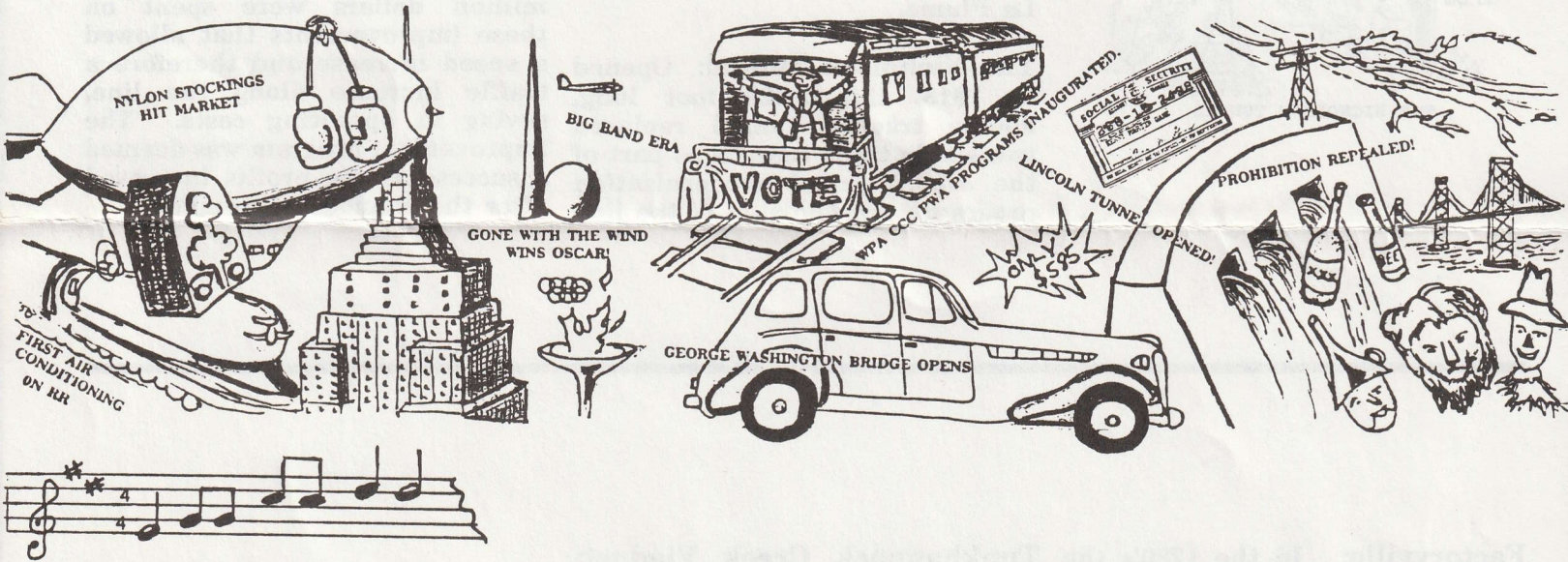


# Steamtown

National Historic Site  
Scranton, Pennsylvania



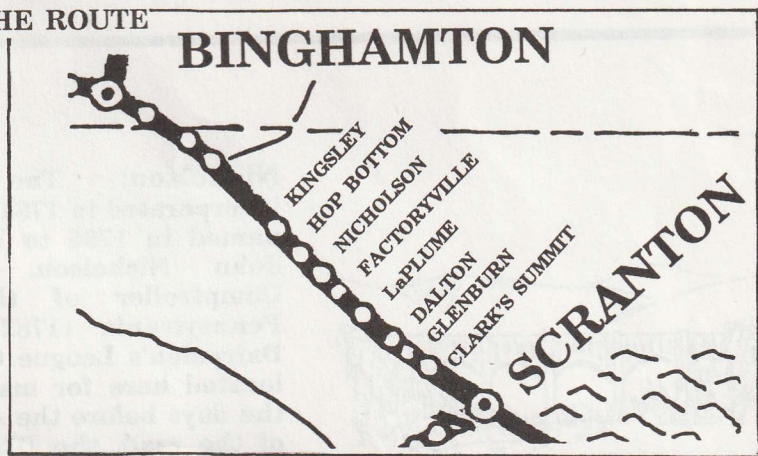
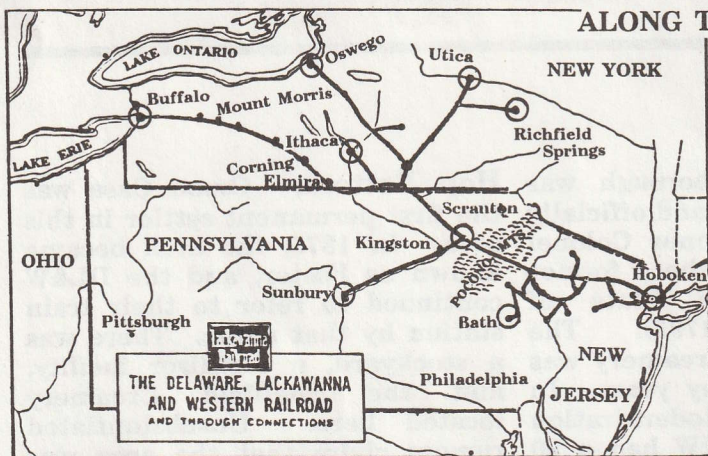
## PLEASANT MEMORIES OF THE 1930's



Many songs in the 1930's are symbolic of Steamtown National Historic Site. Indeed, the song "Happy Days Are Here Again" is a feeling being generated at the site as the development of a "living" urban railroad museum is becoming a reality. The museum will meet the charge of Congress to "further the public understanding and appreciation of the development of steam railroading in the region".

