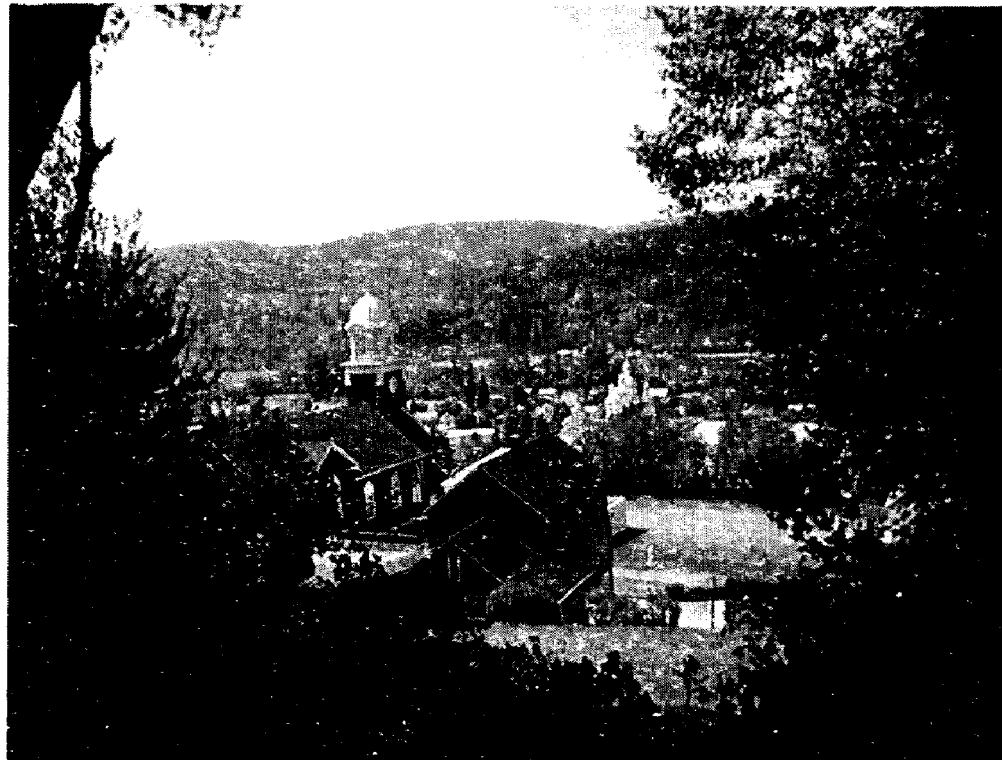# Plan
for the
Lackawanna Heritage Valley

April 1991

Credits

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Plan for the
Lackawanna Heritage Valley

A cooperative venture of the Lackawanna Heritage Valley Steering Committee, including:

Lackawanna County

Metro Action, Inc.

The City of Scranton

Pennsylvania Historical and Museum Commission

Pennsylvania Department of Community Affairs

Pennsylvania Heritage Affairs Commission

National Park Service

Lackawanna Heritage Valley Task Force

Prepared by
The Lackawanna Valley Team
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Lane Frenchman and Associates, Inc.
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in association with:
Economics Research Associates

Dan Perry

Mid-Atlantic Regional Office of the National Park Service

Figure 1: *A group of Breaker Boys*

Plan for the
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E: The Carbondale Historical Society, Carbondale, PA
F: Wilton S. Tifft, Scranton, PA.
G: The National Gallery of Art, Washington, D.C.

Figure 2: *A view of the Lackawanna Valley in Simpson, illustrating the continuing relationship of the man-made and natrual landscapes.*

1. Executive Summary

Figure 3: Workers at the Lackawanna Iron and Steel Company furnaces (now a site managed by the Pennsylvania Historical and Museum Commission).

Introduction

To 19th century Americans, their continent was a land of unlimited vision. Vast beyond comprehension and filled with resources, the land provided both the challenge and the means to achieve growth, development, and progress. The attitude that nature exists in the service of progress remains strong in the American psyche today, even as our natural resources are dwindling after centuries of exploitation.

As these resources are exhausted, and we become more dependent on others for economic survival, our national identity becomes more difficult to define. As a nation, what do we do when traditional industries decline? As we become more dependent on the world market and different kinds of resources, what happens to the communities left behind? The Lackawanna Valley presents both the opportunity to understand these questions and a challenge to answer them.

The natural, cultural and recreational resources of the Valley represent the development of anthracite coal, one of the continent's great natural resources. From early in the 19th century, northeastern Pennsylvania, the source of more than 80% of the world's anthracite, provided an extraordinary source of energy which fueled the growth of American cities and industry for almost one hundred and fifty years, until oil and gas became principal sources of power. At the center of the world's most productive anthracite field, the Lackawanna Valley witnessed the inception, spectacular growth and eventual deterioration of a great industry.

The unprecedented scale and integration of anthracite mining, manufacturing and rail transportation made the region a crucible for innovations in technology, industrial institutions, labor and city form in 19th century America. The surface patterns of community, industrial development and natural landscape reflect the immense underground city created by fourteen levels of mine tunnels from the anthracite mining. Thousands of miles of track, hundreds of industrial sites, neighborhoods, main streets, churches, ethnic organizations and civic institutions remain to tell the story of anthracite. In the process of retrieving this gift of nature, the Valley was transformed into an industrial landscape which far outlived anthracite.
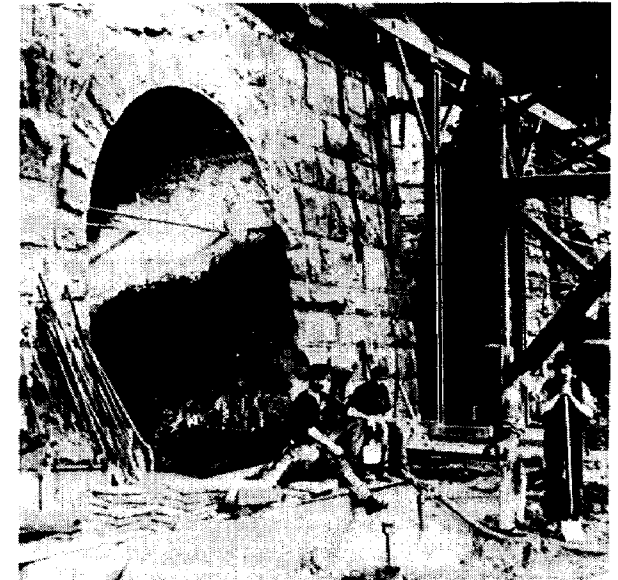
Today, the Valley documents this story in a cultural landscape of unusual integrity. Its rich mix of ethnic people and cultures, dense urban areas and isolated settlements, coal wastelands framed by verdant hillsides, and the vast remains of its coal extraction, manufacturing and transportation infrastructure are a microcosm of our legacy from the industrial era, and a symbol of the challenges now facing similar regions from the industrial Midwest to eastern Europe.

