



## **The Erie's Jefferson and Delaware Divisions As Seen From Lineside Newspapers Articles gathered by Jeff Hulse**

*June 1, 1858, Port Jervis Tri State Union:*

The Dunkirk Express train going west yesterday morning met with an accident at Carr's Rock, near Middaugh's. At this point, where there is a slope-wall of sixty or seventy feet down to the river on one side of the track, and on the other perpendicular rocks, the engine was thrown from the track, while running at high speed. The engine ploughed along the track for several rods and then struck the rocks, shattering it into a perfect wreck. The engineer, Mr. Taft, was slightly bruised; none others hurt.

*Note: Middaugh's is about a mile east of Parker's Glen, Pa.*

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*June 1, 1858, Port Jervis Tri State Union:*

About 2 o'clock on Sunday morning last, the Erie Railroad Company's station and freight house at Hankins took fire and was burned, with nearly all its contents, including a quantity of leather, flour and other freight. The woodshed adjacent and about 1,600 cords of wood were also destroyed. Also several thousand feet of lumber owned by other parties, which was piled near the station house. It is thought that the fire was caused by a defective pipe or chimney in the telegraph office, and caught during the temporary absence of the operator. The Company, and the owners of freight in store and lumber, sustain heavy losses by the fire.

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*May 28, 1862, Addison, NY Advertiser:*

The Erie Railroad bridge over the village of Lanesboro, PA was destroyed by fire on Friday night last together with 13 dwelling houses. This bridge was about 500 feet long and took nearly 3 years to construct it (Note: this was not Starrucca Viaduct).

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*January 26, 1870, New York Times*

**Another Erie Disaster – Collision at Hankins Station**

A disastrous railway accident occurred about 1 o'clock this morning (Jan. 25) at Hankins Station on the Delaware Division, Erie Railway, west of Port Jervis. A regular eastward-bound freight train, Dewitt conductor, laden with flour, butter and other products of the west, took a switch at Hankins, to await the passage of the express passenger train East. After the train had passed, the

engineer of the freight train started to pull out his train, and when fifteen or sixteen cars had reached the main track, an extra freight train came thundering along and ran into the regular, demolishing locomotive No. 380 (880?) attached to the extra train, piling the cars one upon the other., and smashing them and scattering their contents in all directions. The engine, which was wrecked, keeled over on its side, and was mounted by the cars that followed it. Between 15 and 20 cars were shattered and badly broken up, and both tracks were strewn with the wreck. The engineer and fireman were brothers, named Smith, and when they saw the collision evident, jumped from their engine, and thus saved their lives. Their injuries were but slight.

Benson, conductor of the extra, was cut about the head, but not seriously. A brakeman on the extra was holding on to the footboard of the forward car when the engine struck the regular, and was thrown off, but escaped with slight injuries. A wrecking train was dispatched from this Port Jervis, and succeeded in clearing one of the tracks sufficiently for the passage of passenger trains, which were detained about five hours. The loss to the Company by this accident is heavy.

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*March 12, 1870, Port Jervis Evening Gazette:*

**Erie Railway Accident near Basket Station-The Fireman Killed**

Yesterday afternoon about 6 o'clock, as passenger train No. 5 westward bound was nearing Basket Station, on the Delaware Division, Erie Railway, the engine and baggage car left the track, owing to a broken engine truck. After running some distance, the engine and car went down the embankment into the river. The fireman, Thomas Eaton, was killed, while the engineer, Charles Mygatt, saved his life by jumping from the engine. Eaton was a young man, and resided in this village.

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*July 14, 1870, Port Jervis Tri State Union:*

**Accident – One Man Hurt**

Extra Freight train 86, drawn by engine 381, Pease engineer, collided with a coal train drawn by engine 831, Dow engineer, at Middaugh's, on the Delaware Division on Tuesday evening (July 12). Both engines came together and both were badly damaged. Several cars were also damaged, and Mr. Frank Simmons, fireman on engine 831, was quite severely bruised about the head and face. No others were injured. The accident was caused through the negligence of a switch tender at the station. Trains on the Delaware Division were detained several hours in consequence.

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January 5, 1872, Port Jervis Tri State Union:

**Summit Station, on the Erie Railway  
--Brief Description of the Surroundings.**

"Summit Station, Sandford township, Broome county, N. Y.," says Taintor's *Route Guide*, "is 1,366 feet above the level of the sea, Deposit being 997 feet above, a difference of 368 feet in eight miles. It is a wild and desolate place. From this point the road descends on a grade of sixty feet per mile for about eight miles. About four miles from the summit we come to Cascade bridge, a beautiful and wonderful structure, spanning a ravine 250 wide and 184 feet deep. A very inadequate idea of its magnitude can be formed while passing over it in the cars; but from the valley below the view is truly magnificent. The bridge is constructed of wood and iron, and though very strong and solid, arches between the natural abutments of solid rocks in a light and graceful manner. It was constructed under the direction of John Fowler. Shortly after leaving this bridge we arrive at the Starucca Viaduct. This is a little beyond the State line in Pennsylvania. It is a magnificent and costly structure, 1,200 in length, and 110 feet in height. There are eighteen arches. Like the Cascade bridge it should be viewed from below to obtain a full idea of its grandeur and extent. By stopping over one train at the next station, Susquehanna, this may easily be accomplished. The village of Lanesboro' is passed a little beyond the viaduct, on a trestle bridge, some seventy feet above the Canawacta creek."

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*October 31, 1873, Albany Morning Express:*

Early yesterday morning two freight trains collided at Basket Switch near Port Jervis on the Erie Railroad. Both locomotives were badly smashed, and eleven cars and their contents burned. The accident was caused by a misplaced switch. No one killed.

*Note: Basket Switch is 58 miles west of Port Jervis.*  
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*October 3, 1874, Port Jervis Evening Gazette:*

On the Erie Railway are Somebody's and Nobody's stations – the former on the Western Division, the former on the Delaware.

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*September 16, 1875, Sullivan County NY Record:*

The work of filling the cascade gorge on the Delaware Division of the Erie has commenced. Contrary to all expectations, the gorge will again be filled with stones and dirt. We understand that the filling will again have a tunnel beneath, allowing the water to have its natural course. The work is under the able supervision of Mr. Ware, track superintendent of the Delaware Division, progresses as rapidly as can be expected. About one hundred men will be employed until March next. The boarding cars have been furnished by the Company, where those who have no home can obtain board and lodging. The majority of the workmen live in Susquehanna and Deposit.

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*March 15, 1878, Port Jervis Tri State Union:*

**Man Takes Ride on a Cowcatcher**

The Deposit (NY) Courier of 21 inst. Says: Last Saturday afternoon, as Charles palmatier, a man of over 60 years of age, residing at Rood's Creek, was crossing the railroad rack opposite of Oquaga Mills, he stepped out of the way of a passing freight train immediately in front of the day express, No. 1. He was struck by the engine, thrown back upon the cowcatcher, and carried thereupon to the depot. As the train arrived at the station he coolly waved his hand to the crowd on the platform as if he was enjoying his dangerous perch. His injuries consisted of a broken leg, a bruised hip, and a finger out of joint. Drs. Radeker and Sturdevant set the broken limb, and he was well enough to be taken home the same night.

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*July 3, 1879, Hancock Herald:*

We have before us a time table of the New York and Erie railroad, dated May, 1949, for the division from Port Jervis to Binghamton. The stations were Port Jervis, Stairwaybrook, Pond Eddy, Shohola, Lackawaxen, Mast Hope, Narrowsburgh, Cochection, Callicoon, Hankins, Equinunk, Stockport, Chehocton, Deposit, Gulf Summit, Lanesboro, Great Bend, Windsor Road and Binghamton. The running time for passenger trains was seven hours and forty minutes; for freight trains, fifteen hours.

