July 23rd, that the contract for building was taken by the Blake Bros.

There was considerable opposition by the Erie to any new railroad construction in the area; this delayed the actual building for some time. Litigation was protracted, but the Erie lost out. On one occasion they were fined \$250, for contempt of court in ignoring injunction papers and tearing up rails laid by the R. H. & L. in Hornellsville; they appealed the decision and again lost.

The construction actually began on Nov. 11, 1887. It was only 10.13 miles long and all easy going except for one 60-ft. trestle, 80 ft. high, near Hornellsville. The cost of the road and equipment was given as \$89,903.25. In the *Allegany County Republican* of Jan. 20, 1888, it was stated that last rail had been laid last week, and that the Rochester, Hornellsville & Lackawanna would be opened next Wednesday, Jan. 25th. In the issue of the 27th it was stated that the new line was to be pushed farther southward, into the Pine Creek region of Pennsylvania. The first regular train was run on Feb. 17th, with Ed Mead, conductor, and Lew Ketchum, engineer. The only officials so far located were Charles Adsit, the cashier of the First National Bank of Hornellsville, president, I. W. Near of the same town, secretary, and M. S. Blair as auditor.

From the report of the state inspectors in 1889, the R. H. & L. is "a newly constructed road between Hornellsville and Hornellsville Jet, on the Lackawanna and Southwestern Railroad. It is a single track line about ten miles in length, laid with steel rails, angle bar fastenings and point switches. The roadbed is not very thoroughly ballasted and the superstructure is in ordinary line and surface. The roadway is well enclosed with wire fences having a top board. There are a number of waterways, and one sixty-foot span through pin Pratt bridge, all on good masonry abutments, also one eight-bay pile bridge of strong construction. All openings have a good floor system. Arkport, Burns, Hornellsville Jet, have good frame depots, suitable for local traffic. At Hornellsville is a very good frame passenger depot with covered platform. If properly lined and surfaced this road would be in excellent condition."

On Sept. 14, 1888, all trains stopped running, and the two engines were taken to Hornellsville. By virtue of an arrangement between Charles Adsit and Geo. D. Chapman, receiver of the Lackawanna and

Pittsburgh, also between Adsit and the owners of the R. H. & L., he, as trustee, assumed control of the latter company, and of as much of the road of the former company as lay between Hornellsville Jet and Wayland, and operated the same as a continuous line under the title "The Rochester, Hornellsville and Lackawanna Railroad, Charles Adsit, Trustee." Such operation was commenced on Sept. 25, 1888, and terminated on Oct. 4, 1889,* when the trust was surrendered. It should be noted that the R. H. & L., by itself, amounted to nothing—it was just a branch.

There was no report for 1888, but for 1889 there was a surplus of \$302.11. It carried 19,011 passengers, and 22,136 tons of freight, the mileage of each being 13,650 and 15,730, respectively. Thirty-four persons were employed, receiving \$14,725.48 for their services. Taxes were only \$65.40!

On Oct. 2, 1889, this road and the first Lackawanna and Southwestern were consolidated to form the second Lackawanna and Southwestern Railroad Co. On Sept. 8, 1890, Mitchell S. Blair was appointed receiver of the L. & S. W. He leased from the Lackawanna and Pittsburgh the segment between Hornellsville Jet and Wayland, and operated the whole (20.78 miles) under the name "M. S. Blair, Receiver, The Rochester, Hornellsville and Lackawanna Railroad Company." He had two 4-4-0 engines, probably Nos. 32 and 34, three second-class passenger cars, one baggage, twenty box, twenty coal, and fifty flat cars. Apparently the new road was no more successful than its predecessors, for, on Sept. 24, 1892, it (the L. & S. W.) was sold under foreclosure to John Byrne and J. Taylor Gouse of New York City, and Charles Adsit, of Hornellsville; the latter two held the portion formerly R. H. & L. as tenants in common. The sales price was \$60,000. Mr. Adsit, being in possession of the R. H. & L., road sold his undivided interest to John Byrne, of New York City, and Frank Sullivan Smith, of Angelica, and surrendered the property to them. Since the road was so short and so situated that it could not profitably be operated by itself, the new owners, Smith and Byrne, executed a lease "for term at will" to the Central New York and Western Railroad Co. (of which they were officials!), whose charter authorized it to operate the said railroad; this was done "as owned" in 1894 and "under contract" in 1895. The statement in Poor's Manual that the C. N. Y. & W. succeeded by purchase under foreclosure to the properties of the L. & P., L. & S. W., and R. H. & L. is certainly incorrect as far as the latter road company is concerned. The report given to the Railroad Commissioners states that it was leased. It was also leased from John Byrne and Frank Sullivan Smith by the succeeding Pittsburgh, Shawmut and Northern.

In the official Shawmut list of predecessor companies it is noted that the L. & S. W. was divided, Byrne taking the portion formerly

* In the valuation report, p. 24, the dates are Sept. 30th and Oct. 2nd.

† In September, 1891, trains ran between Rochester and Hornellsville over the W. N. Y. & P., R. N. Y. & P., and R. H. & L., although the L. & P. was not in operation.

Lackawanna and Pittsburgh, while both Smith and Byrne got the R. H. & L. Smith bought Byrne's share from his estate in 1914, thus becoming sole owner; on his decease it came to his widow, who willed it to the American Red Cross, into whose possession it came in 1934. They rented it to the Shawmut for \$3,000 annually. With the abandonment of the Shawmut in 1947 the R. H. & L. was also abandoned. The facilities at Hornell that serviced certain industries were taken over by the Erie, which paid \$32,000 for them. In a news clipping it was stated that about half the incoming and outgoing freight of Hornell was carried over this line.

Our member, Fred C. Hill, recalls seeing a plate on the tender of P. S. & N. No. 9 (ex-RH&L No. 34) reading "Major Byrne Estate," and an old (1912) boiler inspection report on engine No. 11 was located, on which it was written "owned by Frank Sullivan Smith and the Byrne Estate." No. 11, however, was former Central New York and Western No. 5. The only two engines lettered R. H. & L. were No. 23, a 4-6-0, and No. 34, a 4-4-0. A picture of the "Cannonball," shows No. 34 on the head end. Apparently the engines were used interchangeably with the Lackawanna and Pittsburgh, and Mr. Smith's engine No. 43.

The Interior Construction and Improvement Co.

This company was incorporated under the laws of the State of New Jersey, on July 6, 1889, as a construction company, with an office in the Orange National Bank Building, Orange, N. J. The officers and directors were:—President, Frank P. Byrne, of Detroit; Vice-Pres., George S. Bixby, of New York; Sec'y, Lewis F. Wilson, of Elizabeth, N. J.; Treas. (?), Frederick W. Frost, of New York, and Frederick H. Ridgeway, of New York.

