

DL&W News Articles, assembled by Richard Palmer

Scranton Weekly Republican, Friday, August 17, 1866

Fatal Explosion. - On Saturday last, while standing on "the Limestone switch" of the D., L. & W. RR., just this side of the Water Gap, the locomotive "Henry Young" exploded her boiler, blowing the whole machine into fragments, and severely scalding and bruising the engineer, John Seeley, and a brakeman named Edward Seeley, both residents of this city. Edward Seeley died on Tuesday night. He was a young man who had many friends and whose early death will be sincerely regretted. John Seeley will probably recover. At the time of the explosion, the locomotive, which was drawing an extra train, was waiting for the regular train, ahead of her, to take on a load of limestone. The engineer had filled up his fire, put on his blower, and, then getting down to key up his main rod, had seated himself on a pile of ties. The next he remembers is being blown against the fence by the concussion, while Edward Seeley was blown quite over the fence, more than a hundred feet. One of them was completely stripped off of his clothing, excepting his boots. It is fortunate that no one was on the engine at the time of the explosion - which was so extremely violent as to break the machine into so many small pieces that it was easily loaded on flat cars and brought up to the repair shops at this place.

Scranton Republican, Thursday, January 16, 1868

Wages The D. L. & W. RR have cut down Conductors and Engineers \$5 a month, and Firemen \$2 a month. Brakemen are reduced to \$1.65 a day and Head Brakemen to \$1.80 a day. Miners are now the only employes of the company who are getting last year's wages. It is to be presumed that their turn will come next. The Railroad shops commenced running on nine hour time again yesterday.

Scranton Republican Saturday January 18, 1868

Obituary We take the following notice of our late esteemed citizen from the Scottish American Journal, published in New York City: *John Alexander Linen Dickson* Died at Scranton, Penn., on Dec. 26th, John Alexander Linen Dickson, aged 39 years. The deceased was born at Lauder, Berwickshire, Scotland, on the 22nd day of February, 1829, and with his father's family emigrated to Canada in the summer of 1832. In the Fall of 1834 the family came to the United States with the view of engaging in farming in Pennsylvania, in connection with George Linen, esq., uncle of the deceased. Farming not being adapted to the tastes of the elder Mr. Dickson, (being by trade a machinist,) he removed with his family to Carbondale, Penn., in the spring of 1836, where, by his skill he soon attained the

position of Master Mechanic of the Delaware and Hudson Canal Company. The entire machinery of the company was soon placed under his supervision, and he has held the position acceptably from that day to this. At an early day John showed an aptness for mechanics, which induced his father to place him in the machine shop under his own supervision, where he received a thorough mechanical training, and was fitted for the eminent position he afterwards attained. Early in the year 1856, in connection with his brothers, Thomas and George, the firm of Dickson & Company of Scranton was established, and so rapidly did the business of the firm increase that it became unwieldy, and in the year 1862 the present corporation, known as the Dickson Manufacturing Company, was organized. John was appointed General Superintendent, a position which he held at the time of his death. To his mechanical genius and skill must be attributed a large share of the success of the company. He had but few, if any, superiors in his profession, and to his mechanical ability the coal operators of the Lackawanna and Wyoming regions are largely indebted for the efficient machinery they have now in use, and he has left an impress upon the industrial and manufacturing interests of those regions that must live long after him. As an Administrative officer he had few equals; he was beloved by his men, and could by his moral power at all times mould them to his will. The disease to which he finally succumbed, developed itself soon after his removal to Scranton. Long and manfully did he battle with it, remaining at his post long after his friends advised him to give up, and he yielded only when his frame would endure no longer. As his end approached, his early religious training asserted itself, and he met death without a fear and in the hope of a blessed immortality. His associates in business paid the usual tribute of respect to his memory by passing resolutions of sympathy with his widow and family at a special meeting on Dec. 28th, and by attending his funeral in a body. His loss is deeply regretted by the entire community.

Scranton Republican, Saturday, January 25, 1868

Lehigh Valley Railroad The train on this road yesterday afternoon had a very bad effect upon the tempers of the passengers, judging from the manner in which one of them growled, in our office last evening. He said the train was on the road from 3 P.M. until 8 o'clock the same evening, counting from Pittston to Scranton, a distance of nine miles. The reason was, that a short distance this side of Bellevue, an engine was backing a couple of platform cars loaded with stone, when by a broken wheel flange, the stone cars were thrown off the track, and the detention was caused by the time taken in replacing them. It is very aggravating to be thus delayed when one is in a hurry, as was the case with the passenger in question, but due allowance should be made for unavoidable delays. Give the "brimstone" gentleman his due.