In the light of these times, some of the instructions read strangely: "No trains will be allowed to leave a station before the time specified in the timetable, as regulated by the clock at the Piermont office.;" "All passenger trains going East are entitled to the road. Passenger train going West will keep out of the way of the Eastern passenger trains;" "When engines are transferred from one principal station to another, they shall follow one of the times of this table;" "The night freight train until further notice will leave Binghamton on Mondays, Wednesdays and Fridays, and will leave Port Jervis on Tuesdays, Thursdays and Saturdays, and they will only be put on when necessary."

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*January 15, 1880, Port Jervis Tri State Union:*

**A Wreck Near Narrowsburg**

Train 4 was detained nearly four hours this morning by a wreck between Narrowsburg and Pine Grove, caused by the engine (No. 372, Kane engineer), of Conductor Aunger's train running into the rear of Conductor Frank McHenry's train, both eastward bound. Conductor McHenry's caboose and two cars were derailed and the caboose and one car were badly damaged. Engine 265 was also thrown from the rails so that she blocked both tracks. No one was injured. The Port Jervis wreckers cleared the wreck.

*Note: Pine Grove now is Mast Hope, Pa. This wreck apparently happened at or near Tusten, N.Y.*

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*March 4, 1881, Hornellsville Weekly Tribune*

John Morford, who will be remembered by many as a former very popular conductor on the Erie in giving a number of instances in the Port Jervis Gazette of losing cars from a train during its passage, tells the following very curious instance. It happened, he thought as early as 1852:

Ben Quick left Deposit with a train of four, and one of the cars mounted the frog west of Middaugh's, ran as far as the water tank, left the train, ran through the tank clear of the train and the rear part followed the head end; both stopped, were coupled up, and on to Port they went. The waybill clerk took the number of the cars in the train on its arrival and couldn't find car 761 as the waybill called for, so he went to Ben's house to know what he had done with it. Ben declared that he started with 761 in his train from Deposit, as he took the number there and made up his own train, and if it wasn't there somebody must have stolen it out on the way. Next morning Middaugh's called up Port Jervis and reported a car of Flour in the water tank, tank knocked to pieces, and flour cheap.

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*July 2, 1881, Port Jervis Evening Gazette:*

**Charles Mygatt's Dog**

Engineer Charles Mygatt of this village has a dog which he thinks a good deal of. This dog has thus far wandered through this vale of tears successfully under the cognomen of Daniel Webster Don Pedro Mygatt. Two or three weeks ago Daniel W.D.P.M. went up to Susquehanna, his former home. Last Wednesday, he got tired of visiting, and without the formality of "with your permission, sir," went to the depot to meet the train and got on the engine, and came to Port Jervis.

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*February 2, 1882, Hancock Herald:*

Trains No 5, 3 and 29 were detained at Goshen Tuesday night by the heavy snow. No. 5 left Port Jervis with one engine, No. 3 left with two engines. On arriving at Narrowsburg, No. 5 took No. 3's engines and 3 took 5's engine. Train 5 arrived in Hancock Wednesday morning at 7:45, No. 3 at 8:30 and No. 29, the Emigrant train, at 8:45. A number of eastward bound freight trains were blockaded in the snow between Hankins and Callicoon.

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September 15, 1882, *Port Jervis Evening Gazette*:

The Erie Company is making extensive improvements on Bridge 25 at Lanesboro, near Susquehanna. It is being done in order to be able to run short bridge ties. The track has been raised so as to admit the placing of iron stringers about 20 inches high upon which the new lumber will be placed. Both tracks have been raised to correspond on each side of the bridge. The eastbound track is used as a single track across the bridge which is being run by trains by a ball which has been placed on the east end of the bridge.

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August 6, 1885, *Hancock Herald*:

Following heavy rains, there were landslides on the Delaware Division of the Erie from 50 to 150 feet in length and from five to 30 feet deep near Parkers Glen.

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December 30, 1885, *Port Jervis Evening Gazette*:

One of the trains which leave this station early mornings, stopped at Parker's Glen Tuesday morning for water. While it was standing there, one of the brakemen noticed that the grass along the bluff, at the top of which stands a large boarding house occupied by Mrs. Lewis, was on fire. The flames were moving up the hill and rapidly approaching the house, and realizing the danger in which the house was placed, ran up the hill and aroused the inmates. The flames by this time were quite fierce, but by the united efforts of the boarders they were finally quenched. A resident of Parker's Glen stated that the house would have undoubtedly been fired but for the discovery of the fireman and his prompt action in arousing the inmates of the house. The weeds and grass along the track were tall and burned very fast, and would have been near enough to set fire to the wood work of the building.

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January 29, 1887, *Port Jervis Evening Gazette*:

Mast Hope, which had been renamed as Pine Grove after a disastrous July, 1869 collision and fire which destroyed the station, was renamed back to Mast Hope. The [story](#) relates how the engineers involved in the wreck are still in service, and that the residents never got used to the name Pine Grove.

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July 25, 1887, *Port Jervis Evening Gazette*:

[News report](#) of a 21-car wreck near Callicoon due to a landslide. There were no injuries.

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March 13, 1888, *Port Jervis Evening Gazette*:

[Isolated Port Jervis](#), a story on the blizzard that struck the area. Link is to a PDF of the paper's front page.

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March 15, 1888, Port Jervis Evening Gazette:

**NEVER SO COMPLETELY BLOCKED**

**The Condition of the Erie this Morning.  
Passengers and Stock Snow-Bound.**

The Erie railway has never before been so effectually, so completely blocked.

The situation at ten o'clock this morning was about as follows: At Parker's Glen there were seven cars of live stock snowed in and it is feared that most of them were frozen to death. No. Six, with only two passengers on board was snowed in just west of Pond Eddy. Train Eight of Monday was laying at Lackawaxen, where provisions were available and its passengers could be cared for. Trains Twelve and Four of to-day are held at Susquehanna for similar reasons. Trains Four and the Scranton Express of yesterday are still here with their passengers at the Delaware House. Freight and coal trains are lying near Pond Eddy and Parker's Glen, others at Lackawaxen, Hancock and Deposit, where the train men can subsist until they can make their exit.

Early this morning, the company fixed up a relief train for the Delaware division. They had one coach filled with all the available track men and shovels, reinforced by about 40 shop men, all that could be spared. Another car was filled with rations, coffee, etc., and tools. To this two engines were attached and they started out to relieve their snow-bound comrades on the Division.

There are several other cars of live-stock somewhere on the Division, but we could not learn at just what point they are.

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September 17, 1888, Port Jervis Evening Gazette:

About 200 men under the direction of Road Supervisor Patrick Dundon, are now engaged in breaking ground for the foundation of new car shops, roundhouse and six or seven long switches on the west side of Bridge No. 2, at this place (Susquehanna). The yard at that point will, when completed, be the largest on the line of the road. All the car building now done at Jersey City

and other points on the road will, we understand, be done at this point, which will bring a large force of men here in addition to those now employed. Besides the above, the Erie offices formerly of Elmira and Carbondale have been concentrated here, and this place will in reality be the great business centre of the whole Erie system. For all of which let Susquehanna be duly grateful – *Susquehanna Journal*

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February 20, 1891, *Port Jervis Evening Gazette*:

**LORDVILLE'S LIST OF RAILROAD MEN.**  
Lordville has turned out the following list of good railroad men : A. I. and E. Lord, Tim Welsh, Patrick Joyce, Jack Joyce, Charles Joyce, Edward Joyce, Michael Fahey, Matthew Fahey, Ed. Fahey, Tom Fahey, Chas. Lord, John Lord, Lew Lord, James Mack, Joe Warren, Ed. Dunn, George Dunn, Nate, Sam, Joe, and James Guile, Paul Lord, Tom Cavanaugh, Harry Timpson, Ziller Lord, George Keene, Patrick Taffany, John Taffany, Michael Taffany and Owen Taffany.—*Hancock Herald.*

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August 26, 1891, *Port Jervis Evening Gazette*:

### **Betsey Cheeseman**

Jerry Buckley, engineer of the “pusher” that helps freight trains up the hill on the Erie Railway from Susquehanna to Gulf Summit, ran over and killed Betsey Cheeseman, and the boys haven’t got through talking about it yet.