It should be noted that this group of men were highly interested in the Central New York and Western, and in the Pittsburgh, Shawmut and Northern, all except Bixby holding similar positions on these roads. This company was authorized to do business in New York on April 1, 1899; a "certificate of withdrawal" was filed on Nov. 14, 1904.

It is known* that the Interior Construction & Improvement Co. built the Allegany & Kinzua R. R., and arranged the consolidation of the various small roads into the Shawmut; the account of this agreement was given in Bulletin No. 64, page 35.

The charter of the company was forfeited for non-payment of state taxes on Jan. 4, 1910.

Frank P. Byrne, next younger brother of John, was born at Clarysville, Allegany County, Maryland, March 18, 1847. Following discharge from the Union Army, at the close of the Civil War, he worked in his father's coal mines in Maryland, then joined his brother Major John Byrne in Cincinnati, with whom he was associated in the building of the Chesapeake & Ohio Railroad from Cincinnati to Huntington.

At head of the Interior Construction and Improvement Company, which he organized in 1889, Mr. Byrne was in charge of the develop-

* Included in the obituary of Henry S. Hastings.

ment of the Shawmut Coal Company and the building of the Pittsburgh, Shawmut & Northern Railroad.

He was a director of several banks and businesses, and a strong club man. He died on June 11, 1926.

(This information was supplied by Mrs. Elleine H. Stones, Chief, Burton Historical Collection, Detroit Public Library).

Clarion River

The Clarion River Railway Co. was chartered under the laws of Pennsylvania on Dec. 17, 1889, to build a standard gauge railroad from Halliton to Carman station on the Buffalo, Rochester & Pittsburgh, and to the Ridgway and Clearfield R. R., a distance of 12 miles. (The R. & C. R. R. (now PRR) extended from Ridgway to Falls Creek. Croyland was the junction point). Under the charter the capital stock was set at \$120,000, but when it first appears in Poor's Manual of Railroads in 1892, this is listed as \$50,400. In 1916-1920, the Shawmut carried this at a book value of \$180,000.

The officers and directors were as follows: President, W. H. Hyde, of Ridgway; V. P., J. K. Gardner; Sec-Treas., J. K. P. Hall, both of Ridgway; General Manager & Solicitor, H. A. Hall, of St. Marys, and Andrew Kaul, of St. Marys, Wilson Kistler, of Lock Haven, and W. H. Osterhaut, of Ridgway.

The superintendent was B. E. Wellendorf, of Ridgway. Later on, David H. Jack Bradford became a director. J. K. P. Hall was a very prominent resident of St. Marys. Besides his business interests, he was connected with many railroads. He was president of the New York, Lake Erie and Western Coal & Coke Co., Brockwayville & Daguasahonda, Daguasahonda & Elk, Brockport and Shawmut, and Kersey Railroad Co.; vice-president and secretary of the Buffalo, St. Marys and Southwestern; and secretary of the St. Marys and Southwestern.

Like the St. Marys and Southwestern, the Clarion River Railway began as a lumber road, operated at first by the Hall, Gardner Lumber Co.; the latter developed into the large Hall and Kaul Co. of St. Marys. The railroad was built along the banks of the Clarion River, which here flows in a general westerly direction. At Carman it crossed over the tracks of the Buffalo, Rochester & Pittsburgh, the mouth of Toby Creek, and the tracks of the Pennsylvania Railroad on a long (400 ft.) wooden trestle, turning south and coming down to a grade connection with the P. R. R., at Croyland. A spur track, 400-500 yards long, ran down to connect with the B. R. & P., at Carman. The two stations were about a mile apart. The trestle was dismantled about 1938-1940. There was a five-span wooden bridge over the Clarion River between Arroyo and Portland Mills; this was replaced by a steel structure in 1913. The latter was scrapped, along with the Shawmut lines in 1948; at this time the ties were oak. In addition, there were three other bridges and fourteen trestles, having a total length of 1200 ft.

The road was opened toward the end of 1891. Five miles between Arroyo and Halliton were put into operation this first year, and construction was completed the following year. First year statistics follow:

cost of road, \$46,572.90. Cost of equipment (there was one engine, one passenger, and ten freight cars), \$4,205.25. Passenger receipts, \$378.46; freight receipts, \$1,515.40. The cost of the completed road was \$137,011.69, and of equipment (one additional locomotive and one passenger car) \$15,853.54. It seems as though "equipment" must include something besides rolling stock! Salaries amounted to \$10,571.18. By 1897, two freight cars had disappeared, and there were 26 employees. In 1894, C. W. Stewart was appointed Auditor, and, in 1895-6, Andrew Kane, of St. Marys, was elected a director.

The Clarion River appears to have always been a moneymaker, so was solvent and never in bankruptcy, even when under control of the Pittsburg, Shawmut, and Northern.* The figures for 1894 are representative. During this period, the road carried 53,847 passengers for which they were paid \$2,996.20. They transported 60,463 tons of freight, for which they received \$23,282.28. Their total income was \$26,278.48.

In 1898-9 there were new officers. This change represented the entry of the Shawmut, for the Clarion River was leased when the Pittsburg, Shawmut, and Northern was organized on August 2, 1899. It had been intended to include the Clarion River Ry. in the consolidation that formed the Shawmut, but by a mistake the Mill Creek Valley R. R. was included instead.

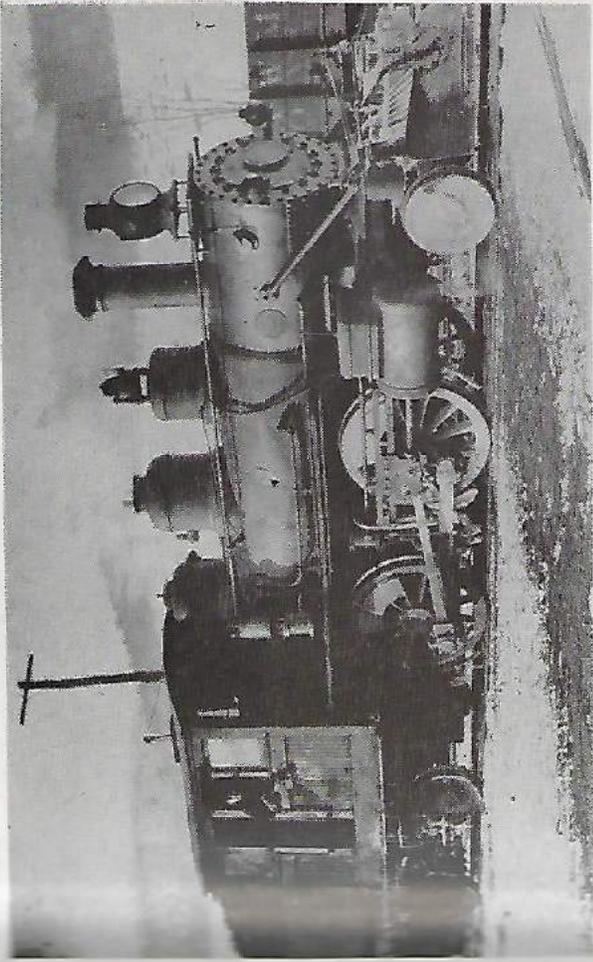
The stations on the Clarion River, taken from a 1906 timetable, were:

