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**THE HISTORY OF THE  
RAILROADS OF  
TIOGA COUNTY, PA.**

BY

ANTON HARDT

1908

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# THE RAILROADS OF TIOGA COUNTY

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THEIR HISTORY, DEVELOPMENT AND NOTABLE INCIDENTS DURING AND AFTER THEIR CONSTRUCTION.

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PAPER READ BEFORE THE TIOGA COUNTY HISTORICAL SOCIETY  
AT WELLSBORO, PA., APRIL 15TH, 1909, BY

ANTON HARDT, OF WELLSBORO, PA.

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As far as historical data is concerned this paper would be unnecessary, since the histories of Tioga county and other works contain nearly all the important historical facts referring to the railroads of the county, but having been identified with the conception and execution of many railroad projects in this county during the past forty years, I thought that possibly some of my personal recollections might be interesting to our Society and furthermore I am glad of the opportunity to pay a humble tribute to the memory or some of my best friends.

On January 1, 1839, there was no railroad existing in Tioga county. Passenger traffic and mail service were carried on principally on foot, or horseback, by stage coach or private conveyance. Freight was moved by horses, mules or ox teams; some lumber was carried on rafts, and logs were floated down Pine creek, the Tioga and Cowanesque rivers, and on the tributaries of those streams.

Seventy years later, on January 1, 1909, our county had 206 miles of railroad, of which twenty-two miles are double track, and about ten miles of sidings. The amount of capital invested in land, roadbed, bridges, buildings etc., is estimated to exceed ten millions of dollars.

The evolution of nearly all the railroad lines in this county can be traced back to the Indian trails, traveled centuries ago by the Seneca tribe. These trails were used afterwards by the white man on foot, or horseback, and later on wagon roads were built on almost the identical routes. Finally the railroads were located through the same valleys and over the watersheds, of which the Indians took advantage. I have been told that the Indians used to come up Pine creek with their canoes to the mouth of Marsh creek, thence up Marsh creek to where Niles Valley is now located. There they carried their canoes over the summit to the headwaters of Crooked creek, which they navigated down to Tioga and thence to the large Indian settlement at Painted Post. The summit at Niles Valley is a watershed between the North Branch and West Branch of the Susquehanna, and is remarkable for its low elevation, only 1,192 feet above tide

water. This low summit insured the success of operating the Pine Creek railroad, which has no grades exceeding 26 feet per mile.

The first railroad constructed in this county was the line from Lawrenceville to Blossburg, which, with the extension to Corning, formed the Blossburg and Corning railroad. It was laid out in 1832, by Richard C. Taylor, an eminent civil engineer and geologist. The construction of this railroad under the direction of Chief Engineer Miller Fox, of Towanda, Pa., was begun in 1839, and finished in the fall of 1840, and 4,235 tons of coal were sent over it to market in that year. The northern terminus was at Corning, where it connected with the Chemung canal.

When we consider the state of the country, the building of the Blossburg and Corning Railroad, in 1840, must be regarded as one of the boldest enterprises of that day. The present railroad system of the state of New York as yet had no existence. The Auburn and Syracuse R. R., now a part of the N. Y. C. & H. R. R. R., was not opened to traffic until 1843, and the Auburn and Rochester railroad in 1842. The first portion of the Erie Railway was opened from Piedmont to Goshen in 1841, was extended to Middletown in 1843, to Port Jarvis in 1848, to Elmira in 1849, to Corning in 1850, and through to Dunkirk in 1851. Cumberland coal was not sent to market until 1842, and the Philadelphia & Reading R. R., the first of the great coal railroads, was finished in 1842. The total anthracite coal trade in the United States in 1842 was 841,584 tons, and that of bituminous coal carried to the seaboard consisted of 78,751 tons, from the Richmond veins in Virginia. In 1908 it was 80 million tons of anthracite and 338 million tons of bituminous.