Scranton Republican Monday January 27, 1868

Lehigh Valley RR The trains on the Lehigh Valley and Lehigh & Susquehanna railroads, due here at 10 o'clock Saturday evening, did not arrive until yesterday noon. They were detained by an accident on the Lehigh Valley, near Penn Haven. A coal train, ahead of the passenger, was compelled by some trifling accident to stop. A flagman with a lantern was sent back, but his lantern went out and he was unable to stop the passenger train, which struck the coal train while going at full speed. Eight or ten coal cars were demolished, and the passenger locomotive, breaking its couplings, leaped the coal train, and landed full across the Lehigh & Susquehanna track, leaving both tracks completely blocked. The Lehigh & Susquehanna train, being below at the time, was cut off as completely as the Lehigh Valley. No passengers were hurt. The engineer and fireman of the passenger locomotive saved themselves by jumping off. Locomotives and cars had to be sent from Wilkes-Barre on both roads, and passengers and baggage were transferred. Working parties were busy all day yesterday clearing the track. The Lehigh and Susquehanna track being about six feet lower at the point where the accident occurred than that of the Lehigh Valley, the locomotive, one of the best on the road, was badly smashed up.

Scranton Republican Tuesday January 28, 1868

RR Strike An order was issued from D. L. & W. RR headquarters, on Saturday, to reduce the number of brakemen on coal trains from four to three. In consequence of this, the brakemen leave quit work, declaring that it is impossible for three men to safely run the large coal trains down the heavy grades – the more so that it is often necessary to have one or two off the train as flag-men, etc. A number of carpenters and other workmen from the northern division were brought down last evening to serve as brakemen.

Scranton Morning Republican Wednesday, April 29, 1868

Steel Rails The question of the superior durability of steel rails over iron rails for railroads, is engaging much attention in this country. The general opinion seems to be that steel rails will last vastly longer than iron rails, and are therefore, of course, more economical, but they have not been used long enough to conclusively demonstrate the truth or falsity of the theory. We have all along leaned wrongly to the opinion that the steel rail would be the best and cheapest in the long run, but we were somewhat staggered, yesterday, after looking at a rail which was bought by the Lackawanna Iron and Coal Company, among a lot of old rails, from the D. L. & W. RR Company. It was not known until the rail in question was about being cut in two that there were any steel rails in the pile. The

fact that it was a steel rail was disclosed by the operation of cutting, and on inquiry it was found that it was one of a lot laid down in this city on the D. L. & W. track, from a point nearly opposite the old rolling mill, and from there down to the new store, in May, 1866. One end of the rail is broken and badly battered, and through its entire length it is much worn on the inside upper edge of the head. The following is the manufacturer's mark, as seen stamped on the side of the rail: *John Brown & Co., Sheffield. Atlas steel, 1865. Sec. No. 49.* It will be seen that the rail in question has had a little less than two years' wear, which would be considered a very poor result for an iron rail. The rest of the steel rails put down at the same time nearly all show more or less signs of wear. They may not have been a fair sample of steel rails, however. Be that as it may, it is a matter for experts. We merely give the facts as we find them.

Scranton Republican Saturday May 2, 1868

A Great Accommodation The Delaware, Lackawanna, and Western RR. company, on and after the 4th of May, will cause a Caboose car to be attached to a Lehigh Summit train for the accommodation of passengers living between Gouldsboro and Scranton. The trains will leave the different stations as follows: Gouldsboro, 9:15 A.M.; Lehigh, 9:20 A.M.; Moscow, 9:50 A.M.; Dunning, 10:05 A.M.; Greenville, 10:25 A.M., arriving at Scranton at 10:55 A.M.

Scranton Morning Republican Wednesday, May 6, 1868

The Cliff Works – New Locomotives – The New Planing Mill Among the many manufactories of our city, few turn out a larger amount of work, compared with their facilities, than the Cliff Works branch of the Dickson Manufacturing Company. We took a hasty look through its various departments yesterday, more from curiosity than anything else, but we shall say a few words about what we saw. The first notable thing was a new locomotive, which had just been run out of the shop, and which is intended for the Union Railroad, and to run between Providence and Wilkes-Barre. It is named after R. Manville, the popular Superintendent of the Del. and Hudson Canal Co.'s RR. It is a 28 ton coal-burner engine. Inside the shop, and in course of construction, are two other powerful engines. The first, No. 50, is to be a 40 ton engine, for the Lehigh and Susquehanna RR., and is to be completed by the 20th of the present month. The other, No. 51, is to be the same size and style, and for the same road, and is to be finished by the 15th of June next. Two hundred coal cars for the L. & S. road, and 400 of the same for the Del. & Hud. road, are also being built here, at the rate of seven per day, beside any quantity of other work. The capacity of the works is altogether too small for the demands upon them, and both the machine shop and

the blacksmith shop are to be enlarged the coming summer.