0.0	Croyland
1.0	Carman
2.3	Portland Mills
3.3	Bear Creek f
5.8	Bridge f
7.0	Arroyo
9.8	Irwintown f
12.0	Hallton

There were three trains each way daily, and one each way the last thing at night and first in the morning between Croyland and Portland Mills. In 1902 there was an additional train each way between Croyland and Portland Mills.

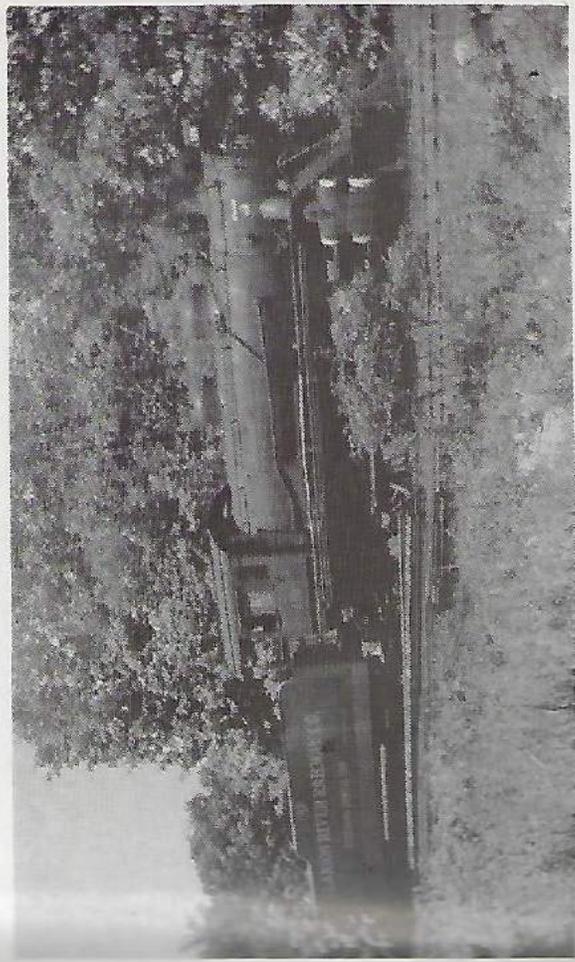
The longest of the four bridges on the Clarion River Ry., the one at Carman, that carried the track over the Buffalo, Rochester & Pittsburg, the Pennsylvania, and Toby Creek, was burned about the first of May, 1903. Portions of a letter from the Shawmut General Freight Agent to Frank Sullivan Smith discuss the temporary connections in use and advance the arguments for rebuilding. Mr. Nugent was able to salvage considerable correspondence on the subject, and has supplied me with extracts from the letter, and other useful details. Letter to Smith. The wooden bridge connecting our Clarion River Division with the P. R. R. and Erie R. R. at Croyland was destroyed by fire about May 1st, 1903, thereby breaking our connection with those roads at that

* See comments of Mr. Golden.



Clarion River #2. Baldwin, 1892.

Courtesy Fred C. Hill



Clarion River No. 119. Baldwin, 1891.

point. Since that date, traffic going to and coming from our Clarion River Division via P. R. R. or Erie R. R. has been handled by the B. R. & P. Ry. from Carman to Carman Interchange, a distance of about two miles, where the B. R. & P. Ry. makes connection with the Penna. and Erie Roads. At first we moved the traffic with our own power over the B. R. & P. to the P. R. R. and Erie R. R. from our Clarion River Division, on a detour charge, this being a temporary arrangement. Reconstruction of the bridge was delayed and the B. R. & P. Company, believing that we did not intend to rebuild the bridge, notified us that they would not permit our arrangement to continue, advising that they would handle our traffic on their own trains on basis of 15 cents per ton, minimum of 15 tons per carload, Carman to Carman Interchange. This latter arrangement is still in effect, and the expense to our company for having the traffic handled in this manner, May 1st, 1903 to February 1, 1905 is \$7850.00 . . .

"From information which I have gathered personally, the life of the business on the Clarion River Division will certainly justify the building of the bridge with the least possible delay. In the first place we shall have at least five years of prosperous business on that division which is not likely to show any decrease from the year 1904, which amounts to \$63,109.25, which is the revenue on 117,000 tons per year . . . And in addition to this a conservative estimate of business from the Tionesta Valley Ry. at Hallton, is 400 carloads per year on which our revenue would be \$1,500.00 per year for a period of at least five years. . . 1904, to the Erie R. R. and Penna. R. R. 78,218 tons and to the B. R. & P. 49,595 tons."

At this time the B. R. & P. was laying second track, and claimed that one of the Clarion River bridge abutments was actually on the B. R. & P. right of way; there was considerable correspondence on this point. The B. R. & P. claimed a 100-ft. width, while the Shawmut said it was only 60 ft.

The new bridge was to be composed of three spans, over (1) the P. R. R., (2) Toby Creek, (3) the B. R. & P., plus a lot of trestle work. The span over the P. R. R., 70 ft. long, was the old Shawmut bridge that had formerly crossed the Erie at Swains. The span over the B. R. & P., 130 ft. long, was purchased from this road for 2 cents per pound, delivered to Carman; it was former B. R. & P. bridge No. 134 which had been removed from a few feet south of the Main St. crossing in Bradford. Another second-hand bridge, either B. R. & P. (unidentified) or D. L. & W. (at Waverly), 96 ft. long, spanned Toby Creek. There were 340 ft. of trestle, and 40 ft. of abutments, making an end-to-end total of 576 ft. The entire replacement was completed toward the end of 1905.

On the Pittsburgh, Shawmut and Northern map for 1902, the Clarion River is joined to the Shawmut by a broken line, indicating a contemplated connection; the isolated segment would, thus, become a branch of the main line. The nearest Shawmut point was at Drummond, which was reached over the leased line of the Erie (the Shawmut owned the line between Drummond and Horton City), but on account of the nature of the terrain the junction was to be made near Dagus or Centerville.