The Blossburg and Corning R. R. was, therefore, one of the oldest railroads in the United States, built expressly to carry coal, and, as events proved, it was somewhat in advance of the wants of the country. It was constructed in a simple way: The foundation consisted of cross timbers laid twelve feet apart, on which stringers were framed. On the inner edge of the stringers pieces of flat iron, called strap-rail, were fastened by iron spikes. During the operation of this railroad the spikes were loosened and sometimes let the end of a strap rail curl up, which would penetrate the floor of the passenger coach like a snake, and was therefore called a "snakehead." Derailments of trains were frequent, and I was told that upon one occasion several ox teams were secured from a neighboring field to draw the locomotive back on the track.

In 1852 the strap rails were replaced by T rails, spiked on cross ties, and the roadbed and equipment greatly improved, the Honorable John Magee, of Bath, N. Y., having in the meantime become the owner of the line from Lawrenceville to Corning.

I took my first ride over the road Jan. 7, 1867, and remember well the striking appearance of the passenger coach, which was coupled to a long string of five-ton coal dumps. In the center of the coach was a good-sized coal stove, a plush covered sofa on each side of the coach opposite the stove, and seats arranged in the usual way at each end of the coach. There were only two ticket offices on the line,



one at Corning and one at Blossburg. It took three and one-half hours to cover forty miles, from Corning to Blossburg. Shops at Blossburg for the repair of locomotives and cars employed quite a crew of machinists, blacksmiths, carpenters and laborers, and considerable money was disbursed every pay day, helping to maintain trade and adding to the prosperity of Blossburg.

In 1853 the line from Blossburg to Morris Run was constructed under the direction of Colonel Pharon Jarett, of Lockhaven, Pa.

The line from Blossburg to Fall Brook was built in 1859, by John Magee and Humphries Brewer, civil engineer, who became afterwards superintendent of the Fall Brook mines and first president of the Wellsboro & Lawrenceville Railroad. The rails of the Fall Brook branch were taken up and the railroad abandoned in 1900. There was still a large amount of coal in the Fall Brook mines, but the miners, without having any grievance, went on a "sympathetic" strike and the coal company decided to abandon the mines. Part of the railroad bed is now used as a public road between Blossburg and Roaring Branch.

The line from Blossburg to Arnot was built in 1866, and extended to Hoytville in 1883; S. B. Elliott, chief engineer.

In 1867 a survey for a line from Lawrenceville to Antrim was made by the writer under the direction of Humphries Brewer, who died at Fall Brook, Dec. 25, 1867. The construction of this railroad was commenced in May, 1870, and finished in the fall of 1872.

The Cowanesque branch, Horatio Seymour, Jr., chief engineer, was completed in 1873 from Lawrenceville to Elkland, and subsequently extended to Ulysses, in Potter county.

In 1876 the Elmira and State Line railroad from Lawrenceville to Elmira was completed, S. M. Seymour, chief engineer, and in 1884 this line, with the railroad to Hoytville and the Morris Run branch, passed into the possession of the Erie Railway Company, and has remained since a part of that system.

All the lines mentioned so far were originally six foot gauge, but were changed in the course of time to standard gauge. For several years three rails were used between the mining towns and Watkins, N. Y., to accommodate rolling stock of both gauges. The standard gauge is four feet, 8½ inches.

The Jersey Shore, Pine Creek and Buffalo Railway Company was chartered Feb. 17th, 1870, for the construction of a line from Jersey Shore to Port Allegany, by the waters of Pine creek and its tributaries, and contained this proviso: "That no connection shall be made with the road authorized to be constructed by this act and any railroad in the county of Tioga running into the state of New York except by way of Long Run and the Cowanesque valley.

The office of the company was located in Coudersport, and remained there until January 25, 1882, when it was moved to Wellsboro. At that time the New York Central & Hudson River Railroad Company had obtained a controlling interest in the road, and disregarding the proviso before mentioned ordered a connection made at Stokesdale with the

Fall Brook system, by way of Ansonia. Construction of the road was begun at once, and the road was opened for traffic June 4, 1883, when it was leased to the Fall Brook Railway Co. for twenty years.

On June 1st, 1889, one of the worst floods known in this region occurred on Pine creek, carried away some of the bridges and washed out the track in many places. It took over three months to put the road in running order, and the damage, including loss of traffic, was estimated to exceed one million dollars.