The Planing Mill Passing through these shops, we were conducted through the old planing mill, which was found to be running to its full capacity under the foremanship of Mr. T. C. McGregor, who has charge of everything connected with the works except buying the lumber. He soon gave us to understand that during the month of October he expected to move into the new planing mill already in course of construction, the old shell in which the work is now carried on being too contracted as well as too inconvenient to be much longer endured. The new mill is to be stocked entirely with new machinery of the most improved patterns, and the new mill will, when completed, be the best to be found in Pennsylvania. The foundation, which is of stone, on a concrete wall, is nearly completed. The elevation will be of brick, and roofed with slate. The building is to be 80x100 feet, and three stories and a half on one side, and three stories on the other. The gable elevations will be 61 feet each. The engine is to be of the same kind as that in use at the old Dickson works, with cylinder less in size by two inches, and a boiler similar to that in Cliff works. The engine is already built, the brick purchased, the timber all on the ground, and the slate ready for the roof. The engine, shafting, three lathes, (a Rennie, shear, and face lathe,) and saws of all kinds needed, are to be on the first floor. The second floor is to be entirely for the planers, for the molding machine, and for car machinery. The third floor is to be for the manufacture of doors, sashes, and blinds, and the half story for painting and glazing. Everything needed to be used in the upper stories is to be raised by means of an elevator. The building is also to contain two kilns for drying lumber in which it can be perfectly cured in about eight days. The business done in the old mill amounts to about \$100,000 per year, but the new mill will have a capacity for doing double that amount. The best skilled labor to be found in the country is here employed under the capable supervision of Mr. McGregor.

Scranton Morning Republican Friday, June 5, 1868

D. L. & W. RR – New Cars We saw yesterday a new Wreck car, built at the car repair shop of the D. L. & W. RR. It has a number of improvements, substantially and strongly built, and is painted red, with the words “Wreck Car No. 1, D. L. & W. RR.” in white letters on a blue ground. We also saw one of a series of new passenger deck cars which are being built at the Passenger Car Repair Shop of the same road, A. Overbaugh, esq., Superintendent, Horace Bagley, Foreman. The necessity for better passenger arrangements on this road has been long seen, and we are glad to know that energetic steps are being taken to meet this want. The car in question is a very handsome specimen. It is 44 feet in length and 9 feet in width, rather too narrow, however, we should say. Those

now building are to be nine inches wider, which will give that much more room in the passage way. The trucks are of superior make, having heavy elliptical springs in addition to the ordinary rubber springs. The outside is very neatly and artistically painted, and is black lettered "Delaware, Lackawanna, and Western RR." running the entire length, with the figures "20" in the centre of the body. It is constructed of panels running perpendicularly instead of horizontally, as is the case with all the cars hitherto made by this company. This manner of building adds considerable strength to cars over those built in the ordinary manner. The interior arrangements are very tasteful. The head lining is decorated with brightly colored figures. The ventilation is ample, the deck sides being furnished with Vining's patent ventilators. Those in the sides are of a different pattern, and seem well adapted to furnish all necessary ventilation. The mouldings are of ash and black walnut. The horizontal panels over the windows, and the side panels between the same, are of ash, all selected for similarity of grain. All these panels are finished with black walnut and gilt mouldings. The window blinds are of cherry, hand-made. The seat frames are of oak, and the cushions and backs are luxuriously upholstered, and covered with red plush. Taken altogether, inside and outside, this car is as handsome as any seen in these parts. It will be put upon the road in a few days. The next car finished will be an improvement on the one just described, and we presume future cars will be still further improved.

Scranton Republican, Friday, July 5, 1868

The Montrose. - The "bob-tail" engine Montrose, which blew up in the D.L.& W. Co.'s yard a few months ago, killing the engineer and demolishing itself almost completely, has just been rebuilt, and was turned out of the shop Wednesday. It is now a model engine of its kind. Its cylinders are 18x26 inches, and it has a tank on the side of the boiler. It has a new 54 inch dome, and a new house, 9x9 feet. it also carries an improved balance throttle valve, and has a smoke stack similar to the Taylor's and is to those in use on the L.& S. RR. With this jack very little cinder escapes, and all that does is broken up so fine by means of teeth inside that all danger of fire being set by it to buildings along the road is obviated.

Scranton Weekly Republican, Thursday, February 2, 1871

The Lehigh Valley Railroad Company have made arrangements with the New York & Erie Railroad by which the trains of the former, which then stopped at Waverly, should run through Elmira, the track being accommodated to the trains by the addition of a third rail. We now learn that this northern section of the Lehigh Valley Railroad has arranged with the Southern Central of New York for a still further extension over that work to Lake Ontario, and the more rapidly to

complete the Southern Central to the lake, has agreed to advance to the unfinished work \$200,000 being in the shape of a loan. As an additional consideration to the loan being well secured, the Lehigh Valley Company is to have the trackage of the Southern Central for a term of years. This Northern outlet for the coal of the Wyoming Valley already promises great advantages to the Lehigh Valley Railroad Company, which is virtually the owner of this northern extension under the title of the Pennsylvania and New York Canal and Railroad. Within the present year it is expected that Lehigh Valley Railroad trains will run from Easton, on the Delaware river, directly through to Lake Ontario, and will almost exclusively furnish the market of that extended region with anthracite coal.