This report proposes the joint recognition, by local communities, Lackawanna County, the Common- wealth of Pennsylvania and Federal Government, of the **Lackawanna Heritage Valley**, a new type of regional conservation and development area created by a partnership among governments at all levels and the private sector. The mission of the Partnership will be twofold: first, to capture the story of the Lackawan- na Valley for its residents and the nation by creating an infrastructure for interpretation and education; and second, to establish a framework for stewardship which will preserve significant historic features, reclaim abandoned or devastated landscapes, create opportu- nities for economic development, recreation and edu- cation, and conserve and enhance features of the Valley's natural and cultural environment. The Part- nership will depend primarily upon existing resources and sources of funding in the implementation of the proposed plan. in addition to seeking and developing a variety of new funding sources.

This plan will do more than develop the interpretive potential of the region. The Valley will become a living laboratory for dealing with the consequences of funda- mental economic and social change. The Partnership will develop new tools for reclaiming exploited envi- ronments. And it will provide a vehicle to learn from the past by dealing with its consequences. In doing so, it will help to shape a new ecology and post-industrial landscape.

Importance to the State and Nation

Although the great coal beds of the Americas were known to colonial settlers, vast old stand forests fueled America's early mills and furnaces. The tremendous changes which created modern industry and large ur- ban cities were precipitated by the exploitation and use of America's anthracite.

Between 1830 and 1860, anthracite, an efficient, high energy fuel, provided a reliable alternative to both charcoal and imported British and Nova Scotian soft coal. The availability of a high quality, inexpensive fuel source east of the Alleghenies, where transportation by water was possible, allowed the development of larger scale steam driven automated factories and the reloca- tion of small rural industry to urban areas. These inno- vations generated profound changes in the institutional structure of American industry, the work force, and the urban development of the United States.
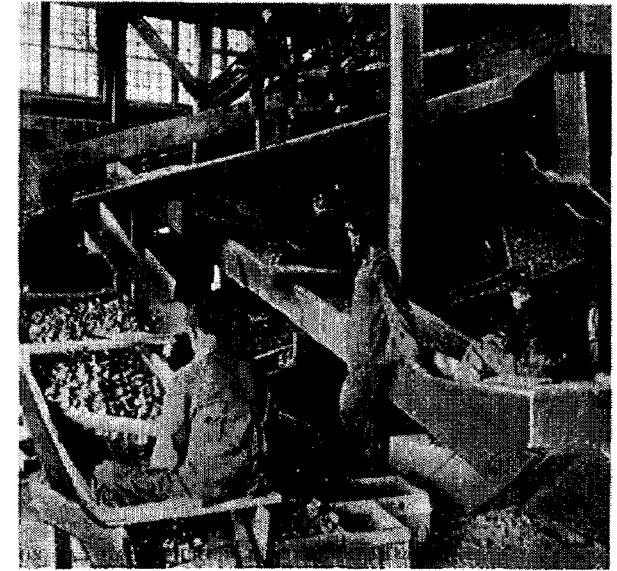
Figure 4: Generations of immi- grant children found work as "Breaker Boys," sorting coal prior to shipment.

Over 80% of the world's anthracite is found in three great fields in Northeastern Pennsylvania, and more than half of the 8 billion tons of hard coal mined in the Commonwealth between 1830 and 1960, as illustrated in Figure 29, *Chapter 2*, came from the Northern field, underlying the Lackawanna/Wyoming Valley. (see Fig- ure 7) The proximity of the Valley to New York and New England made it the primary supplier of fuel to the northeastern United States in the 19th Century.

Large scale extraction of the Valley's coal began in the 1820's, with the opening of the first drift mine at Car- bondale, made accessible to New York City via canal and gravity railroad. Through the creative force of its business leadership, the Valley evolved from remote farm settlements into a major urban industrial center where anthracite mining, iron and steel, rails, textiles, and manufacturing were combined in a diverse but in- terrelated system of industry. The urbanization and in-
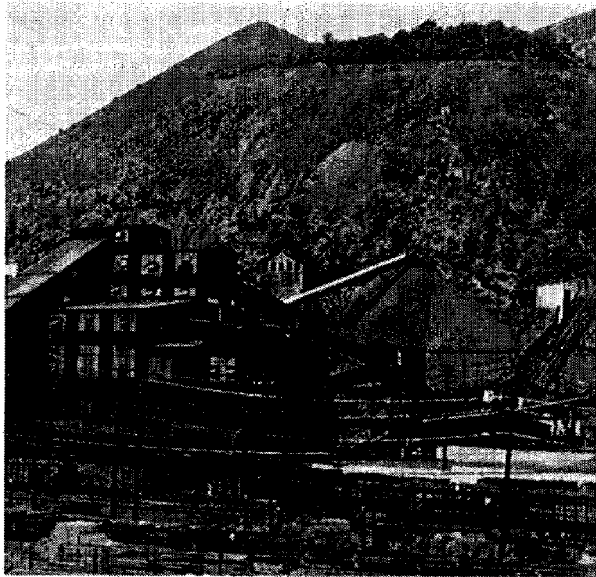
Figure 5: Breakers and coal tipples once dotted the Valley's hill-sides, reinforcing a landscape which was formed by extractive industries and the resources of anthracite coal.