At one time only seven miles of track would have been needed to connect the Clarion River and the Shawmut. There was an old road out of Shawmut that belonged to a lumber company that was at one time owned by the Shawmut, and the right of way was cleared for some distance east of Carman . . . the seven miles would have consisted of two high bridges, two miles of steep upgrade, and then five miles of steep downgrade to Carman.

On July 21, 1926, the Shawmut sold the Clarion River Railway Co. to the Tionesta Valley Railway Company, a logging road with which it connected at Hallton. In January, 1927, the Interstate Commerce Commission authorized a lease to the Tionesta Valley for five years, and thereafter until terminated by a six months' notice by either party, at a rental sufficient to cover taxes, assessments, and capital charges, with an additional cash payment of \$10,000 each year. The rental was not to exceed 6% on \$40,000, the amount paid by the owners of the T. V., (the U. S. Leather Co., later, Central Leather Co., and Central Pennsylvania Lumber Co.) to acquire the stock; it owned \$119,100 out of the \$120,000. On February 8, 1927, a modifying lease was drawn up, reducing the cash payment to \$2,400 per year.

The officers and directors follow: President, P. M. Newman, of Williamsport; V. P., W. C. Mitchell, of New York; Sec'y & Auditor, W. H. Hough; Treas., W. C. Ziegler, both of Williamsport; Z. T. Jones, of Ridgway, J. P. Newman and L. C. Warren, both of Williamsport.

The net income for the year, ending December 31, 1926, was \$982. The Clarion River was a standard gauge road, while the Tionesta Valley had a gauge of 3 ft., between Sheffield and Parrish, and was standard from the latter point to Hallton. A third rail was laid between these two points about 1913. In order to obtain motive power (the Clarion River owned but one combination car and one service car, using freight cars obtained from the B. R. & P. at Carman on a per diem basis) the Tionesta Valley rebuilt their Heister engine No. 19 (which had been purchased new in 1916), using a set of standard gauge trucks; these were built and installed at a cost of over \$7,000. They did not paint out the initials or change the number. In 1935 they used their No. 17 (se. 1941) transferring the standard gauge trucks to it from No. 19.

A timetable in the 1934 *Railway Guide* shows two trains each way, daily except Sunday. According to the 1942 *Guide*, the road was operated between Carman and Hallton for freight, express and mail only.

About 1935, the Central Pennsylvania Lumber Co. finished their operations in the area, and the Tionesta Valley obtained permission to abandon the Clarion River and their own track between Hallton and Sheffield (connection with the B. & O.) former 3-ft. gauge line, (Kane to Butler). Meanwhile the Clawson Chemical Co. had gone to considerable expense to build a wood distillation plant at Hallton, shipping 50-60 cars per month; in order to have an outlet they were forced to take over the railroads buying them in at scrap value. The plant was on the T. V. tracks, but a third rail had been laid so standard gauge cars could be moved in. The lease of the C. R. to the T. V. was cancelled on

June 1, 1938. The office of the road was moved to Ridgway; there were but seven stockholders.

Final ownership of the C. R. rested in the Susquehanna Chemical Co., who bought out the Clawson Co. in 1946. The Susquehanna Chemical Co. also owned the Tionesta Valley, the second York Valley (see Bulletin #9, p. 85), and the Susquehanna and New York Railroad Companies. At this time the officers were: Pres., P. C. Crowen, of New York; V. P., S. P. Kelly, of New York, (both held the same offices on the Valley R. R.). Sec.-Treas., N. G. Sixt, of Bradford.

The C. R. was abandoned in 1948.

In its early days the Clarion River had two locomotives, presumably numbered 1 and 2. No record of No. 1 has been located, but No. 2 was a Baldwin; it was very popular with the employees, and was known as the "Two-Spot." It was used all over the system after the consolidation, being replaced on such occasions by some other engine, sent down from Mt. Marys. Frank Sullivan Smith frequently called upon it to take his private car No. 99, while it was used on C. L. Lathrop's telegraph work trains on Sundays. It was never lettered in the P. S. & N. series, because the Clarion River Ry. was solvent, and never in receivership. This engine was brought north* during the construction of the standard gauge link between Bolivar and Angelica in 1902-3. It hauled the first train over the completed line. The *Bolivar Breeze* for November 26, 1903 made these comments: "The first train over the Shawmut Line from Hornellsville to Olean was run last Thursday, November 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 arriving 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."

The *Allegheny County Advocate* for December 8, 1903, records these details of the construction: "Clarion River engine No. 2 has been assigned to duty in the construction work on the Wayland and of the Shawmut. This week they are widening the big cut just the other side of Stony Brook Glen. Work has been in progress for several weeks making the connection between the Shawmut and Erie at Hornellsville and is now practically completed. Two very long sidings have been laid in the old Lehigh yard."

Engine No. 119 was a white elephant; it was too heavy for the rails, and, when run backwards it jumped the track. Since there was neither a turntable nor a wye on the Clarion River, it was necessary to run backwards one way.

* Since there was no physical connection between the C. R. and the P. S. & N., this necessitated a circuitous route, probably via the Pennsylvania RR.

The first No. 55 was a "doodle bug" made by the T. V. forces; it was used to take school children, mail and express. The second No. 55 was a rail motor car capable of hauling three freight cars. It was built by the Brookville Locomotive Works, in 1940, as a Rail School-bus, powered by a Ford engine.

Clarion River Roster

No.	Builder	C/N	Date	Type	Cyls.	DD	Notes
1	Baldwin	12974	1892	2-4-4T	16x24	56	No data
2	Heisler		1916	0-4-4			A
17	Heister			0-4-4			B, D, E, F
19							E, G
55	There were two gas cars having this number; see text.						
119	Baldwin	55031	1921	4-6-0	21x26	66	B, C, D

A. Sc. 12-31-26.

B. Abandoned in woods at Carman, Pa.

C. Built for Huntington and Broad Top Mountain—their No. 35. Subsequently sold to the Susquehanna & New York, and renumbered 119.