On May 1st, 1899, by mutual consent, the lease of the Pine Creek railroad to the Fall Brook Railway Company was cancelled, the New York Central Railroad Company acquired possession of the Fall Brook system by a 999 years' lease and took it upon themselves to operate the consolidated lines under the name of the Pennsylvania Division. About 22 miles in Tioga county have since been double tracked, and a notable change in the grade has been made near Tioga to facilitate the hauling of south bound freight.

The late Charles S. Pattison, of Elkland, was the prime mover in the organization of the Addison and Pennsylvania Railroad Company, in 1882, and was president of the Pennsylvania Division of the road up to his death, April 10, 1896. The section from Addison to Westfield, which enters Tioga county at Nelson station, was completed and the first passenger cars run between those towns November 27, 1882, within ninety days from the time the work was commenced. The line was subsequently extended to Gaines and Galeton. It was originally a narrow gauge road, and was changed to standard width in the spring of 1895.

The Buffalo and Susquehanna Railway originated with a lumber track from Keating Summit to Austin, in 1885. It was gradually extended to Costello, Austin and Galeton, and reached Ansonia in 1894. The B. & S. R. R. Co. bought and partly reconstructed the Addison and Pennsylvania line from Galeton to Addison in 1898 and abandoned at the same time the old line between Galeton and Gaines, using its own line from Galeton to Gaines for Addison traffic. In 1895 it extended its line from Galeton to Wellsville, N. Y., and thence to Buffalo in 1906. A branch starting at Wharton, Potter county, reaches Dubois via Sinnemahoning. This branch was completed in 1908. The total mileage of the main line operated at present by the B. & S. Railroad Co. is 354 miles. Besides this, the Goodyear Lumber Co. owns and operates with its own equipment about 100 miles of lumber railroads, standard gauge. The affiliated interests of the B. & S. Railroad have acquired large tracts of coal lands in Clearfield, Jefferson, Indiana and Armstrong counties, all of which are now in operation. Sagamore, Armstrong county, has just been completed, and it was the intention of F. H. Goodyear, President of the B. & S. Railroad, to make this the largest producing coal mine in the United States. Another enterprise with which Mr. Goodyear was connected is the B. & S. Coal & Iron Co., at Buffalo, which is supplied with coke from mines on the B. & S. Railway.

Mr. Henry Herden has been chief engineer of the B. & S. Railway since 1891, and I am indebted to him and to Mr. C.

W. Goodyear, president of the company, for much of the information regarding the B. & S. Railway.

About two miles of the great Pennsylvania R. R. system are contained within the boundaries of our county. Pembryn station, formerly called Carpenters, is located near the southeast boundary of Tioga county, on the Elmira division of the Northern Central railway. This fact may be important if taxation of railroad property for county purposes ever becomes a reality. The south end of this road was first built from Williamsport to Ralston, in 1839. A locomotive, named the Robert Ralston, was brought from Philadelphia on a canal boat and placed on the railroad. Eighteen months afterward a second locomotive was purchased, named the Williamsport. The road was poorly constructed. The track consisted of strap rail spiked to stringers, and the wear and tear caused by the locomotives was so great that they had to be taken off at the end of nine years and horses substituted. This railroad was the outgrowth of the coal and iron operations on Lycoming creek, in which Mr. Ralston spent his fortune, but founded a town which perpetuated his name. When the road was rebuilt and T rails placed on the track, the discarded locomotive "Williamsport" was renovated and put on the road again. After many vicissitudes the road was completed to Elmira, and called the Williamsport & Elmira R. R. It is now known as the Northern Central Railway.

I presume that the historian should not venture to make predictions of the future, but it can do no harm to say a few words about the future of the railroads in this county.

The Pennsylvania Division of the N. Y. C. R. R. will probably be double tracked in a few years, and will in time form the most important link between the New England States and Pittsburg.

It has been predicted by conservative men that the time will come when the Tioga branch of the Erie R. R. will be abandoned between Blossburg and Hoytville. I have reason to doubt this; on the contrary, I believe that some time this road will be extended from Hoytville to Blackwell.

The lumber traffic on the B. & S. Railway will gradually decrease, but the coal and coke traffic from southwestern Pennsylvania, where the company controls vast tracts of coal land, will for many years insure profitable traffic.