Figure 6: Scranton's early electric streetcar system, here on Lackawanna Avenue, contributed to its reputation as the "Electric City."

dustrialization of the Valley mirrored the national transformation of industry and city form brought about by the availability of anthracite.

At the heart of this development, Scranton emerged as a showplace. The city was the focus of five major rail lines with direct connections to major cities of the east coast and Canada. Outward along those tracks flowed the major source of energy for industry, locomotion and home heating in the northeast. In return, the city attracted talent, ideas and wealth. Known as the "Electric City," Scranton was the Houston of its day, an energy capitol, proud of its technology, civic innovation and wealth.

But these achievements were not without human and environmental costs. Thousands of immigrants, attracted by the jobs created by the burgeoning anthracite industrial complex, came to the Valley. British, Western and Eastern Europeans worked in deep

mines, under almost unbelievably difficult conditions. Death and injury were commonplace, and the mines provided no benefits for survivors. Anthracite miners created the nation's first labor unions, and participated in some of the nation's most violent strikes. These immigrants also established strong communities, where ethnic ties were reinforced by churches and fraternal societies that provided services and created a sense of community welfare and belonging noticeably absent in the harsh conditions of the mine. The Valley's strong, intact ethnic neighborhoods remain a testament to this pattern of urban growth, once common in the industrialized United States but now disappearing.

Brought to an abrupt end by the Knox mining disaster in 1959, which flooded the subsurface mine network, mining in the Valley has now virtually ceased. However, coal mining and its associated industries have left aftereffects familiar to residents of industrial areas

throughout the U.S. and the world. Culm piles, abandoned strip mines, and an extraordinary subterranean network of mining tunnels are clear physical evidence of the Valley's robust past, but also represent challenges which must be addressed in its post-industrial future.

The Valley's landscape clearly conveys this story. Thousands of miles of track, hundreds of industrial sites, ethnic neighborhoods, main streets, churches, fraternal organizations and civic institutions remain. A matrix of sites representing major resource types are preserved; in addition, Steamtown National Historic Site, the Commonwealth's Anthracite Heritage Museum and Scranton Iron Furnace Historic Site, and the Lackawanna County Coal Mine provide interpretation of aspects of the industrial and heritage story. The surface patterns of community, industry and natural landscape reflect the immense underground city created by anthracite mining. These resources-- set within a con-

tained valley land form with discrete and highly visible boundaries--convey a unity and totality of setting which encompasses not only the story of the past but also the future promise of reclamation and redemption. *Chapter 2* provides a detailed account of the significance, the story and the resources of the Valley.

The story of the discovery, development, and eventual decline of the anthracite coal industry is of particular relevance in today's world. It needs to be told in a way which is not only engaging, but also educative to young and old, resident and visitor alike, to encourage a greater understanding of where our wealth and livelihood comes from and the fragile natural balance upon which it is based. These lessons are often overlooked in education about the industrial revolution, mainly because we are only now coming to understand them. They are also not well represented and interpreted in our National Park System, or in the Commonwealth's system of parks and museums. Because of the significance of the anthracite story, not only to the Nation but to the Commonwealth of Pennsylvania, the Lackawanna Valley can play a major role in proposed Pennsylvania Heritage Parks System. The Lackawanna Valley's cultural, historical and natural resources provide an excellent opportunity to tell the anthracite story, while encouraging a process of reclamation and renewal which can have lasting benefit on the Valley environment and be an ecological and economic model for other urbanized areas converting from an extractive, industrial base economy to more contemporary industries and technologies.

The Resource

Inventories of the Valley were carried out to identify historically significant resources and to understand their importance. A central theme -- **the Lackawanna Valley in the age of Anthracite** -- and three major subthemes were found to characterize the Valley and its evolution:

o   **The Land** - has been the fundamental determinant of the valley's evolution, dictating the form and qualities of both the natural environment and the man-made landscape. The land is a diverse resource including natural and settled areas.

o   **The Industry** -- The development of the anthracite coal/transportation complex had a major impact upon the growth and development of the United States. This interrelated complex included coal mining, transportation, textile, iron/steel, and diverse manufacturing.

o   **The People** -- Cultural and ethnographic patterns of the Valley reflect the life and history of the thousands of immigrants who came to the Valley. These groups have shaped the cultural and physical landscape of the Valley through neighborhood patterns and cultural institutions which survive and thrive to this day.

The resource inventories were distributed to all project participants and had a direct influence on the shape of the Plan. A list of these studies as well as excerpts from key documents are provided in the Appendices. Discussion of the specific resources which relate to each of the key subthemes is presented in *Chapter 2*. The accompanying maps represent several of the Valley-wide assessments that documented the closely intertwined effects of geology, human settlement, and industrial exploitation.