D. Lettering added—Susquehanna Chemical Co.

E. These originally had a 3-ft. gauge.

F. To Clarion River in 1935.

G. To Clarion River in 1926.

Since the Clarion River was primarily a lumber road throughout its existence, a brief account of the various companies concerned is of considerable interest. I am indebted to Charles W. Golden, of Hallton, Shawmut general superintendent, Mr. Golden was hired in 1910, by the agent at Hallton for the Pittsburgh, Shawmut and Northern and the Clarion River Railroads; the Tionesta Valley R. R. had an agreement which gave them station service at Hallton. He eventually became agent for the Tionesta Valley and the Adams Express Co. In 1936 he was appointed postmaster at Hallton; as there was no longer any passenger service he partitioned off a part of the former waiting room for a post office. He retired in 1945, after 36 years of service with the railroads. He has described his own experiences and the conditions in the lumber industry so well that they are reproduced here.

"Lumber operations were under way by the Central Pennsylvania Lumber Co., Rib Lake Lumber Co., Elk Tanning Co., and Union Tanning Co.; all these were controlled by the U. S. Leather Co., (the name of the latter being changed about 1917 to the Central Leather Co.) In 1910 lumbering was going on along Big Run and Pigeon Run, using a standard gauge logging road. The logs were hauled to Parrish (about 8 miles beyond Hallton) and at that point were transferred by a log loader to narrow gauge cars, which were then hauled 20 miles to a large mill at Sheffield. All bark was loaded on a standard car furnished by the Clarion River at the woods jobs and brought out to Hallton, and thence to the various tanneries throughout the country. I have handled as high as 80,000 tons of bark over the C. R. Ry. scales in one fall, doing all the weighing, then billing it to Hallton from the woods, and rebilling to its destination. The chemical plant ordered its cars

through me, and I, in turn, would order them from the B. R. & P., now B. & O., and P. R. R. as wanted. This would run as high as 60 cars per month.

"During the first World War the Tionesta Valley Ry. took over all the rolling stock of the Central Pennsylvania Lumber Co. and operated all the transportation business. The T. V. standard gauge engines were Shays, and ran on the Hallton end; the narrow gauge engines were a mixture of various types, such as Heislens and Climaxes for freight and logs, and rod engines for the passenger run between Sheffield and Hallton.

"I believe that at that period it was a regular woods routine for a jobber who had finished at one location to move to a new area, taking up the old rail and relaying it on the new job. This practice caused trouble for the T. V. since it was a regularly chartered railroad, operating under regulations of the Interstate Commerce Commission; according to the rules, rail laid at one place could not be taken up for two years. Since, in lumber operations, with several jobbers and workings, rail had to be moved frequently, it would cost too much to lay new rail each time. Accordingly, the railroad turned all the rolling stock back to the lumber company as soon as they could.

"As weighmaster, I had to bill the freight from the originating point to Hallton, and thence to its destination, routing it via either the B. & O. or P. R. R.

"In 1926 the Shawmut noted that the business was waning, and obtained permission to abandon the Clarion River operations. It, thus, became necessary for the Tionesta Valley to take over the Clarion River, in order to retain an outlet to the nearest standard gauge at Carman, or else haul the freight all the way to Sheffield for transfer, at a considerable cost not covered by freight rates. The T. V. took over in August, 1926. I was never fired or rehired, but just kept on working with the paychecks coming in regularly; apparently I was sold along with the road!

"The Central Leather Co. (parent of the T. V. Ry.) operated the road for a few months, and then leased it to the T. V., who operated it as the Clarion River Railway Division of the Tionesta Valley Railway, Lessee. In the course of time, the lumber petered out; the T. V. had only the chemical business left, so they, in turn, obtained permission to abandon not only the former Clarion River, but also their own narrow gauge line to Sheffield Jet. (about 18 miles). Since the narrow gauge was essential for transporting what wood there was from the forests, it was not up to the Cartwrights to take the roads over, if they wished to continue their operations.

"The Cartwrights, B. E. and R. A., were brothers. B. E. was connected with the Shawmut Coal Mining Co. and operated stores in their mining towns. The St. Marys and Southwestern Railroad was hauling lumber to the big Hall, Kaul & Hyde Mills at St. Marys. To B. E. Cartwright was entrusted the commission of selling the Hall, Kaul & Hyde interests (railroads and mines); any deal was also to include the Clarion River Ry. He went to Boston and New York, finally

obtaining the interests of financiers in the latter city. The story goes that he chartered a private car, brought them to St. Marys, and took them over the lines. Everything was humming for their benefit; mines were running full blast, and coal trains were sidetracked along the route. The sale was made and B. E. received a large commission. In addition, his instructions had been to get at least \$150,000 for the Clarion River, with anything over to be retained by himself, which current opinion said, was considerable."

Mt. Jewett and Smethport

The Mt. Jewett and Smethport R. R. Co. was organized on May 23, 1892, under the laws of the State of Pennsylvania, with a capital stock of \$150,000 (of which \$52,875 was paid in), to build a 5-mile standard gauge road between Mt. Jewett and Hazelhurst. The officers and directors were as follows: President, Benjamin F. Hazleton, of Bradford; V. P., A. L. Hazleton, of Cambridgeboro; Sec'y, Frank P. Hazleton; Treas., Edwin E. Tait; both of Bradford, J. L. Brown, of Wilcox, and Edwin F. Clark, of Bradford.

Benjamin F. Hazleton was born at Machias, N. Y. on Mar. 26, 1847, and raised in Erie County, Pa., where his father lumbered and raised stock. At the age of 8, he drove loads of lumber to Erie (16 mi.) over dirt roads. When he was 14, he went to Rousseville on Oil Creek and, as assistant to an oil well driller, helped drill oils by horse power; he was present when the famous Rouse well was struck and burned, Mr. Rouse losing his life. At 19, he married the daughter of the assistant state treasurer. Five years later he had charge of the grading and stone work on the Madison Division of the Chicago and Northwestern Ry. He was given a train to run but soon resigned and entered the lumber firm of J. W. Woodruff & Co., at Green Bay. He went to Bradford, Pa., in 1878, as foreman of that company's Bradford mill on the west branch of Tunc Creek. Part of the business was to supply rig timbers to the oil fields. He and his brother soon bought out this company branch. In 1884 he built, managed and partly owned the West Branch out of Bradford until the Erie bought the road.

In 1885 he secured a large tract of timber at Glen Hazel, in Elk Cty., built a mill on the Penna. R. R., and a railroad to the Erie system and B. R. & P., and built a town with a hotel. There was a large mill, too; altogether, he employed 150-300 men, according to the season. In 1892 he came to the operations at Hazelhurst, which settlement he founded, and built the Mt. Jewett and Smethport R. R. In 1903 the Shawmut built their road to Smethport and took over Mr. Hazleton's road; the part, Hazelhurst to Mt. Jewett, was abandoned in Feb., 1918.

Tait (E. E.) and Jones (Evan J.) was a law firm in Bradford, Pa., until Tait's son, Edgar W., also became a lawyer, when it became Tait & Tait. This firm acted as general counsel for all the Shawmut interests in Pennsylvania.