Scranton Republican, February 10, 1871

The Perils of Brakemen The great fatality among brakemen on freight trains should suggest to railroad companies the necessity of placing safeguards around this class of employes. Their situation is a very perilous one at all times and especially during freezing weather. It matters not how careful they are – what precautions they adopt to escape accident – they are never secure in their persons. They are obliged to stand on the narrow bumpers of cars for hours, exposed to penetrating blasts of wind and pitiless sleet and snows. A slippery surface is often formed on the bumpers, the limbs of the brakeman are benumbed, and before he has time to think he often loses his balance and is ground to pieces by the train. Of late many fatal accidents have fallen to the lot of these railroad employes, nearly all of which have resulted from the perilous nature of the brakeman's duties. Any reform in railroading looking to the saving of life is worthy of the most serious consideration, and the best way to commence reform is to lessen the dangers besting the faithful sentinel at the brakes.

Scranton Republican, Thursday, May 2, 1872

Locomotive The locomotive "Tobyhanna" makes from seven to nine trips per day between Scranton and Clark's Summit, drawing up loaded coal cars yesterday forenoon at 11 o'clock, this locomotive was entering the stone cut at the lower Notch, opposite the old Luzerne or Sawyer breaker, it exploded with a terrific noise, and with such force that portions of the engine were hurled into Leggett's creek, an eight of a mile away, twisting and tearing it to atoms. Charles Hoover, the fireman, and John Nealy, the brakeman, miraculously escaped with their lives. Both were severely burned and bruised. Mr. Nealy was cared for by Dr. Throop and others, while Mr. Hoover was taken in a wagon by Mr. Joseph W. Griffin, and carried to his home in Abington. A hole was made in the back of his head by a bolt, or a piece of iron, and his hands, face and his eyes were burned to a painful

extent, while his right side was nearly crushed by the rocks against which was thrown, yet. Dr. Hollister, who was summoned to look after the injured man expresses the opinion that he will be able to resume work within a month. Both of the men were unmarried and bear good reputations for sobriety and competency. The engine was one of the oldest on the road, and carried 127 pounds of steam at the time of the accident. A gentleman who witnessed the explosion a mile away, described the liberated steam as assuming the appearance of a huge balloon ascending. Hundreds from the Notch, Providence and elsewhere visited the wreck yesterday from motives of curiosity. The place where the explosion took place is the same spot where blind Henry, of our city, lost his eyes, while blasting, some twenty years ago, and also was the scene of the fight between Irish factions in 1852.

Later. Mr. Chas. H. Hoover, the fireman, who was bruised and burned by the explosion of the "Tobyhanna" last Friday, still suffers great pain in his eyes and in his injured side, yet he is out of danger and slowly improving. He has been unable to open his eyes since the accident, owing to their inflamed and painful condition. Mr. Chase, the engineer of the "Tobyhanna," who miraculously escaped with his life by stepping upon the tender for his dinner pail at the moment of the explosion, has been unremitting in his attention to his wounded fireman. The brakeman who was injured at the same time is also improving.

Scranton Republican July 9, 1873

D. L. & W. R. R. Depot With the growth of our city and the great increase of travel upon the three railroads that centre at the depot of the D. L. & W. Co., the officers of that company should turn their attention to making those improvements in the present arrangements of that depot that appear to us to be actually necessary for the transaction of their business and for the comfort and conveniences of travelers. The passenger trains on the three roads arrive and depart at about the same time, and at such times the hall and different rooms for the accommodation of the traveling public are always uncomfortably crowded. Now while the entire arrangement of the first story is defective and open to severe criticism, we wish more particularly to speak of the present management and arrangement of the baggage department, deeming it the most in need of an immediate and very radical reform. Through the one main hall, which runs across the building and leads to the platform, all the baggage must necessarily pass, as well as the persons arriving and departing on trains, consequently at train times there is a perfect jam of humanity mixed up with trunks, boxes, mail bags, milk cans, greasy oil cans and every conceivable article about railroad stations. The result of all this confusion – this jamming and rushing through one not very large

door is that ladies are shoved about in a most ungallant manner, while men, woman and children are bumped and knocked about as though old wooden boxes were of more account than limbs or dry goods. Imagine once, the train from Binghamton arriving on one side of the depot and just behind it the Lackawanna & Bloomsburg, while on the other side the D. & H. train moving in from Carbondale, and all laden with passengers bound southward or whose destination is our city, numbering hundreds with their baggage, rushing and running in opposite directions through the same hall and door that the great "Saratogas" and emigrant chests and newsboy's boxes must be dragged. The skinned shins, mashed toes and torn garments of many a passenger can readily bear testimony to the very defective arrangement of the D. L. & W. depot.