Figure 7: *Geology of the Lackawanna Valley*

Anthracite coal in Pennsylvania's Northern field, including the Lackawanna Valley lies is level seams, relatively accessible to the surface. The contained form of the Valley, with the Lackawanna River defining the center, makes it a contained and self-sufficient environment, easily perceived and closely related to patterns of settlement.
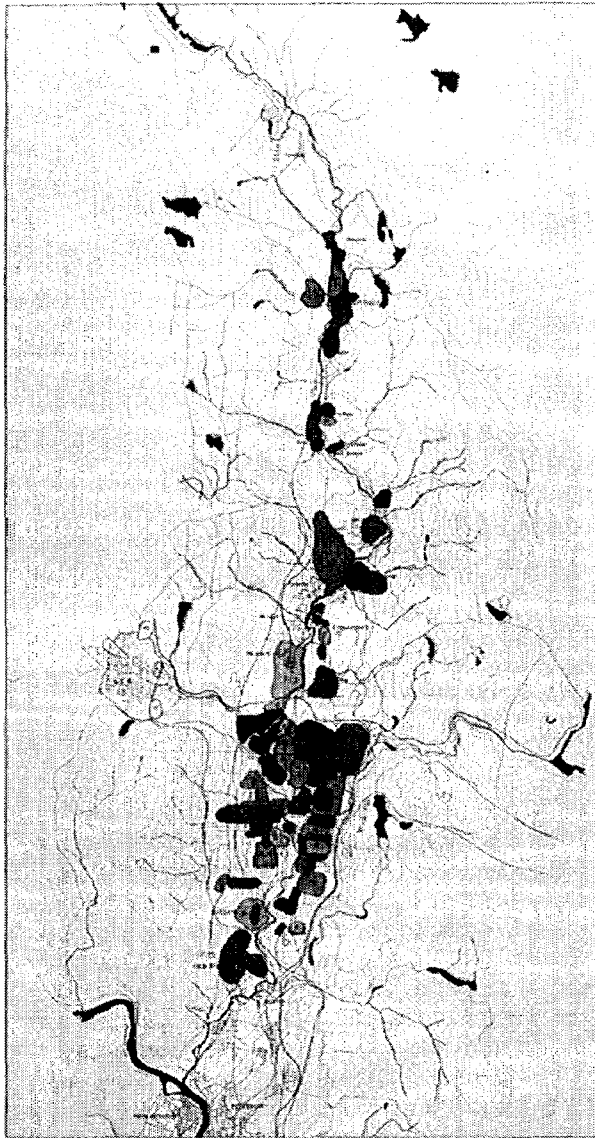
Figure 8: *Ethnography of the Valley*

Settlements of dozens of ethnic groups, marked by churches, clubs, and special service organizations, still dot the Valley in a matrix of settlement that dates to the Valley's heyday as a magnet for immigrant workers.
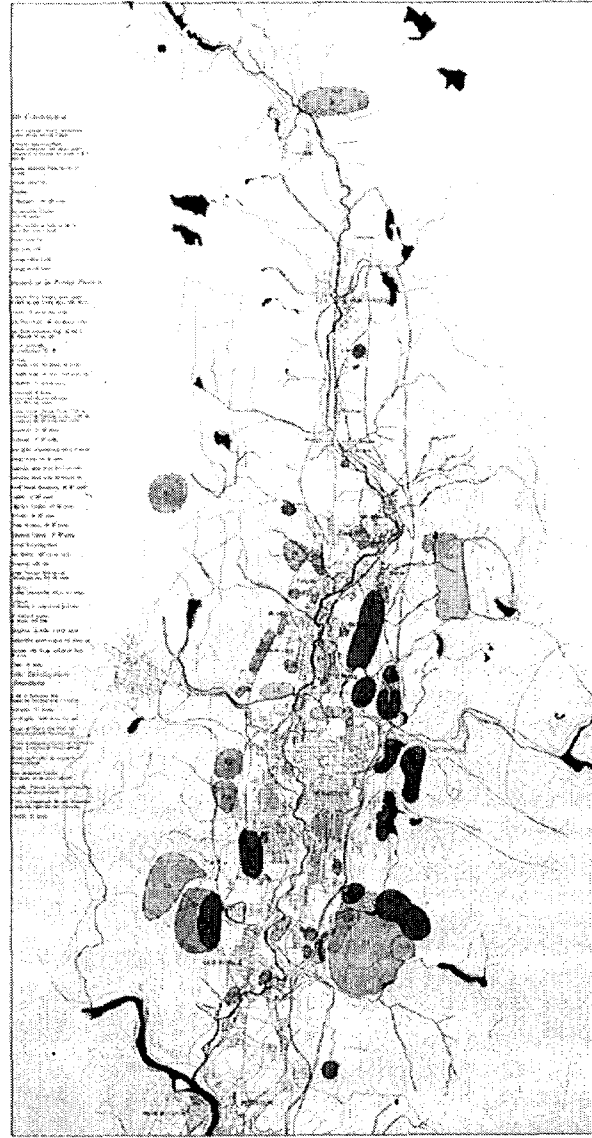
Figure 9: *Current and Future Development*

Many development projects are proposed throughout the Valley; it is important to harness these productive investments to reinforce the historic fabric of the Valley communities and to reclaim lands damaged through generations of extractive industries.
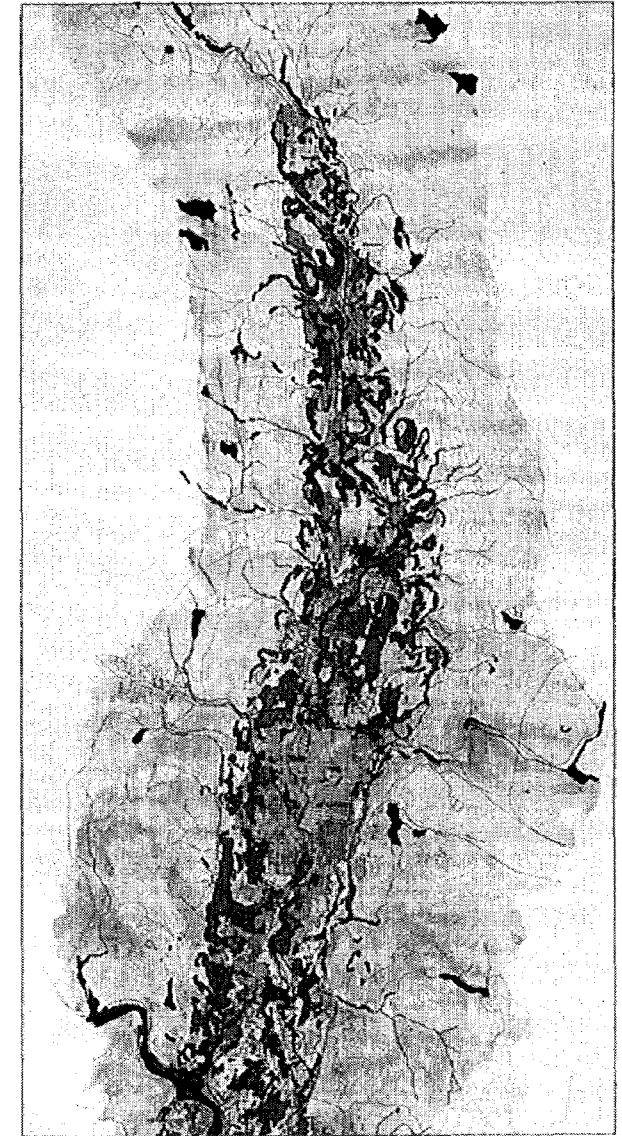
Figure 10: *Coal Spoil Lands*

The Valley's industrial legacy includes culm piles, abandoned strip mines, junkyards, and other evidence of the generations of extractive and industrial activities. These lands adjoin centers of Valley communities and, if reclaimed, offer an important opportunity for rebuilding and reinforcing the heart of the Valley.