Betsey Cheeseman was one of what are known among railroad men as George Cheeseman’s pets. She was a rattlesnake, and Jerry Buckley is positive she had lived in the Cheeseman’s family for ten years. George Cheeseman is one of the oldest settlers in the Gulf Summit neighborhood, three or four miles east of Susquehanna, and has the reputation of having for years kept an open house, for rattlesnakes, which abound in the mountains thereabout.

For more on Betsey, [click here](#).

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August 24, 1892, *Port Jervis Union*:

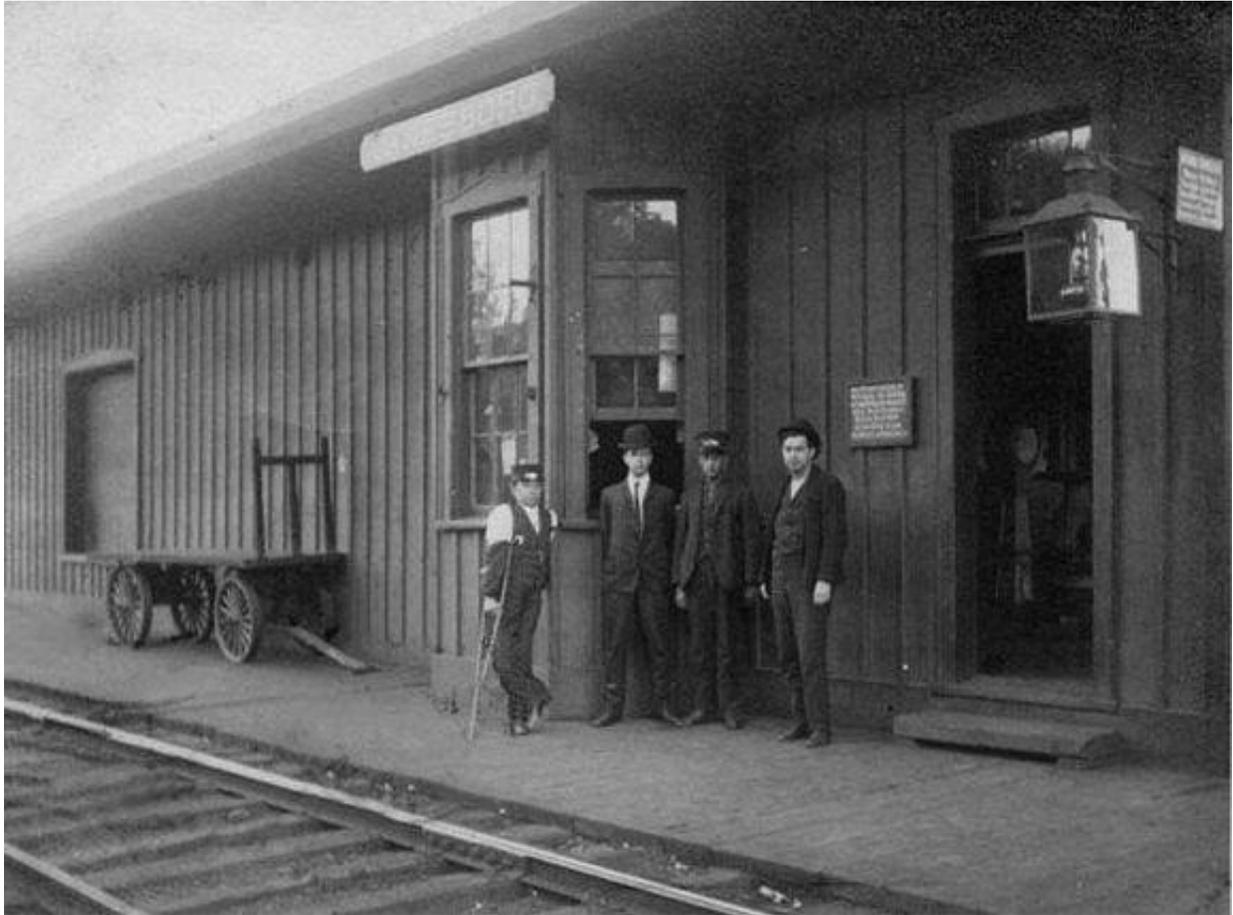
For several years back there has been a small flag station on the Delaware Division of the Erie named Stairway, some 8 or 10 miles from Pport Jervis. But of late there has been so little travel to and from that point, as to make it unprofitable to slow the trains there and we notice during the past week, the entire removal of the building or shed that has done duty so long as Stairway station.

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*June 11, 1896, Susquehanna Weekly Journal:*

On Monday two stranger fool bicyclists rode across the great Starrucca Viaduct at Lanesboro, on the coping. A break of a wheel or a swerve of but a few inches and the daring chaps would have been hurled from the structure and into the fields below, about 100 feet -- "Whit" in the *Leader*.

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Lanesboro, PA Depot

*January 23, 1897, Syracuse Daily Journal:*

**Brakeman Frozen fast**

Peter Spence, an Erie Railroad brakeman, says his train stopped Monday near Lordville station to allow the engineer to fix a journal on the engine. Spence stepped from the caboose to watch the work. The wind was cold, but he did not notice that he was standing in a puddle of slush, as he wore rubber boots. When the signal was given to go ahead, he found that his feet were frozen fast. The train went away, leaving him yelling for assistance. A trackman came along and relieved him from his unpleasant position in time to board a train and come home.

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*February 25, 1897, Port Jervis Tri State Union:*

The Erie railroad carpenters were in our village last Friday and Saturday taking down the unused telegraph towers at the Bouchou and Kilgour switches.

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March 24, 1898, Sullivan County Record:

**Erie Station Burned**

The Erie Railroad station at Pond Eddy was destroyed by fire at about 2 o'clock Sunday afternoon. The old structure has been a-fire a number of times before.



**TIME-TABLE IN EFFECT JUNE 26, 1898.**

WESTWARD.						EASTWARD.							
No.	No.	No.	No. 27	No. 9	No. 1	STATIONS.		No. 4	No. 2	No. 8	No. 33	No. 30	No.
			P. M.	A. M.	A. M.	Leave.	Arrive.	P. M.	P. M.	P. M.	P. M.	P. M.	
			3 00	9 15	9 00	.....	New York	4 58	7 00	7 55	2 57	7 00	
			5 50	12 20	11 33	.....	PORT JERVIS	2 20	4 22	5 17	10 02	8 5	
			5 56			.....	Sparrowbush				9 56	8 50	
			5 59			.....	Mill Rift					3 44	
			6 14			.....	Long Eddy				9 41	3 32	
			6 32			.....	Parker's Glen				9 33	3 24	
			6 32	12 51		.....	SHOHOLA	1 45			9 25	8 10	
			6 43	1 00	12 08	.....	LACKAWAXEN	1 35	3 46	4 41	9 18	3 07	
			6 48			.....	Westcolang Park				9 00		
			6 53	1 09		.....	Mast Hope	1 25			8 50		
			6 56			.....	Tusten						
			7 03	1 19		.....	Narrowsburg	1 16			8 45		
			7 21	1 33		.....	Cochecton	1 03			8 30		
			7 33	1 44	12 47	.....	CALLICOON	12 54			8 21		
			7 48	1 56		.....	Hankins				8 06		
			7 57	2 05		.....	Long Eddy	12 35			7 58		
			8 13	2 15		.....	Lordville	12 26			7 48		
			8 23	2 24		.....	Stockport						
			8 35	2 34	1 27	.....	HANCOCK	12 08	2 24		7 31		
			8 48	2 41		.....	Hale's Eddy				7 17		
			8 58	2 57	1 49	.....	DEPOSIT	11 49			7 07		
			9 06			.....	Oquaga						
			9 17	3 14		.....	Gulf Summit				6 51		
			9 33	3 30	2 23	.....	SUSQUEHANNA	11 18	1 32	2 30	6 31		
			P. M.	P. M.	P. M.			A. M.	P. M.	P. M.	A. M.		