The main feature of construction on the Mt. Jewett and Smethport was a switchback about one and a half miles west of Hazelhurst. This was necessary to get from Mt. Jewett on the Big Level (see Bull. No. 76,

p. 41) down to the surrounding country. The elevation of the principal places are as follows: Mt. Jewett, 2195 ft.; Hazelhurst, 1716 ft.; Marvin Dale, 1608 ft. The distance between the two switches was about a mile and a quarter. There were also four trestles, having a total length of 105 ft., in the Mt. Jewett and Smethport.

It connected with the Erie and the Buffalo, Rochester & Pittsburgh at Mt. Jewett; interchange was also possible with the Mt. Jewett, Kinzua and Riterville, and with the two narrow gauge roads there.

Mr. Roscoe Davis, of Mt. Jewett, stated: "When the B. F. Hazelton-Shawmut lumber interests decided to build to Mt. Jewett to connect with the Erie, B. R. & P. and other roads entering that place, they had two possible routes open, viz., the west and northwest branches of Marvin Creek. The south side of the northwest branch was occupied by a high-way (now U. S. Route 6), while the north side would have required a stable bridge across a valley coming in from the north, in order to make the grade to Mt. Jewett. Since Mr. Hazleton already had a lumber road part way on the west branch they chose to make the switchback and a mile and a half longer route, making a total of five and a half miles from Hazelhurst to Mt. Jewett.

According to Poor's, the Mt. Jewett and Smethport had two locomotives. One was a Shay, Lima Constr. No. 395. This number was also used as the engine number. It was sold on 7-29-93 to B. F. Hazleton; 11 x 12, 29½, std. gauge. Its last owner was the Kendall Lumber Co. It was scrapped on Feb. 12, 1920.

The other of the two locomotives was presumably the 4-4-0 that was Mt. Jewett, Clermont and Northern No. 1. This was a Rogers engine obtained from the P. R. R.; it had 54-in. drivers. It was driven by engineer DeShelter on the work train during the building of the Shawmut extension to Smethport.

The cost of the Mt. Jewett and Smethport was given as \$43,547.15, and of the equipment, \$10,299.72. As of 1894, the rolling stock comprised one locomotive, one passenger and 16 freight cars. There were 70 employees, who collected \$6,381.45 for their services.

During the year (1894) mixed trains only were operated 10,190 mi., at an average speed of 10 mi. per hr. They carried 1,349 passengers, for which they were paid \$13,199.13, and moved 53,479 tons of freight, for which they received \$12,165.27. During the year 1895-6 the road was extended 2.6 mi. to Gallup (later called Marvindale). The total trackage was now 10.54 mi.

The total earnings (or income) for a number of years follows: (1892-3), \$5,896.75; (1893-4), \$12,605.05; (1894-5), \$15,739.33; (1895-6), \$14,483.35; (1896-7), \$16,439. It appears evident that this short road was able to make money.

Central New York and Western

The Central New York and Western Railroad Co. was incorporated on Nov. 18, 1892, with 10,000 shares, par value \$1,000,000, as a reorganization of the bankrupt second Lackawanna and Southwestern R. R. Co. The portion, formerly Lackawanna and Pittsburgh, had been sold to

John Byrne, of New York, who, on November 19, 1892, conveyed it to the Central New York and Western. The latter operated the privately owned Rochester, Hornellsville and Lackawanna "as owned," and "under contract."

That part of the newly-formed Central New York and Western road in operating condition was as follows: (standard gauge), Wayland to Hornellsville, which was the only important part, 22 miles; Hornellsville Jet to Angelica, 25 miles; (3-ft. gauge) Olean to Bolivar, 18 miles; right of way but inoperable, Bolivar to Angelica, 21.74 miles, and Angelica to Belfast, 6½ miles. If the leased 12-mile Swain's branch of the Rochester, New York and Pennsylvania (Swains to Nunda Jct.) is included, the whole amounts to 105 miles.

Shortly after its formation the Lackawanna and Southwestern had discontinued operation of the narrow gauge line between Angelica and Bolivar and removed the rails, though retaining title to the property. Connection between Angelica and Olean had been made using the standard gauge portion to Belfast Jet, from which point the road had track-age rights over the Western New York and Pennsylvania; this was the old route taken by the famous "Cannonball" of the Lackawanna and Pittsburgh. In October, 1890, the Lackawanna and Southwestern had abandoned the line from Angelica to Belfast Jet, cancelled the trackage rights over the W. N. Y. & P. to Olean, and forfeited the lease on the Swains branch by failure to operate it. The narrow gauge from Olean to Bolivar was still operated.