Scranton Republican, July 19, 1873

Always Behind A gentleman who has taken the trouble to watch, for the past two weeks, says that at least one-fourth of the persons who go to the D. L. & W. depot to take trains, delay having their baggage checked and securing tickets until it is about time for the train to depart. Then they make a run for the baggage master, who is away at one end of the platform, and refuses to check the baggage until a ticket is produced according to order. Pell-mell they go for the ticket office, keeping an eye on the train to see that it does not start, and stumbling over baggage, knock over children, and run the point of their umbrella – which seems to be a necessary adjunct to all persons traveling – into some one. If it is a woman, ten chances to one she has a youngster or two, whom she commands to stand in a certain place until she returns. The youngsters wander around and gets mixed up in the crowd, and then there is another perspiring time hunting up Johnny or Mary who don't seem to care whether the train goes or not. The young ones found, they are grabbed by one arm and thrown on to the platform of the car, as if there was no intention of raising them to manhood or womanhood. There is another class who take the precaution to have their baggage checked and tickets bought as early as possible, but who sit around the depot and never offer to get aboard the train until it is pulling out, when there is danger of missing their footing and falling under the cars, or butting their brains out – if such persons have any – against a post. There is still another class, who time themselves. If they are up town they give themselves just so many minutes to make the train, and arrive there just in time to see it getting under headway. Off they go pell-mell, with satchel in hand, after the departing train. If he has good luck he will catch it before it is half a mile distant. He throws on his luggage, and runs the risk of being killed or maimed for life, just for the sake of a minute or two.

Scranton Morning Republican Thurs. Sept 25, 1873

A Spec of War Yesterday when the train on the D. L. & W. R. R. arrived in this city from New York, all was bustle and hurry around the depot as usual on the arrival or departure of a train. A passenger who came on the train espied his trunk as it was tenderly dropped on the platform from the car, and was going to take it off without passing over the duplicate check, which is essential in order to get possession of ones property from railroad companies. He was prevented, however, from putting his design into execution, by the prompt interference of one of the employes of the company, and was politely told to stand to one side. Mr. Passenger became indignant and thought to frighten the railroad man into submission, but he was the worst man to frighten we ever saw – like the majority of Scranton people – at trifles. Finding that it would not work, he undertook to force his claims, by a “knock down” argument, and got hurt. He left without his baggage. A few minutes only had elapsed before he returned boiling over with madness. The first person he came in contact with was a small baggage heaver upon whom he commenced to heap his wrath. This encounter ended in wind. Failing to get satisfaction from this quarter, he made for another inoffensive trunk slinger, of more muscular development, and this time he run against a snag. This last antagonist did not suffer his abuse along, but spoke from the shoulder, and result was a pitched battle in which Mr. Stranger got worsted again, although his antagonist did not escape uninjured.

Scranton Republican, February 17, 1874

Terrible Railroad Accident *The Train Thrown Down an Embankment – The Engineer Burned Up, and the Fireman and One Brakeman Badly Scalded – The Engine and Seven Freight Cars Burned*

Yesterday morning, at about thirty-five minutes past one o'clock, a terrible disaster occurred on the Lehigh & Susquehanna division of the New Jersey Central railway, about one mile from Treichler station, and twenty-eight miles this side of Easton. At this point there is a curve in the road, also a heavy embankment on the lower and a high mountain on the upper side of the road. The embankment has a gradual slope down to the river, or tow-path of the canal – the river and canal merge into one at this point – for a distance of about forty feet. This has been considered a dangerous spot by the company, and in consequence thereof have always had a watchman. The accident last night was unavoidable, the watchman having performed his duty and found the track all clear. It is supposed the land slide which was the cause of the accident, took place shortly after the watchman had made his round, which covered the track to the depth of about four feet with dirt and stone, and extending in length some ten or fifteen feet. A freight

train containing twenty-seven cars laden with merchandise, came thundering along, and the engineer being unable to see the obstruction in time to avert the disaster, owing to the curve in the road, the engine plunged into this huge pile of earth throwing the engine and ten cars from the track and precipitating them and the engineer, fireman and brakeman down the embankment, piling the cars up in a most frightful manner. Seven cars remained on the track, on which were four of the train hands. These men after fully realizing the extent of the disaster, for it was dark and they had but the dim light of the lamp – commenced clearing away the wreck in search of their missing comrades. Presently they heard a voice from the river, crying for help, and at once went to the spot and there found Arthur Detro, the fireman, lodged on a cake of ice. The men attempting to rescue him broke through the ice and almost drowned and were obliged to abandon that means of rescue. Then they procured a long pole, one end of which was given to Detro and he was pulled to shore. He was terribly scalded but no bones broken. They then returned to the disaster to look up the other two missing ones. All hope of the recovery of these two men were given up, as the cars had taken fire and it was supposed that they were both buried beneath them. In peering around through the debris they discovered a pile of coal heaving up and down, and heard a faint voice asking for help. After the removal of some timber and about three hundred weight of coal they came upon the body of Frank Ryan, head brakeman. His one foot was fastened under the boiler, and it was with difficulty that he was rescued from the very jaws of death, as the flames were increasing. He was terribly scalded on the arms, and from the waist down to his feet, the flesh being perfectly raw. He says shortly after they went over one of the steam pipes bursted, and the hot steam was playing on him for quite a time. Ryan was brought to this city yesterday afternoon, and is now lying at the hotel of P. Schnell, where he boarded. His parents reside at Waymart, Wayne county. Daniel Shanton, the engineer, was burned up. There was nothing found of his remains, with the exception of the skull, a part of the back bone, and a few small bones. All that remained of the body of Shanton was placed in a bucket. It is thought he was instantly killed by the engine falling upon him, as his remains were found under it. Shanton leaves a family in Ashley in this county, to mourn his terrible death. The fireman, Arthur Detro, was his step-son. Detro says when they went down the embankment he became fastened about the cab of the engine, and had only been there but a few moments when he was struck by a car and knocked over into the river. The engine, and seven cars loaded with merchandise were entirely burned up. Dr. Stout, of Bethlehem, administered to the wants of the two wounded young men at the wreck. Dr. Leet was called to see Ryan after he was brought to the city, and says that he will recover.