**HONESDALE BRANCH.**

EASTWARD				STATIONS.	WESTWARD.				
No. 142 Sunday	No. 108	No. 130	No. 138		No. 100	No. 117	No. 101	No. 127	No. 143 Sunday
P. M.	P. M.	P. M.	A. M.		A. M.	A. M.	P. M.	P. M.	P. M.
3 15	3 40	2 05	8 20	.....	Honesdale	10 35	1 55	7 50	6 40
3 24	3 49	2 15	8 29	.....	White Mills	10 26	1 45	7 41	6 31
3 31	3 59	2 24	8 37	.....	West Hawley	10 17	1 34	7 31	6 21
3 35	4 00	2 20	8 39	.....	Hawley	10 14	1 31	7 28	6 18
3 43	4 08	2 36	8 46	.....	Kimbles	10 04	1 23	7 18	6 09
3 52	4 17	2 46	8 55	.....	Glen Eyre	9 55	1 14	7 08	5 58
4 00	4 25	2 56	9 04	.....	Rowlands	9 46	1 04	6 59	5 49
4 10	4 35	3 05	9 13	.....	Lackawaxen	9 37	12 55	6 50	5 40
7 52	7 55	7 00	12 57	.....	New York	4 00	9 15	3 00	2 00

D. W. COOKE,  
A. G. Passenger Agent, New York.

D. I. ROBERTS,  
General Passenger Agent, New York.

*August 3, 1899, Sullivan County Record:*

The Erie had a major wreck caused by a landslide two miles east of Lackawaxen on the Delaware Division that resulted in two deaths and over 20 injured. [Click here](#) for the news report of the accident.

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*May 31, 1900, Port Jervis Tri State Union:*

Lester J. Knapp is permanently located at NO Tower. He will also act as extra agent when the occasion demands. The operators at TU tower have purchased a "railroad speeder" which they will use in going to and from the tower.

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*September 19, 1901, Port Jervis Tri State Union:*

#### **CHANGE IN ERIE OPERATORS.**

**Several Promoted on the Delaware Division  
and the Branch.**

Bernard Flaberty, of Port Jervis, formerly operator at N O tower, Nobodys, has been promoted to B J tower at Lackawaxen.

Charles Steinhart, formerly operator at B J tower, has resigned to accept a position on the West Shore Railroad as operator.

Operator Keepler of H Y tower, Hawley, has been transferred to H J tower above Lackawaxen, and H Y tower has been abolished. In reality it has been transferred to A Y, west of Hawley.

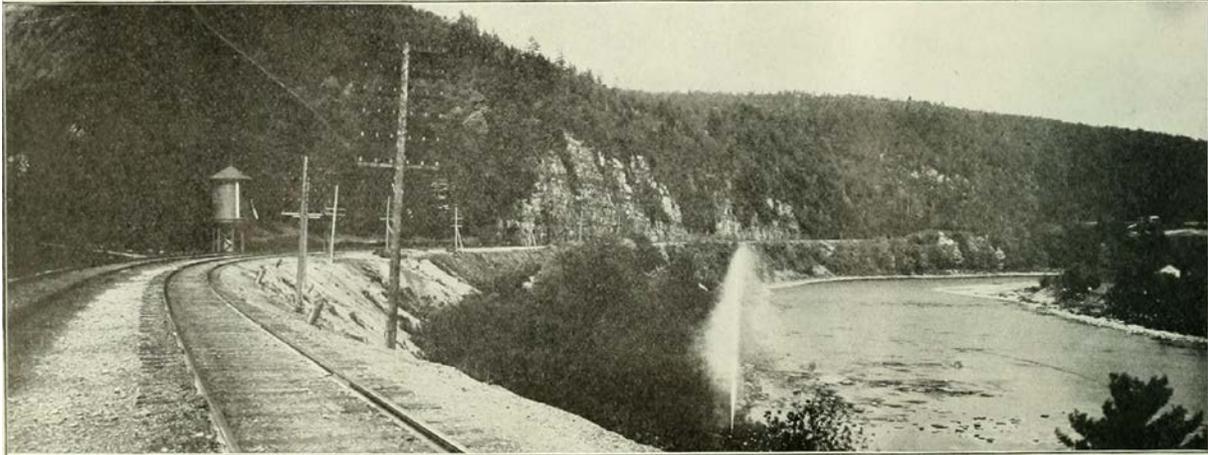
Operator Shafer, formerly operator at H J, west of Lackawaxen, has been promoted to be assistant electrician to Frank Smith, jr., of the Delaware Division.

A. B. Ross, formerly operator at K J, has been promoted to be station agent at Parker's Glen.

Cal Crane, of E Y tower on the Honesdale Branch, goes to K J tower at Parker's Glen.

Lewis Wheeler, formerly messenger boy at the Erie station here, has been appointed operator at G U tower at Collins Switch on the New York Division.

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*Parker's Glen, circa 1901*

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*October 9, 1902, Sullivan County Record:*

**An Old Man Struck by Train**

On Monday of last week William Hawk of Tusten was struck by an Erie locomotive and was knocked off the railroad bridge known as bridge No. 9. Mr. Hawk is about 90 years of age and has lived in the same place a few hundred feet from the bridge, for many years, and as there is no road along the track to Narrowsburg, he has been compelled to travel the tracks to and from town. Fortunately he received but slight injuries. His hip was bruised and one of his ankles was wrenched, but a day after he sat up in a chair and walked about the room. He is of a jovial disposition and has a host of friends and has held various town offices. For nearly the entire history of the town until the past few years he has been continually in office; he held the office of justice of the peace for many consecutive terms. There is no doubt of his recovery.

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*October 23, 1902, Port Jervis Tri State Union:*

Preparations are being made for the removal of WX Tower from its present location in the west end of Port Jervis yard to the present site of JG tower at Sparrowbush crossing. The change is made by reason of the necessity of a larger tower at the crossing to accommodate the levers of the new switches that have been built and are being built in that locality. Messrs. Michael Flaherty, of Port Jervis, and William Clune, of Matamoras, will have charge of the removed tower to succeed Messrs. Wilson Aumick and A. Breese, who ha charge of JG tower.

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*October, 1903, Port Jervis Evening Gazette:*

**Up the Delaware River -- Train Two Stalled -- A Hotel Likely to Float Away -- Schoolhouse Carried Away**

The situation up the Delaware River is bad. The river all day has been dotted with pumpkins, corn shocks, lumber, wagons, out houses, fences, etc. washed from the fields and homes along its banks.

The schoolhouse at Mongaup was washed away and floated down the stream, and gradually went to pieces.