Having briefly outlined the history of the railroads of Tioga county, I will now proceed to give short sketches of the men who were most prominent in the conception, construction or operation of these roads.

### JOHN MAGEE.

I met Hon. John Magee for the first time on Oct. 17, 1867, at Lyman Smith Hotel, in Tioga. He was then seventy-three years old, but still a fine looking man, about six feet tall, straight and well-built, with smooth face and piercing eyes; he could not help impressing anyone as a man of superior faculties. He was dressed in black broadcloth and carried a gold headed cane. I noticed that his shirt bosom was ruffled and snow white, and when I called at his home.

In Watkins, N. Y., later on, his ruffled shirt attracted my attention again. Evidently his good wife took special pains with it, as at that time there was no laundry in Watkins. I was told that Mr. Magee at one time wanted to negotiate a loan with a banker in Philadelphia who was a Quaker, and was refused. Upon inquiry Mr. Magee learned that the Quaker objected to loan money to a man who went around with a frilled shirt. As I had special charge of the design of the Magee monument, on the public square in Wellsboro, I insisted that the sculptor, Mr. Conkey, should represent the frilled shirt bosom on the bust.

Mr. Magee's son, Duncan S., was with him at our first meeting, in Tioga, and I noticed how respectfully the son treated his father. Both asked many questions in reference to the Wellsboro & Lawrenceville railway, which I was then laying out. On January 30, 1868, I called at Mr. Magee's house, in Watkins, N. Y., where I exhibited my profile and estimates of cost of the Wellsboro & Lawrenceville Railroad. For more than an hour Mr. Magee plied me with questions, and I wondered at his quick preception of engineering points, and his knowledge of railroad supplies, etc. After he got through asking questions about the railroad project, he inquired about my personal affairs, my family, what work I had done in my native country, why I came to this country, etc. This was characteristic of Mr. Magee. He always took a great interest in the welfare of his employees, and his kind words to women and children at Fall Brook are a pleasant recollection there to-day with some of the old inhabitants. He died April 5th, 1868.

### H. W. WILLIAMS.

Judge Williams took a great interest in the railroads projected and built in Tioga county. He gave liberally to the right of way fund which the citizens of Wellsboro raised for the Wellsboro & Lawrenceville R. R., he hurried the building of this railroad by employing W. S. Nearing, of Morris Run, to survey a line from Arnot to Wellsboro in 1869, in 1882 he was offered a directorship on the board of the Jersey Shore Pine Creek & Buffalo Railroad, but declined it, as he thought it would interfere with his duties as President Judge of Tioga county. He delivered eloquent addresses at the opening of the Wellsboro & Lawrenceville R. R. in 1872, and at the opening of the Elmira & State Line R. R., in 1876. He also took great interest in the construction of the Pine Creek railroad.

In 1886 a few friends of the late John Magee proposed to erect a monument in his honor on the public square of Wellsboro. Judge Williams was elected president of this monumental association June 17, 1886, and principally owing to his untiring energy it was possible to unveil the monument on Dec. 1, 1886. The words spoken by Judge Williams at the unveiling were considered by every one who listened to them as one of the finest orations ever heard in our town, and Mr. A. J. Shattuck has kindly consented to read Judge Williams's speech for us to-night.

## GEORGE J. MAGEE.

I met George J. Magee for the first time Nov. 22, 1867, at Fall Brook. He was then a director of the Fall Brook Coal Company, whose business was mainly managed by his father, John Magee, and by his elder brother, Duncan S. Magee. After John Magee's death, in 1868, Duncan S. Magee became president. His untimely death, in 1869, put the heavy load of the presidency on the shoulders of George J. Magee, who was then only 29 years old, and practically unprepared for such a responsible position. He had a fine college education, but had had very little to do with the affairs of the Fall Brook Coal Company. Unfortunately, soon after his election to the presidency, times began to tighten, the annual sales of Fall Brook coal decreased steadily, and prices went down so low that after paying toll to the Tioga Railroad, to the Erie and to the Northern Central the coal had to be sold at Watkins at a very small profit. Mr. Magee tried to have the railroads reduce their tolls, but they relied on traffic contracts with the Fall Brook Coal Company, which were made during the war, when coal sold at \$12 a ton. Early in 1874 Mr. Magee felt convinced that a new outlet for the coal traffic would have to be found, and during that year negotiated with the owners of a charter for a railroad from Corning to Sodus Bay, but after close investigation this did not prove satisfactory, and in the fall of 1875 surveys for a line from Corning to Geneva were begun, and in 1876 contracts were let for the building of the road. The contractors failed and Mr. Magee himself had to take the contract. To raise funds for this purpose the whole property of the Fall Brook Coal Co. in Tioga county had to be mortgaged, and finally the Syracuse, Geneva & Corning railway from Corning to Geneva was completed, in the fall of 1877.