Scranton Republican, Saturday, January 20, 1877

Obituary Mr. Wm. E. Warren, the first secretary and treasurer of the D. L. & W. R. R., and a brother of Mr. H. F. Warren, of this city, died in New York, January 13th. A man of such marked characteristics and so intimately associated with the enterprise to which Scranton has largely owed its growth and prosperity, he merits more than a passing notice at our hand. He was born in Bethany, Connecticut, March 20, 1817, and early developed the traits which distinguished him in after life. Straying when quite a boy into the neighboring town of Waterbury, he was attracted by the bustle of a large manufactory, and while leisurely examining the machinery, the proprietor addressed some questions to him which resulted in his employment as bookkeeper. The labor then proving too monotonous for his restless spirit, through the influence of an uncle he obtained a position in a large freighting establishment in Newburg, N.Y. From that time his capacity as an accountant was evident, and after engaging in various mercantile houses, he was appointed auditor of the Erie railway, then under the presidency of Mr. Homer Ramsdell. By his efforts the tangled condition of affairs in that company began to straighten, when he found it for his interest to resign, as he afterwards facetiously remarked, "they did not like my way of chewing up the accounts." Just then the Southern division of the D., L. & W. R. R. was projected, and through the influence of Mr. Geo. D. Phelps, at that time its president, Mr. Warren was called to be its secretary and treasurer. The difficulties to be surmounted in the undertaking suited his determined spirit to enlist capitalists in the work of scaling the Pocono mountain, and making a path through the wild ravines which lay between Scranton and the Southern tensions, thus opening a direct route to the seaboard, was worthy of his metal. How much he contributed to the success of the enterprise is known only to those men who were associated with him as officers and directors of the company, Messrs. Wm. E. Dodge, John I. Blair, Moses Taylor, and the Scrantons. To insure its permanent prosperity, he labored to organize a system of accounts which should defy the gross frauds which have caused the ruin of so many corporations. He resolved that the books of each department should so prove each other, as that any incorrect entries would be easily detected, in the same manner, as a fault in a machine, preventing its perfect action, requires the operator to stop the work, and ascertain the cause. The result is a proof of his sagacity, as the system of the D. L. & W. accounts are acknowledged to be without fault. In the last years of his life he settled into a professional accountant, and was employed in that capacity by the famous committee of seventy, appointed to investigate the ring frauds in New York, also in the Brooklyn city accounts, the State Treasurer's and the District of Columbia's irregularities, and many other cases of intrigue and embezzlement. His character

was of the highest type, increasing business activity united to unflinching integrity. The same zeal too, which he manifested in secular matter, characterized him in his church relations, and one of his dying requests, after producing an annuity for his aged mother, was that a memorial window might be placed in the church in Newburgh, of which he was the founder, and had for many years been the pillar.

Scranton Republican, Saturday, March 3, 1877

The D. L. & W. Discharge of Men and Reduction of Wages. Mr. Samuel Sloan, President of the above company, arrived in this city on Thursday evening at six o'clock, and the same evening had a conference with Messrs. Finch, McKenna, Dobson and Graham, master mechanics, and returned to New York yesterday morning at seven o'clock. The result of this visit and conference, we are informed, was the discharge of one hundred and eighteen men and a reduction of the wages of those retained.