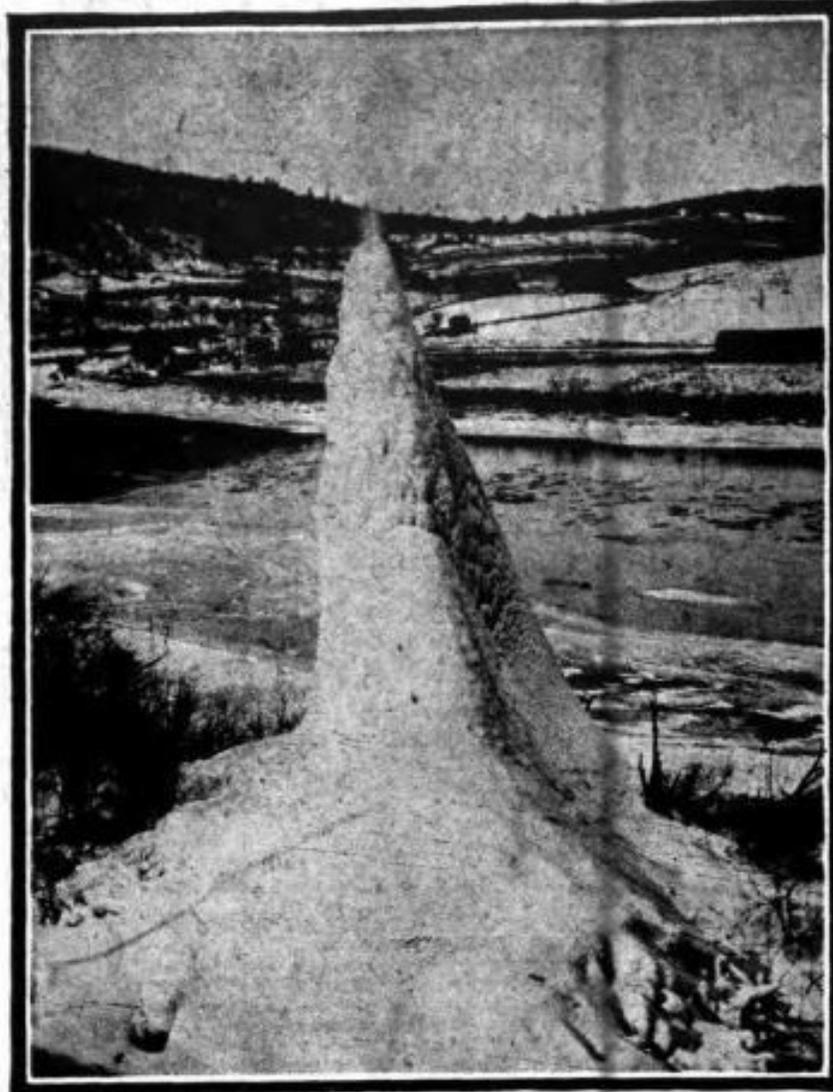
A train of coal cars was run on bridge No. 9 at Tusten to hold it down, the flood being all around it.

Word reached Port Jervis about 11 o'clock this morning that the Delaware House at Lackawaxen is about "on a float" and unless the water recedes more rapidly than it had been, this popular hotel will not be able to stand the swift current. John Asher is proprietor.

Train Two which should have arrived yesterday afternoon at 4:16 p.m. has up to this hour not yet come in. It is stalled between Lordville and Long Eddy, being unable to proceed either way, on account of the washouts. The train crews and passengers are scouring the country for eatables.

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## FOUNTAIN MAKES ICE MONUMENT.



(THIS WEEK'S FIVE DOLLAR PRIZE WINNER.)

**W**HAT is commonly termed an ice monument is an annual formation of ice weighing many tons, the result of severe low temperature upon an artificial fountain constructed by the Erie Railroad Company at Parkers Glen, Pa., on the Delaware River.

During the warm season, for the last twelve years, this fountain, which is capable

of throwing a stream to a height of more than one hundred feet, has been a famous object of interest to thousands of travellers.

The interest manifested in winter, however, is even more marked, because of the beauty of this immense column of ice, which stands from base to apex a stately height of eighty feet, closely resembling white marble.

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*December 24, 1903, Port Jervis Tri State Union:*

The New NH Tower situated one mile east of Hankins is now in operation. The old tower two miles west of here has been closed.

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*January 22, 1904, Port Jervis Evening Gazette:*

The Susquehanna Transcript says that engine 937, which was pulling No. 4 when the train went down the bank near Hancock, was pulling No. 6 when she was derailed at Stockport, and was also pulling No. 4 when two cars went off the track just east of Hale's Eddy. Railroad men are of the opinion that this is the cause of the derailment. Experts are now examining her in the Erie shops, measuring every part of her running gear. The engine is one of the new passenger engines which have been put on the Erie within the past few weeks.

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*January 30, 1904, Susquehanna Weekly Journal:*

Besides being the youngest engineer on the Delaware Division of the Erie, if not on the whole road, George Smiley, of Susquehanna, may be classed as one of the nerviest. While applying the reverse lever of his engine at Long Eddy yesterday afternoon, Mr. Smiley caught his right foot in such a manner that a Pott's fracture of the leg was the result.

Notwithstanding his painful injury, the plucky engineer stuck to his post and ran the train all the way to Port Jervis, covering a period of from 4 o'clock yesterday afternoon until 2 o'clock this morning. When he reached this place the injury was dressed at the hospital. (*From the Port Jervis Gazette, yesterday*).

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*March 29, 1904, Port Jervis Evening Gazette:*

The Erie Railroad Company has decided to replace No. 9 bridge over the Delaware River at Tusten by a structure more solid and therefore capable of supporting the heavier traffic over the road. The new structure will be the same dimensions in every way, but the material will be heavier. Much of the iron has already arrived on the grounds and the work will begin in a few days. It is not expected that while this change is being made railroad traffic will suffer much detention.

In rebuilding No. 9 bridge, the Erie is pursuing a policy that has been in vogue for some time. The steadily increasing heavy traffic has necessitated stronger bridges and all light structures will have to go. Last summer the company replaced bridge Np. 33 over Middle Creek at West Hawley.

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*June 14, 1904, Port Jervis Evening Gazette:*

### **Changes Among Dispatchers**

One of the first effects of transferring the control of the Honesdale Branch to the Wyoming Division is the reduction of three dispatchers in the offices here. Dispatcher W.J. Sheehan goes to Dunmore, Dispatcher Thomas Cavanaugh will leave the Honesdale Branch and take the position of Dispatcher William Welch on the Main Line by right of seniority and Dispatcher Welch and Hanrahan will go back operating.

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*December 29, 1904, Port Jervis Tri State Union:*

WF Tower at Westcolang, which has been closed for some time, was opened last Friday at noon with operators L.M. Driver and A.V. Taylor.

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*January 11, 1905, New York World:*

**Panther Attacks A Car Of Sheep - Erie Freight Train Up Port Jervis Way has a Real Jungle Experience**

"What is delaying fast freight No. 78?" was the despatch sent to the Erie operator at Mast Hope, PA Monday night.

"Panther attacked car of sheep," was the reply.

The Delaware Division dispatcher of the Erie at Port Jervis nearly fell off his chair as this report was wired him.

Eastbound freight No. 78, drawn by engine 1826, E. Westfall engineer, Daniel Devere conductor, with 60 cars of high-grade livestock--beef, sheep and calves--running on passenger train time, stopped near Mast Hope to cool two hot journals in the wheels of a car of calves. While engaged in cooling the journals, the train crew were startled by the screams of a wild beast, and in another instant a huge panther bounded from the thicket and attacked a car of sheep.

The frightened animals rushed to the far corner of the car, and in the struggle to escape several sheep were trampled to death. The stock in the other cars took up the scent of danger, and pandemonium reigned.

The trainmen took a look at the beast by the light of their torches, and then shinned up the caboose and engine. The panther made frantic attempts to get at the sheep, but in vain. The trainmen signalled the engineer to go ahead, and only when the train began to move did the hungry panther leave the car of sheep.