Today, you are traveling over a portion of the tracks formerly owned by the Delaware, Lackawanna and Western Railroad (DL&W). Formed in 1853 by the owners of the Lackawanna Iron and Coal Company to haul their products, including railroad rails, it became known as the "Road of Anthracite" as its cargo was replaced by coal toward the end of the 1800's. In the first decade of the 20th century, the "Phoebe

Snow" campaign significantly increased passenger traffic. This campaign depicted a woman attired in a white formal dress, hat and gloves to exemplify the cleanliness of train travel by burning Anthracite coal in the engines. Peaking in the 1930's, a separate "milk division" was created. This division was regarded as one of the top two in the nation in service and profitability.



**Clark's Summit:** The general area known as Clark's Summit and Clark's Green was first settled in 1799, by Deacon William Clark of Connecticut. The whole area was first known as Clark's Green until the Western and Leggetts Gap Railroad was built in 1851. The area at the top of the first steep climb out of the Lackawanna River Valley in Scranton then became known as Clark's Summit. Besides serving the farms in the area, the railroad hauled freight from the feed mills, a bulk oil dealer, and a lumber yard. Some of the more affluent families from

the Lackawanna Valley purchased land for homes here.

**Glenburn:** The area was originally known as Humphreysville in honor of the original settler. George E. Humphrey came from New York in 1848, establishing a flour mill in the community. The town was incorporated in 1877, and the inhabitants changed the name to Glenburn at that time with one of them stating that it was "a most appropriate cognomen" (a cognomen is a nickname or last name).

**Dalton:** Pioneer George Bailey and his family first settled here in 1801. Known as "Bailey's Hollow", this agricultural and lumbering community later changed its name. In 1871, a group of community leaders followed the suggestion of Mr. J.C. Miles, changing the name to Dalton. Mr. Miles had a close friend who had been a Union Army surgeon during the Civil War named Dr. Edward B. Dalton. At the time of the name change, Dr. Dalton was the Superintendent of the New York Board of Health.



THE NICHOLSON TUNNEL

**La Plume:** The name of this portion of the Abington area was bestowed by a resident, Mrs. Issac A. Tillinghast, who signed her writings for the press and other publications with the pen name of La Plume.

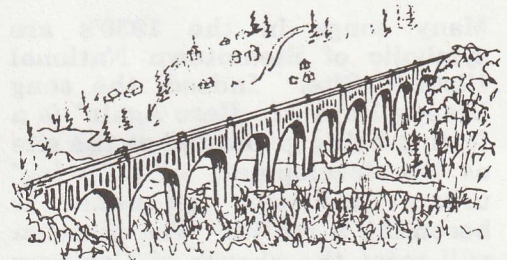
**The Nicholson Tunnel:** Opened in 1915, this 3,629 foot long, double tracked tunnel replaced two single track tunnels as part of the DL&W "road modernization program". The portion of the line

we are traveling on underwent major changes from 1900 through 1916 between Slateford and New Milford, Pennsylvania in order to reduce the steepness of the climbs and improve the curves. Over 25 million dollars were spent on these improvements that allowed a speed increase and therefore a traffic increase along the line, saving in operating costs. The improvement program was deemed a success as the profits increased after the changes were made.

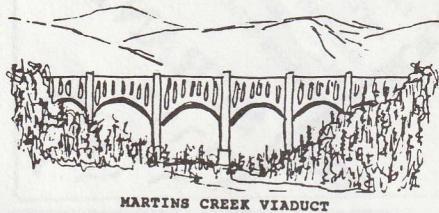
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**Factoryville:** In the 1780's the area was first settled by the Reynolds, Capwell, Green, Dean, and Wilson families. The area became known as "the Factory" since a cotton-mill was there, processing cotton transported from New York. In 1828, when the first post office was established, the name Factoryville was introduced. Farming is the main "industry" in the area.

**Tunkhannock Creek Viaduct:** Dedicated November 6, 1915, this viaduct even today represents the largest steel reinforced concrete railroad viaduct in the world. It spans the Tunkhannock, Martin and Horten Creeks in the area where they merge as one creek: The Tunkhannock. The town of Nicholson is at the base of the viaduct. The viaduct is 2,375 feet long and is 240 feet above the creeks.



THE TUNKHANNOCK (NICHOLSON) VIADUCT



MARTINS CREEK VIADUCT

**Nicholson:** The borough was incorporated in 1784, and officially named in 1795 to honor Colonel John Nicholson, the former Comptroller of the State of Pennsylvania (1782-1795). The Dairymen's League Creamery was located here for many years. In the days before the modernization of the road, the DL&W had a 90 foot turntable located here so that the "helper locomotives" could turn around to return to Scranton after the train had made it to the top of the climb.

**Hop Bottom:** Orson Case was the first permanent settler in this area. In 1875, the area became known as Foster, and the DL&W continued to refer to their train station by that name. There was a stockyard, a fertilizer facility, and the Sheffield Creamery located here. Unsubstantiated rumors claim that the area was renamed Hop Bottom because of the hops growing along the Martin's Creek.

**Martin's Creek Viaduct:** The "Little Brother" of the Tunkhannock Creek Viaduct, it was dedicated a year later in 1916. It is similarly constructed, but is "only" 1,600 feet long and rises above the creek a "mere" 150 feet.

**Kingsley:** The name of this town was changed from Oakley in the 1880's, honoring a 13 year old Revolutionary War veteran. The boy's name was Rufus Kingsley. The first orphanage in the nation was founded in this area, serving

a post civil war need. The orphanage was located in the former building of the prestigious Harford College. (Galusha Grow, the father of the Homestead Act, was one of the graduates from the College).