Figure 11: *McDade Park is a reclaimed coal mine which offers a mine tour, dramatic views across the valley, and shares its site with the adjacent Pennsylvania Anthracite Heritage Museum.*

The importance of the Lackawanna Valley to the heritage of Pennsylvania and the nation has been recognized many times over the last two decades. In 1972, the National Park Service (NPS) conducted the *New Area Study-Master Plan for a Proposed Cultural Coal Park*. The study noted the national significance of anthracite, and recommended that the project be centered in and around the anthracite industry of the Lackawanna Valley and associated sites. In 1984 the Commonwealth recognized the potential of the Valley for inclusion in a proposed state Heritage Park concept being studied. After local citizens led a successful effort to persuade Steamtown to move its famous collection of steam locomotives to the Valley, Congress designated the Delaware, Lackawanna and Western rail yard in Scranton as the Steamtown National Historic Site.

During the planning process for Steamtown, community participants gave priority to linking the new national park to the rest of the region's historic resources. As a result of this public interest, the Steamtown Comprehensive Management Plan (CMP) recommended that a heritage park be developed to "integrate historic preservation, education, recreation, tourism, and economic development..." and suggested that the project be pursued as a "partnership between the city, county, Commonwealth of Pennsylvania, and the NPS". The CMP recommended that the entity be a state initiative, with planning assistance from NPS. The CMP also suggested other actions to be undertaken by NPS, including developing rail links to the Anthracite Heritage Museum, the Lackawanna County Coal Mine, and the Scranton Iron Furnace Historic Site; that a portion of the electric trolley line be reconstructed; that a river greenway plan for the Lackawanna River be completed; and that a Rails to Trails study for the county be prepared. In 1989, Congressman Joseph McDade suggested that an intergovernmental steering committee

be formed to create a strong and specific vision for what the Lackawanna Valley could be--a vision that would outlast the planning process and be a guiding force for future development of the region's historic, cultural, recreational, economic and educational resources. Locally directed and jointly funded by the City of Scranton, Lackawanna County, the Greater Scranton Chamber of Commerce (MetroAction, Inc.), the Commonwealth's Department of Community Affairs (Pennsylvania Heritage Parks Program), the Pennsylvania Historical and Museum Commission, and the National Park Service, the Steering Committee developed a work plan, agreed to complete pieces of the study, and hired a consultant team to guide the work. The Steering Committee has been assisted by the Lackawanna Heritage Valley Task Force of over 400 community leaders, chaired by Father Joseph Quinn, representing major civic and cultural organizations, institutions, historic and ethnic associations, businesses,

"My hope is that the future of this area is one that comes alive because people have appreciated its heritage, have been able to look to its future and to build upon its past in a way that offers great opportunites to the people who are so anxious to come home, to come home to the Lackawanna Valley, where they have learned what it is to have roots and how important it is to have wings."

Father Joseph Quinn

Figure 12: *Congressman McDade with Father Joseph Quinn, Task Force chairperson, and members of the Project Team.*

local governments, public agencies, and interested citizens. *Appendix D* provides a detailed account of the activities of the Task Force and the Community. In 1990, the Valley was designated as one of the first Pennsylvania State Heritage Park Planning Area, and the Commonwealth created a State Heritage Park Interagency Task Force to help this and other regions develop heritage park corridors and areas.

The Steering Committee, the Lackawanna Heritage Valley Task Force, the Pennsylvania Heritage Park Program and others involved in the process developed goals for the proposed Lackawanna Heritage Valley. These goals served as the guiding principles in the development of the final plan and can be summarized as follows:

o **Enhance cooperation between communities** to develop recreational, preservation, and educational opportunities in the Valley.

o **Develop preservation mechanisms** to help Valley communities protect their historic, cultural, and folklife resources.

o **Interpret the resources** and stories of the Lackawanna Valley for residents, visitors and students of all ages, and integrate the Valley's heritage into local educational programs.

o **Integrate the Heritage Park** into the lives of the people who live in the Valley.

o **Develop a program for economic revitalization** that uses the Valley's heritage to promote increased tourism and other private reinvestment in key buildings and districts.

o **Link major Valley resources** physically and interpretively using cooperative strategies.

Community workshops and planning meetings were held throughout the Valley, to include as many residents and decision makers as possible. Early meetings helped define the concept and gained insight into residents' feelings regarding resources, issues and goals for the Heritage Valley. A second set of meetings shared the results of the inventory process, and introduced the three major elements which were used to form alternatives. A series of five Alternatives were presented in a third set of meetings, and distributed to more than 2,000 other Valley residents in newsletter format; written and verbal comments were recorded and included in the alternatives. Finally, meetings were held to select the Preferred Alternative, and to discuss the management and implementation options included in this document. At each stage, a slide show, maps and written materials were presented to the public. The Heritage Valley concept and the Preferred Alternative received broad popular approval; letters and resolutions of support are available in the project documentation.

Figure 13: *Many resources within the Valley have been secured and are already in place; the iron pours at the Scranton Iron Furnaces attract large*

The Plan

The Valley's founders were innovative entrepreneurs who understood that complex projects required partnerships and a sense of cooperation between diverse interests. Participants in this planning process recognized that the scale and scope of effort needed to accomplish even the simplest recommended action require cooperation between all levels of government and the private sector, as well as an entrepreneurial spirit not often found in government agencies. The notion of shared responsibility at all governmental and private levels, of utilizing existing programs and financial resources, and of encouraging entrepreneurship and creative solutions to problems is at the core of the Lackawanna Heritage Valley Plan.