The hot wheels were cooled two miles further east.

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*January 28, 1905, Susquehanna Tri-Weekly Journal:*

**Erie Putting Men to Work -- Increased Business Makes it Advisable to Re-Open Block Towers**

A number of towermen are being put back to work by the Erie Railroad Company after a lay-off of several months. It is evidence of the increasing business of the company and the large amount of traffic that is now being enjoyed not only by that road but by all. Last summer the Erie laid off a number of tower operators and closed the towers. At the time business was slack and it was not absolutely necessary that the towers be kept in operation. By reducing the number, the blocks were made longer and the same safeguard was kept on the trains.

There was no particular disadvantage in the system with fewer towers except that when traffic increased to the extent that trains were running in large numbers in many sections it made the

blocks so long that there was a greater delay in getting the trains over the road. Under the block system used on the Erie, one train cannot enter a block until all others have gone out. In this way the trains are kept apart and a strong safeguard is effected.

A number of towers are to be reopened in order to shorten the blocks. Every tower means employment for two men who have been laying idle. A man is employed days and one nights. On Saturday, the CJ Tower, four miles west of Cameron, was reopened.

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*February 2, 1905, Port Jervis Tri State Union:*

BQ Tower at Lackawaxen was burned to the ground Wednesday night. The cause of the fire is unknown, but it is supposed to have been caused by an overheated stove, and the high winds soon fanned the flames into fury.

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*June 1, 1905, Port Jervis Tri State Union:*

**Wreck at Little Equinunk**

Monday an Erie passenger train of 14 cars came near having a serious wreck at Little Equinunk, two miles east of Long Eddy. The trucks of one of the day coaches left the track and tore out the switchpoints at the Basket, running for nearly half a mile on the ties, and tearing up the rails on the Basket bridge. Fortunately the cars were left on the roadbed. The passengers were put on the other cars and the train went on its way about three hours late. No one was hurt, but all were badly shaken up and thoroughly frightened.

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*June 1, 1905, Port Jervis Tri State Union:*

**Port Jervis Paragraphs**

On April 23 Division Headquarters were moved from Port Jervis to Susquehanna. This change caused the men inconvenience, as most of them had homes at Port Jervis. PO Yard now goes to the New York Division, and the Susquehanna Yard to the Delaware Division.

We Understand PX and D offices in PO Yard are to be abandoned, and the work of these offices done in PO Depot. This will cause numerous changes not known at this time.

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*March 5, 1908, Port Jervis Union:*

**Five Towers Closed - On Delaware Division of the Erie - Ten Men Out Of Work**

Effective at 3 o'clock this afternoon the following named signal towers on the Erie's Delaware Division were closed until further notice and the crossovers spiked:

- SZ at Shohola
- WF at Westcolang
- BN near Stockport
- WI at Hancock
- XR near Gulf Summit

This will throw 10 operators out of work. The crossovers at NO and NH towers will be open from 1 p.m. to 7 a.m., and at QA tower from 12 midnight to 6 a.m.

This is another "economical" movement of the Erie Company.

**The 16 Hour Law -It Went Into Effect Wednesday - Operators in Five Towers**

Effective on Sunday, March 1, three operators were placed in Erie signal towers QH, RT, OZ, BQ and XJ on the Delaware and Wyoming Divisions. These towers are between Mill Rift and Lackawaxen in Pennsylvania, and the men will work on eight-hour shifts. The eight-hour law has been in effect in New York state since October 1, 1907, and in the towers on the Delaware, Wyoming and Jefferson Divisions of the Erie in Pennsylvania as stated on March 1, 1908.

Wednesday, the 16-hour law with reference to operatives on railroad trains went into effect. The new law provides that an employe that has been on duty 16 hours out of 24, even though not on consecutive, must have eight hours rest before being called for duty. Dispatchers and telegraph operators must not continue on duty more than nine hours at one time out of 24.

It is said that train crews must stop and take the required rest after 16 hours at whatever point they may be on the road with the trains. It is also rumored that on the Delaware Division, Lackawaxen and Deposit will be made sort of terminal points where the men will be relieved on trips at the expiration of this 16-hour period in order, it would seem, to prevent the men from making any overtime. Heretofore it has been the policy of the Erie to work employes in the train service as long hours as possible, and this proposed "rest" system seems to be an indication of some more petty economies on the part of the company to prevent the men from earning a few dollars more per month, and it is believed by railroad men to be for the purpose of defeating the intent of the 16-hour law.

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*December 24, 1908, Port Jervis Tri State Union:*

A Susquehanna correspondent of the Binghamton Press says a railroader on the Erie's Susquehanna Division, who is predicting a hard winter, does not base his claims on the markings of goose bones, but rather on the amount of clothing worn by tramps he finds beating their way on the trains. A hobo caught on his train the other day was wearing five shirts, four coats, two vests, five pairs of trousers, woolen cap under his hat, three pairs of stockings, felts and shoes.

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*February 9, 1909, Port Jervis Tri State Union:*

The Erie has connected Postmaster Molony's store in Mill Rift with the Hawk's Nest tower. Under this arrangement Mill Rift business men can get immediate connection with every station on the Delaware Division to make arrangements for shipping and receiving freight. This will be a great accommodation to the people of The Rift. The passenger landing of the Erie at Mill Rift has been rebuilt. Two large lamps have been placed, one at each end of the station.

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*December 23, 1909, Port Jervis Tri State Union:*

While crossing the Erie tracks near UB tower, about one-quarter of a mile west of the depot at Long Eddy, Monday noon, the wagon owned and driven by William D. Adams, a farmer of Wayne County, PA, was struck by the east-bound Delaware Division way freight while switching cars. The wagon was demolished, but Mr. Adams and his horses were uninjured.

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Long Eddy, NY, circa 1910

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Parkers Glen, PA, circa 1910

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*September 21, 1911, Port Jervis Tri State Union:*

Aviator James J. Ward flew between Middletown and Port Jervis, following the Erie tracks, and his progress was reported by Erie telegraphers at stations along the way. [Click here](#) for the story.

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*December 11, 1911, Port Jervis Tri State Union:*

**Stole A Track Bicycle -- Russian takes a 13-mile Trip on Erie's Delaware Division**

Joseph Cohenski, a Russian, seized a track bicycle at Mast Hope last Monday and peddled the machine eastward on the Erie track to OZ tower, near Parker's Glen, a distance of about 13 miles.

Operator Higby at OZ tower stopped the man and notified Erie Police Lieutenant R.N. Johnson, who went to OZ and brought Cohenski to this city on Erie train 30 at 10:22 o'clock.

The prisoner was arraigned before Justice A.W. Balch in Matamoras on a charge of petit larceny, and after a hearing was released under suspended sentence as it was believed that he was an irresponsible person. Cohenski then started down the road toward Milford.

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*March 18, 1916, Port Jervis Evening Gazette:*

**Snow Delayed Passenger Trains**

The western passenger trains arrived in this city several hours late this morning after bucking snowdrifts on the Delaware and Western Divisions. Trains 14, 130 and 8 had considerable trouble in plowing through the snow which was piled in huge drifts by the heavy wind that prevailed Friday afternoon and night. The worst trouble was encountered at the cut at GF tower near Gulf Summit. The east end of this cut was filled with drifts and the trains had considerable difficulty in cutting their way through. As fast as the trains cut a passage through the snow the wind would fill up the gaps.

The Binghamton section of Train 30 was about 40 minutes late and the Honesdale section was run through on time. The Binghamton section was brought to Middletown and connected with the Middletown local. Train 8 arrived in Port Jervis at 11:35 o'clock more than five hours late. The crew was relieved at this city having been in service nearly 16 hours.