Scranton Republican, March 10, 1877

Work and Wages Sweeping reduction along the Delaware, Lackawanna and Western Railroad – The wages of stations agents and foremen cut down, and further reductions anticipated – Over two hundred men discharged from the shops within a week. The foremen in every branch of the Delaware, Lackawanna and Western railroad company's works, at the shops and in the mines, as well as the station agents all along the line from Hoboken to Utica, have just received notice of a sweeping reduction of wages, taking effect from the first of March. The notice, although issued on Thursday, was not generally circulated nor its real character ascertained until yesterday, and, as may well be supposed, coming so suddenly, when it was altogether unexpected, it produced a sensation along the line, and was received with great dissatisfaction. It is most thorough in its effect, and reaches every foreman in the company's employ, no matter what he may have charge of, in the car shops, machine shops or mines. The result of the reduction is to cut down the wages of the several foremen in the shops ten dollars a month each, and that of the station agents who received \$40 a month five dollars, making the pay of the latter \$35. So far nothing has been said in relation to a further reduction of the wages of miners and mechanics, although rumor has it that such a step is contemplated at headquarters. We fail to see how it can be well-founded. It is well known, even among the employers, that the paltry pittance now received in these departments of labor is not sufficient to supply the workmen with the barest necessities of existence, and it cannot be that any further cutting down can be

contemplated seriously, notwithstanding the idle stories afloat to the effect that five per cent more will be taken from their wages. One of the grievances which the foremen, who have just sustained the reduction, complain of is that they should be allowed to work on nearly half the month before being informed that their wages would undergo a curtailment so sweeping to take effect on the first of March. They think that they ought to have been informed of this in advance, that they might have the privilege of electing as to whether they should work for such pay or not. That is certainly their right. Since the visit of Mr. Sloan, President of the D. L. & W. company, to this city a little over a week ago, more than two hundred men have been discharged from the car and machine shops. A number of estimable mechanics, whose personal pride will not permit them to make their poverty known, are in absolute need at the present time. There is ample opportunity just now for the exercise of liberal Christian charity. It would seem indeed as if we had reached the darkest hour of distress preceding the dawn of a brighter era for labor as well as capital. Both are languishing now, but let us hope the struggle will be of brief duration, and that it will be followed by a bright and happy season of prosperity.

Scranton Times, Monday, Feb. 24, 1908

W.F. Hallstead Dead; *Passed Away Yesterday Former Vice President and General Manager of Lackawanna Passed Away at His Home Here Yesterday - Blood Poisoning Caused His Death. Prominent in Scranton Affairs*

William Finn Hallstead died at his home, 414 Wyoming Avenue, yesterday morning at 6:45 o'clock. He was 72 years old. Mr. Hallstead's death was due to gangrene resulting from an abrasion on the large toe. The disease was aggravated by diabetes, with which Mr. Hallstead was afflicted for a number of years. Every effort was made to save Mr. Hallstead's life. when on January 17 on returning from a trip to New York he felt ill and consulted Dr. Fulton, Dr. Richard H. Gibbons, and Prof. William C. Bull, of New York, but Mr. Hallstead grew weaker continuously and Saturday lapsed into unconsciousness and remained in that state until he died. Mr. Hallstead is survived by a widow and one son, George M. Hallstead, and two grandchildren. The family was at the bedside when death came. Funeral services will be held at the family residence tomorrow afternoon at 2:30 o'clock. Rev. Dr. Griffin W. Bull, pastor of the First Presbyterian Church, where the Hallstead family worshipped, will conduct services. He will be assisted by the church choir. The remains will be on view from noon until 1:30 o'clock. Internment will be made in the family vault in Dunmore cemetery.

Developed Lackawanna. Mr. Hallstead was one of the city's pioneers and rugged old men, as well as one of its wealthiest citizens. He figured prominently in the development of the D.L. & W. railroad company, and was once its vice-president and general manager. At the time of his death Mr. Hallstead was associated with the following business enterprises: Vice-president and director of the Scranton Trust Company. Vice President and director of the Title Guarantee and Surety Company. Director of the First National Bank. Director of the County bank. Director of the Pennsylvania Casualty company. Director of Clark & Sniver company. Director of the Economy Light Company. Director of the Suburban Light company. Director of the Kanawha and West Virginia railroad. Director of the Mississippi railroad. Director of the Morris and Essex division of the Lackawanna railroad, and vice president of the State Hospital.

Commanding Character. Mr. Hallstead was a man of commanding force of character. In many respects he was one of the most remarkable men Scranton has ever produced, for though born in Benton township he was typically and distinctly a product of the atmosphere and environment which have been the elemental forces in the achievement of the city's greatness. He belonged to a generation, now fast disappearing, the character of which was fashioned in a sterner and rougher mold than that which has nurtured its successor. He had all the virile powers that have characterized successful pioneers in every branch of human endeavor. Mr. Hallstead was born on a farm in Benton township, March 22, 1836. He attended the country school during the few months of each year that his youthful services could be spared from the work of the farm until he had reached the age of fifteen. After that he had to do the work of a man. In those early days boys were obliged to become self-sustaining at an age earlier than they do now, and William F. Hallstead was regarded as fortunate because he was able to defer the period when he must perform a man's part until he had arrived at such a mature age.