The Plan envisions the creation of a new type of regional conservation and development area to be known as the **Lackawanna Heritage Valley.** The Plan, illustrated in Figure 14, is the preferred alter-

native which will lay the groundwork for the long term evolution of the Valley. The Valley would be jointly recognized by local communities, Lackawanna County, the Commonwealth of Pennsylvania and the Federal Government for its state and national significance and would become the focus of programs to preserve historical and natural assets, interpret their lessons to residents and visitors, reclaim devastated areas, and encourage sensitive economic, educational and tourism development and productive use of the valley's natural, cultural and recreational resources.

Pennsylvania Heritage Parks Program

The Pennsylvania Heritage Parks Program was proposed by Govenor Robert P. Casey in his 1989-90 Commonwealth budget. It is the intent of the program to highlight particular regions of the state whose cultural, historic and recreational resources exemplify the industrial traditions of the Commonwealth. With intergovernmental cooperation and regional planning strategies, these resources will be developed to enhance regional economies through the attration of visiting tourists, creation of new jobs, and promotion of public and private partnerships for new investment opportunities.

Figure 14: *The Recommended Plan*

The Plan will create a visitor and interpretive infrastructure to explain the Valley and its heritage to visitors and residents. This will be based on existing resources and attractions, but will also involve improving sites and settings for interpretive purposes.

Of equal importance, the Plan recommends creating Stewardship programs to deal with the long term legacy of the Valley's environment and to encourage appropriate and supportive develpoment.

A primary recommendation of the Plan for the Lackawanna Heritage Valley is that the region should seek designation as the first State Heritage Park under the Pennsylvania Heritate Parks Program. This recommendation is based upon an analysis of the documentation and information assembled in this report, and a determination that the region can meet the Pennsylvania Heritate Parks Program goals of economic development, intergovernmental cooperation, cultural conservation, education and recreation . This recommendation is also based upon a determination that the Valley has the inventory of resources, public and private support, and local commitment and leadership to carry forth the implementation recommendations of the plan.
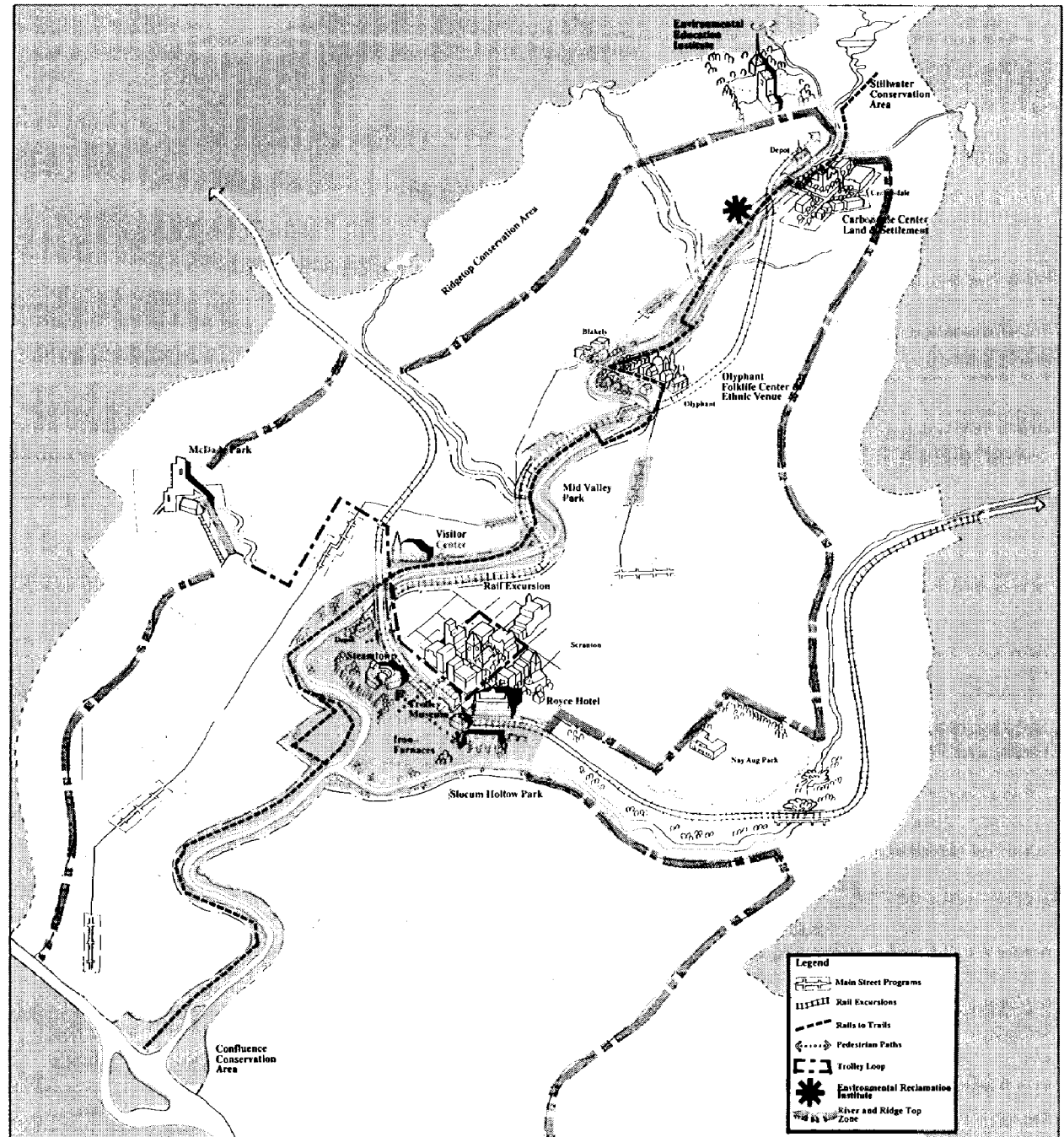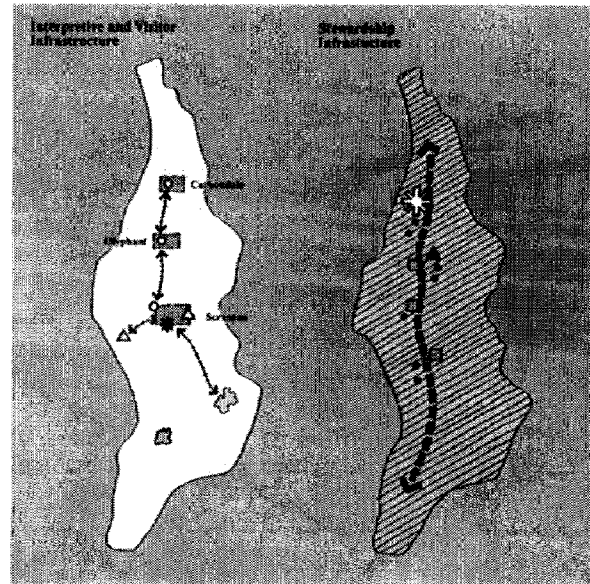
Figure 15: *The Lackawanna Heritage Valley Concept -- discrete interpretive and visitor sites will be linked by rail and other connections; stewardship programs will occur Valley-wide.*