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*October 27, 1917, Port Jervis Evening Gazette:*

**Eleven cars Derailed at Skinner's Falls**

Another bad wreck occurred on the Erie Railroad when on Friday evening eleven cars of fast freight train 80 were derailed near Skinner's Falls between Narrowsburg and Cochecton.

Train 80 was proceeding along at its usual fast rate of speed when it is said that a broken truck caused eleven cars in the forward part of the train to leave the tracks. The cars piled up. Three of them rolled down a 40-foot embankment and stopped in a corn field. Two cars were filled with grapes and a third was filled with shoes. The car of shoes was not badly damaged but the grapes were distributed along the course which the cars took in their roll down the bank. The eastbound track was blocked the greater part of the night. The Port Jervis wreckers were sent to the scene of the accident and cleared the wreckage and returned to Port Jervis about 10:30 o'clock this morning. The members of the train crew escaped injury.

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*December 20, 1917, Sullivan County Record:*

**Narrowsburg Erie Station is Burned Down**

The old and historic passenger depot of the Erie Railroad at this place is a smoking mass of debris as the result of a conflagration that swept the old structure Friday evening at 6:45 o'clock, when an acetylene gas machine in the waiting room of the building exploded and ignited the wooden structure. The entire building was consumed, together with the pay checks, left yesterday as the pay car passed over the lines, and all passenger tickets and money in the cash drawer were consumed in the flames.

The old frame building was one of the oldest in the Erie system. It was used as a ticket office, and the Western Union Telegraph Co. had offices there, with the Wells Fargo Express Co. The western end was occupied by Murray Bros., who conducted a restaurant. This was one of the most popular restaurants on the system before the dining cars were inaugurated on the through trains, and travellers of yesteryear will recall the stop and announcement of "20 minutes for lunch at Narrowsburg."

Station Agent J.H. Kirk and his assistant Edward Engelmann were slightly burned in the attempt

to save the books, tickets and money from the office. They were unsuccessful, however, and all of the office material was consumed.

William C. Engelmann, proprietor of the Annex Hotel, which was scorched in the blaze, generously offered the use of his building, which is near the railroad tracks, to be used as a temporary depot. This has been accepted by the road officials. The fire crippled telegraphic and telephonic communications, but this damage has been repaired.

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*January 21, 1918, Port Jervis Evening Gazette:*

**Train 48 Hits Rear End of Train 4 West of Westcolang-Weather a Contributing Cause**

Three persons were injured when Erie train 48, the Hornell express, crashed into the rear end of the through passenger train No. 4 from Chicago west of the Westcolang station about five o'clock Sunday morning. There was considerable speculation about the seriousness of the wreck when the first reports were received in his city and Erie Surgeons W.L. Cuddeback and Edgar G. Cuddeback went to the scene of the accident with the Port Jervis wrecking crew. Fortunately the passengers and members of the crew escaped serious injury; three persons were slightly injured.

Train four which was due to reach Port Jervis about two o'clock Saturday afternoon was about 15 hours late, and lost her rights and was running as No. 14 on the Delaware Division. The train was stopped for signal by the automatic signal block west of Westcolang. Train 48, which was running but a short distance to the rear of No. 4, came around a short curve and the locomotive of the Hornell flyer smashed into the rear of the train on the block. It is said the engineer of the second train could not see the train ahead on account of the steam and thick frost.

The engine of train 48 telescoped the dining car on train 4. The locomotive ripped through to the cylinders. Fortunately there was no one in the dining car at the time of the collision. The cars of the Chicago train were pushed and shoved from the rails. The passengers on this train were thrown about the cars.

Mrs. Walter Blair, of Corey, PA, was in a sleeper and was thrown against a partition. She was not seriously hurt and was able to walk about. She complained of injuries to the back of her neck and shoulders. O.E. Bush of New York, porter on a Chicago sleeper, was thrown forward and his face came in contact with the woodwork of the car. He sustained cuts and bruises about the forehead, nose and lips. J.A. Whited, a sailor of New York city, received a two-inch scalp wound. There were no other injuries on train four and not a person hurt on train 48.

A car of the Arms Palace Car Co. containing a large shipment of horses for export to the allied armies of Europe, was telescoped and the left side of the car partly dropped over toward the westbound track. It was impossible to say how many of the animals were killed or injured at the time of the accident as several were seen lying on the floor of the car and others were kicking and jumping about. The baggage car of train 48 was standing on end with the forward part of the car resting on the car ahead. In this car was Expressman Schroeder, of Jersey City. He was in a car that was badly damaged in a wreck at Susquehanna about a month ago and on each occasion he has come through without being injured.

The steam pipes which heat the coaches and sleepers of the train were broken. The thermometer registered 30 below zero at Westcolang at the time of the accident. The passengers were in danger of suffering seriously from the cold as the cars began to cool quickly in the frigid weather. Train seven which was several hours late, ran up to the wrecked trains, took on the passengers from the other trains, and backed down to Lackawaxen where they found refuge from the cold in the depot. Later, a relief train was sent from Port Jervis and brought the passengers to Port Jervis where they dined at the Erie restaurant and later went to their destinations on Erie train 10 at 10:23 o'clock.

(see also [Sullivan County Record](#))

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## **COLD STALLED TRAIN ALL NIGHT LONG**

**"Mountain" Held Ten Hours—Man  
Nearly Froze to Death in Box  
Car Waiting Room**

Callicoon, Feb. 7—The Erie is up against it hard with all railroads. Following the story of "30" Thursday morning comes the tale of its sister train, the Mountain Express, held up for nearly ten hours.

A freight train became stalled ahead of the Mountain and found it impossible to move ahead so a siding could be reached. Zero weather quickly descended and froze the train to the rails.

Another freight dropped in behind the Mountain. By this time the thermometer had scaled down to 18 to 22 degrees below and in a short time this freight, too, was frozen up.

The freight ahead kept working, finally resorting to cutting the train up into pieces of six or eight cars and taking them to a siding several miles away. Passengers on the Mountain suffered considerably, one man who has been railroading some 40 years saying that it was his most harrowing experience.

Floyd Deighton of Callicoon spent the night in the windowless box car that serves as a station at Skinner's Falls. He had come to catch the Mountain home and nearly froze to death during the hours he spent in the shanty.

Several school girls from Hankins, Stalker and Stockport who attend the Callicoon high school, coming down on "30" mornings and return on the Mountain nights, spent the night in the Callicoon station, not daring to go elsewhere for fear of missing the train. W. H. Manny of Hankins saw that the girls did not go hungry, but when the ice-draped train rolled in to the station they were one happy lot of youngsters.

*September 11, 1918, Port Jervis Evening Gazette:*

An Erie freight engine in crossing into a siding at Long Eddy, toppled over Tuesday afternoon, blocking both east and westbound tracks. The wreckers were called and it was some time before the tracks were cleared so that trains 3 and 4 were several hours late.

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*January 26, 1920, Port Jervis Evening Gazette:*

**Twenty-Six Cars of Freight Are Wrecked East of Narrowsburgh**

This wreck blocked the railroad for 24 hours, causing other trains to detour on other routes. The only injury was to Robert Welsh, a Narrowsburgh trackman, who was injured while helping to clear the wreck. [Click here](#) for the news report of the accident.

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*February 13, 1920, Port Jervis Evening Gazette:*

**Twenty-Seven Cars of Freight Are Wrecked Near Mast Hope**

Twenty-seven freight cars in a train of 58 were derailed at a point a mile and a half west of Mast Hope at 3:20 o'clock this morning. It required 48 new rails to replace those torn up when the cars left the track. It is expected that the west track will be clear by six o'clock this evening but it will be impossible to clear and repair the east rails before tomorrow morning. The cause of the wreck is unknown.