Few outsiders knew of the feverish anxiety which prevailed among the head men of the Fall Brook Coal Co. during the years '77, '78 and '79, and it took strong hands to guide the affairs of the company. Mr. Magee was equal to the emergency and was faithfully supported by Hon. Daniel Beach and Mr. John Lang. I remember meeting a prominent business man of Penn Yan early in 1877, who said to me: "General Magee's scheme of building a railroad from Corning to Geneva will fail and he will bankrupt the Fall Brook Coal Co." This prediction did not become true; on the contrary, the building of the S. G. & C. R. R. was the making of the Fall Brook Coal Co.

Construction of the Pine Creek R. R. by General Magee followed, in 1882, and with the completion of that road, in 1883, the Fall Brook traffic increased very largely.

The New York Central soon found out that the Fall Brook system was the best feeder of their main line, and in 1895 the first effort was made to set a price on the property of the Fall Brook Railroad Co. General Magee knew that eventually he would be forced to sell out, and this knowledge preyed on his mind, and I believe hastened his death, which occurred March 11, 1899.

Hardly a day passes now but I am reminded of General Magee by some incident in business or social life. For near-

ly thirty years I worked under him, and was always treated by him with great kindness and consideration. It was characteristic of General Magee that he never showed his authority in a harsh way, but always tried to encourage his subordinates by helpful suggestions and brought about the best results in that way. He was loved and respected by all of his employes, and his memory will ever be cherished by them.

### A. H. GORTON.

I met Mr. Gorton for the first time in my office at Fall Brook, January 17, 1868, and was at once favorably impressed by his cordial and friendly greeting. For nearly twenty years our relations were of the most pleasant character, and many times I received valuable advice from him in reference to new work on the Fall Brook Railway.

Mr. Gorton was a millwright by trade, and his first work for the Corning and Blossburg railroad was the framing of five-ton coal cars. He did this work so well that it attracted the attention of the president of the railroad, Hon. John Magee, and he was soon appointed foreman of the repair shops at Corning, and later on Superintendent of the Corning & Blossburg R. R., which then comprised only 22 miles, 15 miles from Corning to Lawrenceville and 7 from Blossburg to Fall Brook. By traffic contracts the Fall Brook Coal Co. also ran their trains over the Tioga railroad from Blossburg to Lawrenceville, over the Erie from Corning to Horseheads and over the Northern Central from Horseheads to Watkins.

At the present time we can hardly realize the great difficulties which had to be overcome by the superintendents who managed the railroads in this county 50 years ago. The track was poorly constructed, very few sidings existed along the line and most of the lumber, ties, etc., had to be loaded on the main track. Mr. Gorton was an efficient superintendent, and enjoyed the confidence of his employer and the good will of his employes. As the Fall Brook system gradually expanded until it reached more than ten times the mileage of 1868, Mr. Gorton's capacity to rule such a system became more evident. He had hard work to show up good results with the limited means at his command, and had the disadvantage of starting business on new track which took years to settle, and with new men, who were not familiar with the line and with the peculiar way of handling coal traffic. It was amusing to hear Mr. Gorton's successor boast of his superior management, which in dollars and cents showed better results than Mr. Gorton's, but he did not seem to comprehend that he had a perfect track to run on and a lot of men whom Mr. Gorton had educated for the business, and that the gradual increase of traffic on the road helped to decrease the proportion of expenses.

Mr. Gorton died April 26, 1886, and at his funeral many of the company's employes expressed their heartfelt sorrow for the loss of a man who was to them not only a kind overseer but a true helping friend.