Figure 16: *Steamtown is already a substantial visitor attraction which interprets the theme of transportation, a critical aspect of the Valley's evolution and growth.*

The Partnership

The Plan recommends establishing the **Lackawanna Heritage Partnership** (The Partnership), formalizing the evolving structure of intergovernmental cooperation which has emerged in the Valley during the planning process. The Partnership would be established by Lackawanna County, enabling local, state and federal governments to pool existing resources and expertise. The composition of the Partnership will be geographically representational and oriented to key actors and agencies making financial commitments. It will include members of the Lackawanna Heritage Valley Task Force, as well as representatives from federal, state, and local government and various community groups and private citizens.

The Partnership will provide the vehicle for coordinating the efforts of different agencies and developing policy as the plan is implemented. The Partnership will locate and use existing programs and funding sources at all levels to accomplish its capital development and conservation programs. It will use public funds to enhance opportunities for private redevelopment of historic structures, to reclaim abandoned industrial zones, to encourage new commercial ventures and to incubate new reclamation technologies. In this way, the Partnership will contribute to economic revitalization of the region as it conserves and restores the cultural landscape. The Partnership will provide a range of new interpretive and educational opportunities for students, valley residents and visitors.

The Partnership will have two primary tasks:

o It will facilitate the development of an **infrastructure for interpretation and education** linking sites throughout the Valley;

o It will oversee long term **stewardship programs** to ensure that a capability is developed to manage reclamation, preservation, and conservation programs which can protect and enhance the Valley's natural and cultural setting while facilitating appropriate development.

The Concept

The recommended plan for the Lackawanna Heritage Valley is a combination of an infrastructure for interpretation and education and stewardship programs as shown in Figure 15. *Chapter 2: The Plan* provides a detailed description of the concept and features of the sites and programmatic elements which are recommended.
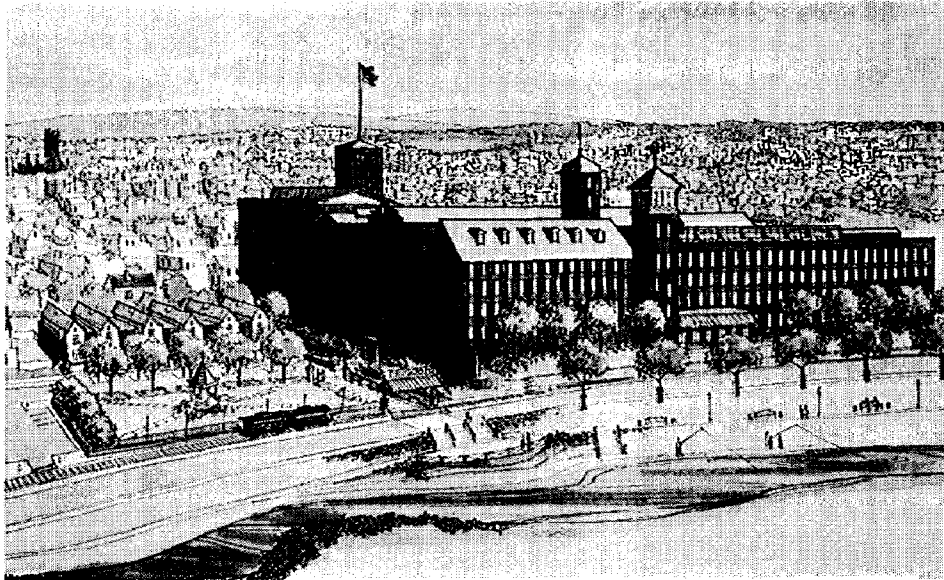
Figure 17: The Plan will facilitate reuse opportunities for historically important structures throughout the Valley such as the Sauquoit Mill complex.

Infrastructure for Interpretation and Education

Visitor use and education in the Valley would be focused on a set of linked sites which collectively interpret the Valley's evolution as the anthracite center of the United States. These sites include the Steamtown National Historic Site, the Commonwealth of Pennsylvania's Scranton Iron Furnaces and Anthracite Heritage Museum, and Lackawanna County's McDade Park Coal Mine Tour in order to take full advantage of the substantial governmental preservation and interpretation commitments already made in the Valley. These sites, plus others in Carbondale and Olyphant, will serve as venues to tell the Valley's primary stories of Industry, People, and Land.

Each site would be augmented through additional interpretation and/or site and facility improvements to enable it to convey its part of the Valley's story in the most powerful and compelling fashion. Visitors will have the opportunity to structure a variety of sequences for visiting the interpretive sites in the Valley, encouraging repeat and overnight visitation. Sites will support curriculum based education programs targeted for students, using the Valley's natural, cultural, and museum resources as laboratories for learning. A new Environmental Education Center, a partnership between local and state universities and the Commonwealth's Department of Environmental Resources will provide a variety of environmental education opportunities.