Engineer H. Crowley and Conductor T.E. Delaney were in charge of the long freight of 58 cars loaded with coal and miscellaneous articles. The train was an extra and was headed by engine No. 2718. At a point a mile and a half west of Mast Hope, 27 of the cars left the rails. The ninth car was the first to jump and the 26 immediately after followed. The eight cars at the head of the train were brought to this city.

Telegraph connections with points beyond Mast Hope were broken and details could not be obtained until the wires were repaired late this morning. Trains 48, 3, 6, 13 and 7 last night and No. 3 today detoured over the DL&W road. The morning milk train and train 30 exchanged passengers around the wreckage. Train 30 was run in two sections, the first being made up here and leaving on time while the second was an hour late.

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*March 10, 1920, Port Jervis Evening Gazette:*

Twenty cars from a general merchandise freight were derailed near Rosas March 9, 1920. There were no injuries. [Click here](#) for the news report of the accident.

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*July 7, 1920, Port Jervis Evening Gazette:*

Susquehanna -- The local Erie Yards was the scene of a big wreck on Saturday night at ten o'clock when 25 cars were derailed and smashed up. Four tracks were blocked for six hours and two wrecking crews were at work all night clearing the wreck. The wreck was caused by 45 cars breaking loose above CP tower, the cars came down into the yards at a fast rate of speed and crashed into another train. No one was injured.

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*January 24, 1921, Port Jervis Evening Gazette:*

From The Office Cat Column (by Felix):

The Office Cat offers a prize for the best limerick using "Port Jervis." The holes from one dozen of Happ's best crullers will be given to the winner. Here's ours. Pretty bad, but can you do better?

From Chicago comes Zachary Zerviss  
On an Erie express to Port Jervis  
He steps off from Train Eight  
Just eleven hours late  
And exclaims, "What remarkable service!"

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*June 7, 1921, Port Jervis Evening Gazette:*

An Erie poultry train was wrecked near Tusten on June 6, 1921. A track maintenance worker standing near the derailment was slightly injured. [Click here](#) for the news report of the wreck, and [here](#) for a second story.

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*December 4, 1924, Sullivan County Record:*

### **Little Indian Boy Sought Playmate**

Callicoon, Dec. 1—The youngest Indian hunter on record appeared in the dining car of Erie Train No. 3 last Friday Evening, as the train was approaching Lackawaxen, and demanded his supper. In reply to questions he informed conductor (John I.) Mattice that he was Lionel Quackenbush; residence, Sparrowbush, and that he had walked from his home to Port Jervis, where he got aboard the train; also that he was on his way to Chicago to secure a small Indian about his size to bring home for Christmas, just to play with and not to kill.

The conductor notified the boy's parents of his whereabouts from Lackawaxen, and that he would leave the youngster at Susquehanna to await the arrival of the father. Upon reaching Susquehanna the boy was left in charge of Train Dispatcher (P.H.) Flaherty, who, and his entire office force, were entertained by his antics, until his father came up on a later train and took him home.

Lionel claimed that traveling was more fun than the movies, and that he would come to Susquehanna again. Incidentally, he had a ride of 210 miles, even though he did not see an Indian.

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*February 17, 1927, Hancock Herald:*

### **Erie has Costly Wreck at Pond Eddy**

Twenty-three loaded cars in an eastbound Erie freight train were derailed last Saturday morning at 6 o'clock on the Delaware Division at Pond Eddy, eleven miles west of Port Jervis. The wreckage took fire, destroying five cars and their contents, also the freight depot. A call was

sent to Port Jervis for help, and the fire department of that city saved the other cars of the train, the passenger depot and adjoining buildings from destruction.

Railroad officials said the wreck was the result of a broken wheel on one of the cars. Wrecking crews from Susquehanna and Port Jervis were dispatched to the scene, where it required more than 18 hours to clean up the smashed and twisted cars and relay many feet of rails before traffic could be resumed. No one was injured in the accident. Through passenger trains were detoured over the D&LW Railroad via Binghamton, Scranton and Jersey City.

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*September 20, 1934, Hancock Herald:*

**Erie Trains in Rear-End Collision - Eight Cars Demolished Near Hancock Sunday Morning - Brakes Failed To Hold**

Near the site of the recently abandoned KI tower on the Brooklyn side, about one mile east of Hancock, on Sunday morning at 10:45, Erie Train No. Third 98 crashed into the rear end of Train No. Second 98, with the result that six cars containing fruit and meat and the two cabooses on train Second 98, were practically demolished.

Train Second 98 was obliged to stop due to a hot journal on one of the cars about the middle of the train. All of the crew was fortunately out of the caboose examining the wheels to determine whether or not it was necessary to cut out the car when the crash came.

Later engineer Andrew Axtell of Lanesboro, according to reports, said that he observed the signals in the block but due to a bad rail, faulty brakes and the fact that the rails were wet with rain he could not stop his train of 98 cars as readily as he planned.

The Susquehanna crew and wrecker were called and traffic was resumed at 1:00 p.m.

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*May 6, 1938, Binghamton Press:*

**60-Ton Rock Blocks Track - Erie Crews Work to Clear Road Near Lordville**

Emergency work crews were laboring today in an attempt to move a 60-ton boulder from the Erie Railroad tracks at Bouchoux Cut near Lordville.

The boulder, largest to roll down Bouchoux mountain in years, landed on the westbound tracks at about 8 o'clock this morning. Trains were being routed over adjoining tracks today while workmen attempted to roll the boulder into the nearby Delaware River.

Officials at the Susquehanna office of the railroad said an early morning heavy rainstorm undoubtedly caused the boulder to roll down the mountainside. They said that, although the westbound tracks were damaged considerably, emergency crews probably would have the line open before the day is over.

Bouchoux mountain is just east of Lordville, railroad officials said. They said rock and landslides are not unusual in that area.

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WX Tower, Sparrowbush, NY circa 1940



—Binghamton Press Photo.

**MARKED FOR DESTRUCTION** — The **Erie Railroad's switch tower** near Alice Street, where switchmen have controlled the east approaches of Erie and DL&W trains since 1899, will be torn down not later than next spring as part of the widening of the Alice Street underpass. The tower, just east of the underpass, is shown from the west side.

*Binghamton, NY Press, Dec. 6, 1954*

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Yonkers, NY Herald Statesman, February 4, 1957



BOX CARS are strewn over the main line tracks of the Erie Railroad after a freight train derailment near Narrowsburg yesterday. Between 20 and 21

cars were reported off the tracks but no one was reported injured. Wrecking crews were summoned from Hornell and Port Jervis, N. J. It was the fifth major ac-

cident on the Erie since Dec. 1. Trains were rerouted over tracks of the Delaware, Lackawana and Western Railroad until wreckage could be cleared —AP Photo

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*Binghamton, NY Press, February 5, 1957*

The Erie Railroad main line, blocked by a 20-car derailment Sunday, will not be cleared for traffic between Binghamton and Hoboken until tomorrow, a spokesman today said. Passenger trains are being rerouted on the DL&W, freights on the Erie's Jefferson and Wyoming Divisions.

The derailment occurred in a deep cut near Narrowsburg. Narrowness of the defile, the Erie spokesman explained, has complicated the clearing of the tracks. It is necessary to pull the derailed cars out of the cut one by one, rather than lift them off to the side as usually done.

Also: [Hancock Herald story](#)  
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*October, 1957 Erie Railroad Magazine*



**THE DELAWARE DIVISION BEGINS** and the New York division ends, here at Sparrowbush.

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*August 7, 1958, Hancock Herald:*

**Mell of a Hess**

The results of an Erie [freight derailment](#) at Callicoon. No one was injured.

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Horseheads, NY HO Tower, 1976





[Back to Erie Page](#)