### LEVI H. SHATTUCK.

Superintendent of the Tioga Railroad, whom I first met early in 1868, was considered one of the best railroad managers in the state. He worked his way up from fireman to engineer, conductor and station agent, and was perfectly familiar with every detail of railroad management. He had the respect of his men and had perfect control over them. Unlike another superintendent who relied on a system of sponage to uphold his position, Mr. Shattuck despised tale-bearers, and would not listen to them. He could see for himself what was going on and took pains to watch closely the operation of his railroad. Many a time he would board a caboose at a water tank when the men thought he was at the other end of the line. He always conversed freely with his employes about the work and would allow them to make suggestions for the betterment of the service.

Mr. Shattuck, like Mr. Gorton, had to overcome a great many difficulties of which railroad superintendents nowadays know nothing. Imperfect track and rolling stock, scarcity of sidings and often scarcity of funds for improvements greatly embarrassed him at times, but he untiringly pushed ahead and kept in touch with all improvements in the operation of railroads. Up to about 1880 all trains run into this county were mixed trains, made up of freight and passenger cars. Mr. Shattuck first had the pluck to run regular passenger trains between Elmira and Hoytville, believing that the public would appreciate the innovation and so increase the patronage. Mr. Gorton soon followed suit. To Mr. Shattuck belongs the credit of first introducing airbrakes on his passenger trains, making it safer for the traffic and easier for the trainmen. He was the first railroad man to introduce soft coal as fuel in locomotives to produce steam, constructing the first enlarged fire-box with improved grates to burn the soft coal being taken from the mines of this county. Prior to his introduction of this improved fire-box for locomotives, wood was exclusively burned on the engines to produce steam. The change from wood to coal gave an enlarged market for the product of the mines of this county.

I also believe that Mr. Shattuck first introduced steam heat on his passenger trains.

He died Nov. 1, 1888, at Mansfield, was buried there, near the railroad for which he gave his best energies. At the funeral, Rev. A. W. Hodder could truly say of him: "The life of Mr. Shattuck was known by its strong character and love for truth, for virtue, for peace, for right and for justice."

### F. H. GOODYEAR.

What a pity that such good men as F. H. Goodyear are taken away in the prime of their useful lives? He died on May 13, 1907—58 years old.

Mr. Goodyear was the foremost figure in the lumber interests in the east, a leading factor in railroad affairs and a dormant force in the commercial, industrial and financial world. Railroad president, lumber and coal operator, iron

manufacturer and financier, his responsibilities probably exceeded in extent and variety those of many of his contemporaries. The great enterprises which he controlled were the results of his own energy and foresight, and every phase of his career is marked with the impress of unerring sagacity, indomitable resolution and sterling integrity. Engaged in the coal and lumber trade in 1871 in Buffalo, at 22 years of age, he began on a small scale, but soon extended his operations, making large purchases of timber tracts in McKean, Potter, Elk and Cameron counties. Before Mr. Goodyear's day the only way of getting logs to milling points was by water courses, by log roads, or by sleds. He made the innovation of building railroads for the special purpose of furnishing transportation for logs and hemlock bark.

I remember that upon my first visit to Austin, Sept. 12, 1887, when I found Mr. Goodyear laid up with a sprained ankle, he asked his brother, Charles W., (who is now president of the Buffalo & Susquehanna Railway) to show me some of their proposed railroad lines. Starting out next morning behind a lively team, I made the remark: "Mr. Goodyear, you drive a fine team there;" to which he replied: "This is a livery team, we do not own any teams, all our hauling is done by locomotives." Just think of it—a lumber firm not owning any teams!

Mr. F. H. Goodyear was counted the head of the hemlock industry in the United States, the total holdings in Pennsylvania having an annual output of 200 million feet, besides many millions of hardwood.

Mr. Goodyear was president of the B. & S. Coal & Coke Co., and vice-president of the B. & S. Iron Co., the latter operating two large furnaces at South Buffalo with a capacity of 225,000 tons of pig iron, annually.

In Frank Goodyear the country lost one of the strongest and ablest of its executive men of affairs, his friends a sincere, modest and most genial personality, his family a kind and devoted husband and father.