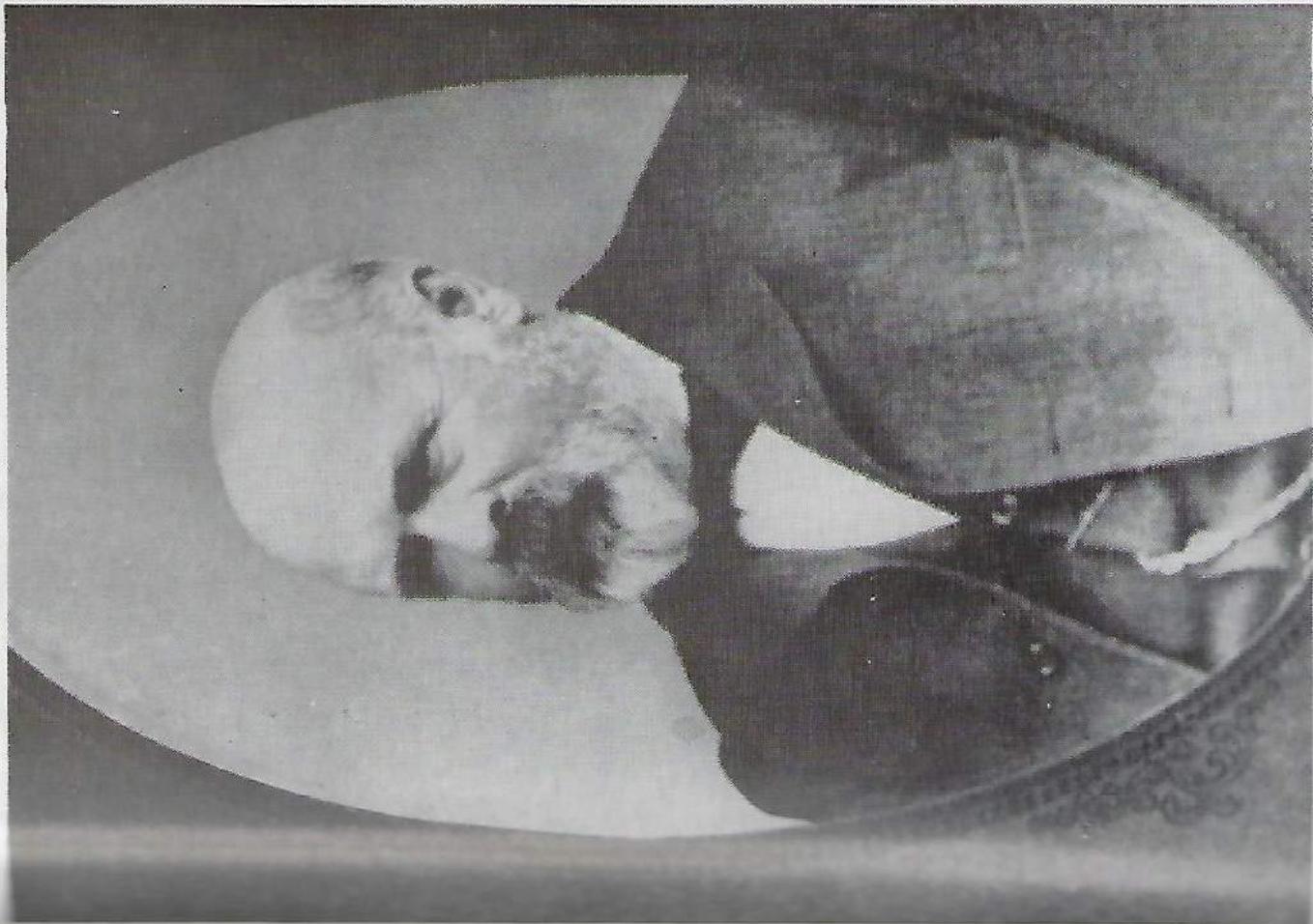
The permanent way, structures and equipment of the newly-formed road were badly deteriorated; they were expected to be improved after a bond issue. It should be noted that money was tight, for this was the period of the 1893 panic; as will be seen, the new road was continually in bad shape and in need of funds to recondition their property. It is remarkable that they survived at all when the small amount of traffic they could anticipate is considered.

The rolling stock, listed in Poor's Manual for 1893, where the road is reported for the first time, comprised 11 locomotives, 3 passenger cars, 8 baggage and express cars, and 334 freight cars (118 box, 116 flat, and 100 coal).

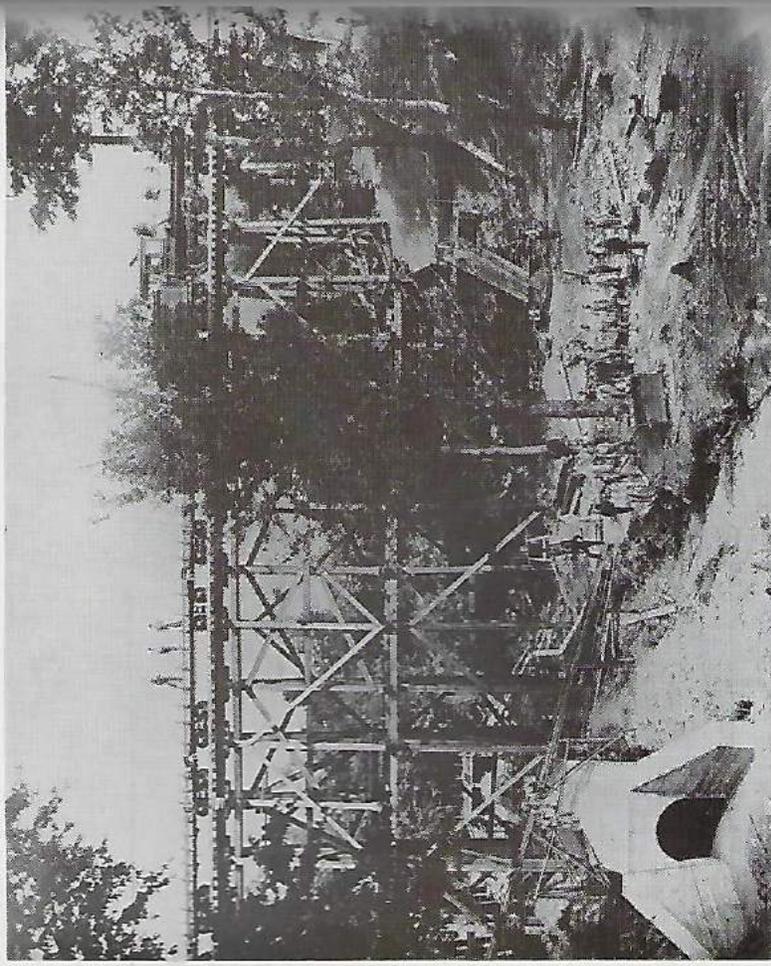
The officers and directors were as follows: President, John Byrne, of New York; V. P., Frank S. Smith, of Angelica; Sec'y, Lewis E. Wilson, of New York; Treas., Camille Weidenfeld, of Orange, N. J., Auditor, Henry S. Hastings, of Angelica, and C. Walter Artz, Stephen A. Lathrop, Percy W. Sherman, all of New York, F. P. Byrne, of Detroit, Logan C. Newsome, of Columbus, O., John S. Rockwell, of Angelica, Clarence M. Smith of Rosebank, N. Y., and Wm. M. Smith, of Brooklyn, N. Y.

The General Manager was John Byrne; general freight and passenger agent, Charles H. Hammond, of Hornellsville; and superintendent of the road was Mitchell S. Blair, of Angelica. All the officials were new to the road except F. S. Smith.