Began at Early Age It was at fifteen years of age that Mr. Hallstead took the first step in the course whose progress he was not to abandon until it had led him to the supreme success of his life as one of the foremost railroad managers in the country. At that time the Leggett's Gap railroad, between Scranton and Great Bend, now a section of the Lackawanna, was in course of construction, and William F. Hallstead became a teamster engaged in transporting supplies for the use of the builders. Here he acquired his first knowledge of railroads, and when the line was finished he became a flagman. It was not long before his willingness and ability to work led to his promotion as conductor of a repair and construction

train. The next step up the ladder of success landed him as a conductor of a mixed passenger and freight train, running between Scranton and Great Bend.

Thereafter promotion came rapidly. There seemed to be nothing connected with the operation of the transportation department of the railroad which young Hallstead did not seem capable of doing better than anyone else. In reasonable rapid succession he was made yard master, assistant superintendent and then superintendent. Meanwhile the activities of the railroad had been expanding, so that Mr. Hallstead eventually became second vice president and general manager, in almost autocratic control of a great trunk line reaching from New York to Buffalo, with numerous branches extending in almost every direction.

In Supreme Control. For many years Mr. Hallstead had supreme control of the practical management of the great Lackawanna railroad system. Under his administration the road was extended from Binghamton to Buffalo, which immensely increased its wealth and importance. These years of the Lackawanna's development were the crowded hours of Mr. Hallstead's life. The general manager's office was never a sinecure to him. He accepted the duties and responsibilities of his position without reservation and he never shirked the burden which they imposed on him. Mr. Hallstead was a strict disciplinarian. Efficiency and fidelity are qualifications which he always insisted on. He expected every man to do his duty and a little bit more, but he never failed to reward faithful service or knowingly permitted injustice to be done to any employee of the road. It was the knowledge of this that produced that remarkable degree of loyalty which Lackawanna employees always manifested toward the company and its interests. As general manager of the Lackawanna railroad Mr. Hallstead exhibited qualities which would have made him a successful leader of any big enterprise. He was a great organizer and he knew how to inspire men to do their best and at the same time engage loyalty and affection. There are very few railroads that have ever been so faithfully served as the Lackawanna was under the administration of W. F. Hallstead.

Always Just and Kind. Mr. Hallstead's long years of active service in behalf of the Lackawanna made him well known to the older employees of the road, by whom he was universally loved and respected, and there will be none who mourns his death more sincerely than those old co-laborers in his railroad career. He was always just and kind to his subordinates, even when he held them to the strictest accountability. He would sometimes seek to mark his kindness behind an appearance of gruff unconcern, but his affected austerity never chilled the affection which railroad men felt for him, for they knew that beneath the gruff

exterior beat as warm and gentle a heart as ever pulsed in sympathy for misfortune and distress. Mr. Hallstead maintained his connection as second vice president and general manager of the Lackawanna until July 1, 1899, when he resigned to let younger shoulders bear the burden which he had so long and so capably sustained. Since then he devoted his energies to the management of which private interests, when were large and varied. He was a director of the First National Bank, the Title Guarantee and Surety Company, the Scranton Trust Company and the County Bank and had extensive interests in other bigger enterprises in Scranton and elsewhere. He maintained his orderly and methodical business habits to the last. he was an early riser and seldom reached his office later than 8 o'clock in the morning. He was a man of imposing appearance, tall and straight as an arrow and up to the very last advancing years were unable to bend his stately, upright figure.

His Home Life Ideal In his home Mr. Hallstead was an ideal husband and father. He was exceedingly fond of his family, and he preferred above all else to spend his leisure hours with those who were nearest to him by ties of blood and affection. He was an excellent citizen and an upright businessman, concerning whom that trite say, "His word was as good as his bond," has a conspicuous significance that is peculiarly its own. When Mr. Hallstead became assistant superintendent of the Lackawanna he was only 23 years old. It was at that age that he took Miss Mary Harding for his bride. The ceremony was performed at New Milford, June 7, 1858, and only last summer Mr. and Mrs. Hallstead celebrated the golden anniversary of their wedding. It was one of the most interesting happy social events of the year.

W.H. Truesdale, president of the Lackawanna, was notified of Mr. Hallstead's death today. The company will be represented at the funeral. General Superintendent T.E. Clarke, of the Lackawanna railroad yesterday morning issued the following bulletin to all employees: A dear old soul has gone to his eternal reward in rest and peace. Your old friend and associate, former Vice President and General Manager W.F. Hallstead, painless passed away at his home in Scranton at 6 o'clock this morning. The interest which Mr. Hallstead has always felt in your welfare, while occupying his official position with the company, has never waned, and up to his last hour of consciousness his mind frequently wandered to you. Mr. Hallstead was a staunch friend of the company's present management, which commingles its grief with that of his family and yours. T.E. Clarke, General Superintendent. Scranton, Pa., February 23, 1908. (This is followed by several resolutions of sympathy and regret from the various

institutions he was associated with, including Scranton Trust Co., Title Guarantee and Surety Co., the State Hospital, the Cemetery Association of Dunmore, the Kanawha and West Virginia Railroad, the Blue Creek Coal and Land Co. and the Pennsylvania Casualty Co.)