Beginning life as a poor boy, by ability and integrity Mr. Goodyear rose to the highest honors in the business world, the great enterprises which he founded will live after him and perpetuate his name, but of more import than any material result, however brilliant, of his career, is the example he presented of a resolution undaunted by any obstacle, of an honor without spot or blemish.

## HON. HENRY SHERWOOD

Was elected president of the Wellsboro & Lawrenceville Railroad Company January 13, 1868. Prior to that date and up to the time of his death Mr. Sherwood was the counselor and confidential advisor of the Fall Brook Coal Co. Their purchases of the Fall Brook and Antrim coal lands were negotiated and completed in his law office and the right of way for the Wellsboro & Lawrenceville R. R. as well as all the subsequent lawsuits in relation to that right of way and to land damages were managed by him and his partner, Jefferson Harrison.

On January 23, 1882, Mr. Sherwood was elected presi-



dent of the Jersey Shore, Pine Creek & Buffalo R. R. Co., which office he held up to the time of his death. He took an active part in getting the right of way for that road and was leading counsel in all law suits and commissions which were necessary to obtain lands for the railroad.

Mr. Sherwood was highly esteemed by the owners of the Fall Brook Railway system, and enjoyed their confidence and friendship to the time of his death, which occurred Nov. 10, 1896.

Through Mr. Sherwood's death his friends lost a most genial companion, the Fall Brook Railway a wise counselor, and his family a kind and devoted husband and father.

### JEFFERSON HARRISON.

In the fall of 1867, when I began my work for the Fall Brook Coal Company, Mr. Harrison was Mr. Henry Sherwood's partner and gave his advice to the Fall Brook Coal Co. in all important transactions. He was considered to be one of the best lawyers in Tioga county, and his advice was frequently sought by the attorneys of other railroad companies. He assisted Mr. Sherwood at all the lawsuits which were tried in connection with the management of the Fall Brook Railway Co., and was advising trustee of the John Magee estate up to the time of his death.

On January 23d, 1882, Mr. Harrison was elected a director and member of the executive committee of the Jersey Shore, Pine Creek & Buffalo R. R. Co. and rendered valuable service during the building of the road. He held his position as director until after the death of Mr. Sherwood, when he was elected president of the Pine Creek Railroad. He died Dec. 27, 1903.

I enjoyed 37 years of intimate friendship with Mr. Harrison. He always treated me with unvarying kindness and took a warm and sincere interest in my private affairs and in the welfare of my family, for which I will be grateful to the end of my life.

### SILAS X. BILLINGS.

I met Mr. Billings first in Mr. Sherwood's office, Jan. 3, 1870. He was then a member of the board of commissioners appointed by the Court to appraise land damages on the Wellsboro and Lawrenceville Railroad. Mr. Billings impressed me as a modest man of very few words, but of good judgment in matters referring to the railroad. He showed afterward great patience with the extravagant demands of some of the land owners along the line, and I could not help admiring his keen insight into human nature.

I well remember that on the evening of Jan. 5, 1870, the commissioners met at Lyman Smith's hotel, in Tioga, where we all staid over night. Mr. Billings, E. P. Deane and I were assigned to one bedroom, and we went to bed early, tired after tramping in the snow during the day. Some of the other members of the commission indulged in a game of cards which lasted until midnight, when they took a notion to wake us up and made each of us take a "night-

cap." We quietly submitted to the ordeal and took it good naturedly to have one's sleep disturbed at one o'clock in the morning.

Mr. Billings was prominently associated with the early struggles to obtain and keep alive the charter of the Jersey Shore, Pine Creek & Buffalo R. R., which in the face of great opposition succeeded, though he did not live to see the road completed. He contributed large sums of money towards the maintenance of the charter, for which neither he nor his heirs received any compensation except through the increased value of timber lands.

Mr. Billings was a man of great energy, methodical business habits and unsullied integrity. Hundreds of men and their families got their living through Mr. Billings's enterprise and he helped many an unfortunate woodsman to bridge over hard times by supplying him and his family with the necessities of life. Mr. Billings had a great many friends in this state and in the state of New York, and I am proud to say that up to his death he honored me with his confidence and friendship. He died Oct. 13, 1879.









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