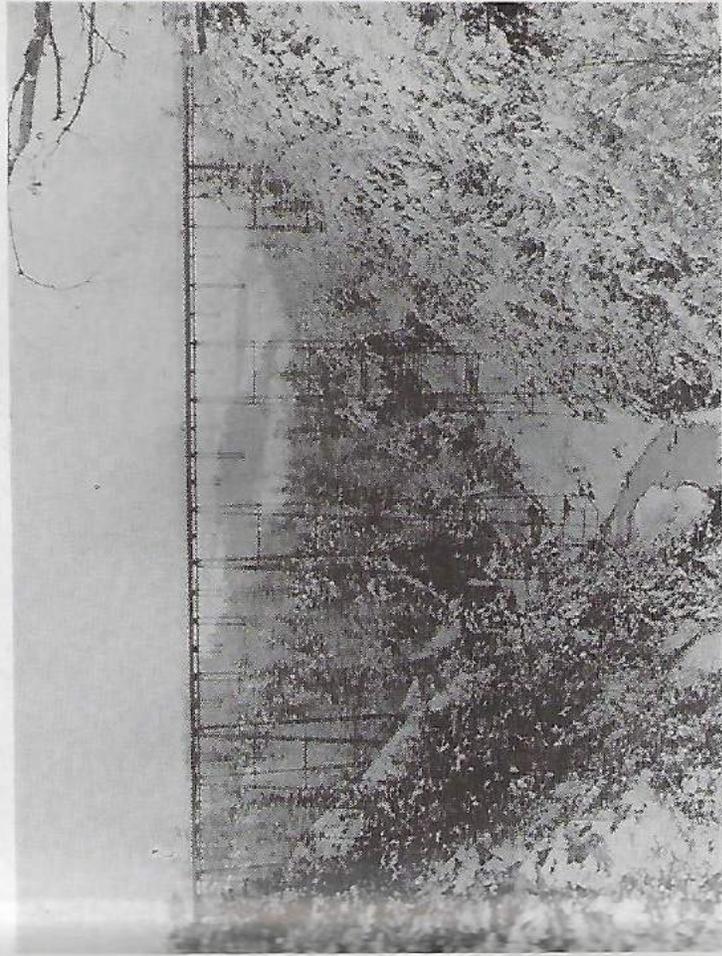
Major John Byrne was born in Maryland in 1846. His early life is unknown. At the outbreak of the Civil War, when a mere youth, he



Mitchell S. Blair



Central New York and Western R. R. Trestle #49 prepared for filling.



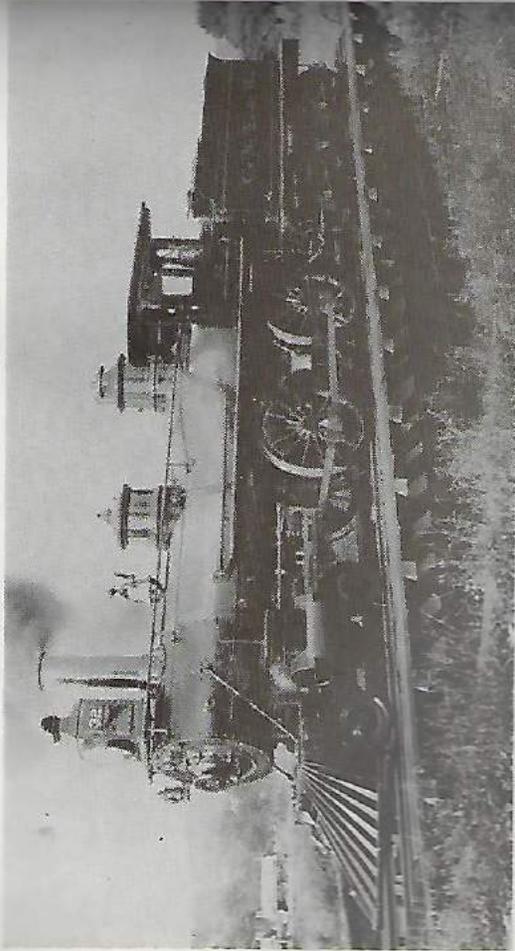
Stony Brook Glen bridge in winter of 1898. 240 ft. high, 700 ft. long.

entered the Union service and throughout the war "displayed the noblest qualities of a soldier and his comrades recount numerous accounts of his heroism," i.e., he served with distinction in the army. For over 20 years he was identified with the railroad operations of C. P. Huntington (Central Pacific man). He was president of the Central New York and Western, the succeeding Pittsburg, Shawmut and Northern, the Shawmut Mining Co., and the Kersey Mining Co. He was one of the first directors of the Allegheny & Kinzua Railroad Co. (of which Frank Sullivan Smith was also a director, Camille Weidenfeld, treasurer, and Lewis F. Wilson, secretary; these associations were continued on the C. N. Y. & W.) He was president and director of the Detroit City Gas Co., and a trustee of the Emigrant Industrial Savings Bank of New York.

Mitchell S. Blair, the son of the Rev. Tyrrell Blair, a Presbyterian minister, was born in Durham, Green Cty, N. Y. on December 15, 1838. When the boy was 13, his father accepted a call to Angelica; the father died five years later. Mr. Blair was in the flour, grain, and feed business for many years. His first railroad connection appears to have been an auditor of the Allegheny Central in 1882. In 1884 he became the assistant treasurer and auditor of the second Lackawanna and Pittsburg. He was agent for George D. Chapman, receiver of the Lackawanna and Southwestern. He then became general superintendent, first of the Central New York and Western, and then of the succeeding Pittsburg, Shawmut and Northern.

Henry S. Hastings was born in Wellsboro, Pa., on Feb. 18, 1866, and died in New York on Dec. 13, 1923. He was connected with railroads from the start; in 1884 he was a clerk in the auditor's office of the Lackawanna & Pittsburg; in 1890 he was an agent of the Interior Construction & Improvement Co., who built the Allegheny & Kinzua (and later the Shawmut). From 1892-1899 he was auditor and general agent for the Central New York and Western; in early 1899 he was auditor and assistant treasurer of the C. N. Y. & W., and also the Buffalo, St. Marys and Southwestern. He continued on the Shawmut, being auditor and asst. treasurer to 1920, when the office of comptroller was added. From 1909 to 1916 he was treasurer and auditor of the Pittsburg & Shawmut, and the Allegheny River Mining Co. On Nov. 6, 1920, he was appointed a co-receiver of the Shawmut, and on the death of Frank Sullivan Smith became sole receiver of this road and the two mining companies. At first he was auditor and treasurer of the Shawmut Mining Co., the Shawmut Commercial Co., and Kersey Mining Co., later becoming president of these as well as the Shawmut Coal & Coke Co., Clarion River Ry. Co., Kersey R. R. Co., Shawmut Holding Corp., of N. Y., Shawmut Realty Corp., of Pa., and treasurer of the Byrnedale Coal Co.

Clarence Lapham Lathrop (son of Christopher Columbus Lathrop) was born in Pike, N. Y. on Jan. 23, 1874. His first job after finishing school was as editor and publisher of the Pike Gazette for one year, starting on Nov. 23, 1888. Railroad work being more attractive he became a telegraph operator for the Lackawanna & Pittsburg at



Central New York and Western R. R. #32. Angelica shops 1892.



Courtesy C. L. Lathrop

Wooden station at Angelica, N. Y. Bilt. by C. N. Y. & W., 1895, burned about 1909.