The primary links between sites will include trolley buses, self guided auto tours, pedestrian paths, rail trails and steam rail transportation. Interpretive links utilizing rail transportation, where feasible, will capitalize on the unique resource offered by Steamtown and the valley's rail network. Trolley buses will be used to link interpretive sites in Scranton and McDade Park. Self-guided and walking tours will be available, originating from a new Visitor Center in the New Jersey Central Station, a historic structure convenient to Steamtown, the new freeway exit and downtown Scranton.

Stewardship Programs

Stewardship programs will be implemented by the Partnership to address three aspects of the valley's environment and culture which require long term management and leadership:

o **Preservation programs for the built and cultural legacy of the Valley** -- will be developed to protect the historic and cultural legacy of the Valley and to insure that the physical and symbolic fabric which provides the Valley's continuity will be effectively used in its rebirth. These programs should enable preservation and reuse of historic neighborhoods, structures and settings, reinforcement of the linear "Main Street" which threads through the Valley's 19 urban centers, and creative mechanisms to encourage use of the Valley's rich social and ethnic heritage. In the vicinity of each major interpretive area, a surrounding urban setting would be defined to encourage preservation and to target incentives which will lead to reinvestment and community revitalization. Collectively, these irreplaceable resources represent the everyday history of the Valley and its communities.

o **Reclamation programs** -- will be developed to address the environmental exploitation of the Valley by converting properties and waterways which have been degraded by mining and related industrial development into productive use. The residue of extractive industries can be seen in the Lackawanna Valley landscape, symbolizing its growth and decline. Culm piles rise above towns, strip mining operations gouge the landscape, junkyards line the riverbanks, and abandoned industrial complexes are left to deteriorate. These sites are visually detrimental to the environment, yet serve as vivid reminders of the prior economic
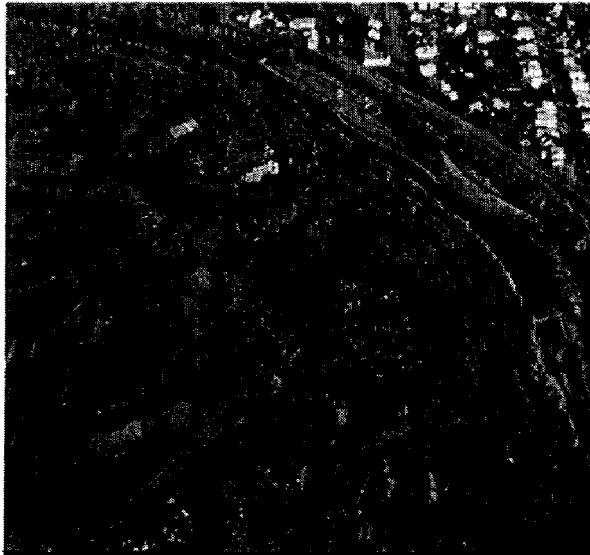
Figure 18: *Sections of the Lackawanna River show a strange beauty due to their pollution from acid mine outfalls. Reclamation programs should address this and other environmental problems.*

Figure 19: *With implementation of the Plan, Main streets and the cultural resources they contain could support community events and festivals.*

lifeblood of the valley. Ironically, many of these sites, well located close to urban centers up and down the Valley, offer the potential for productive redevelopment and reuse, sparing more environmentally valuable hillside lands. The *Lackawanna River Corridor Study* offers specific opportunities for river protection, restoration and recreation, and will be supported by these reclamation programs.

o **Conservation and Recreation programs** -- will be developed to realize the potential of this green Valley to more fully benefit from the opportunities offered by its river and hilltops. Despite the history of exploitation, the contained form of the Valley and its linear river remain constants in the landscape. The verdant hilltops still define physically and culturally the edges of the Lackawanna Valley environment. The Lackawanna River, once beautiful, is now reemerging. However, the ecology of this Valley, dramatically altered over the last

century, still presents a challenge. Oranges and blues mark the trail of pollution down the Lackawanna and out into the Susquehanna River, the principal source of pollution in the Chesapeake watershed. Protection of the River and hilltops, as well as capitalization on the open space and environmental opportunities they represent, will be the object of the Partnership's programs in this area.

The infrastructures for education and visitation, and the stewardship strategies will embrace not only preservation and interpretation, but also economic development. The primary beneficial impact of the implementation of the plan will be stimulation of the economy at all levels of commerce in the Valley. The interpretive infrastructure proposed will stimulate the tourism, retail and service sectors of the Valley's economy, generating jobs and commercial development in various downtown locations. The stewardship programs proposed will stimulate the institutional sectors

of the Valley's economy, especially in the educational community. Ultimately, these stewardship programs will create an entirely new industry for the Valley, centering on research and delivery of leading-edge reclamation technologies.

The stewardship mission of the Partnership will be to create an intergovernmental capacity for these three types of programs. During its formative period, the Partnership will, through its coordinating mechanism, expedite the implementation of demonstration programs in each of its spheres of influence. During its initial two (2) years of operation, the Partnership shall advise the Secretary of the Interior, the Governor of the Commonwealth, and County Commissioners of the scope and nature of its demonstration stewardship projects, enabling designation of subareas within the Valley which will be eligible for special assistance and review.

Benefits and Costs

The Partnership and its staff is seen as a transitional agency, whose principal development functions would be completed by the year 2000. Once the visitor infrastructure is complete and the stewardship capacity is in place, lodged at the appropriate governmental level, the Partnership will revert to an advisory role. Management of the construction process on individual sites, as well as the operation of the tourism infrastructure would remain the responsibility of current operating governments or agencies. Management of the valley stewardship programs would pass to existing agencies and to newly created entities nurtured by the Partnership.

To facilitate the above programs, particularly those dealing with reclamation, the Plan recommends establishing, by the Commonwealth of Pennsylvania, the **Environmental Reclamation Institute (ERI)**. ERI would be charged with creating and implementing ways to reclaim the exploited face of the Valley, preferably in affiliation with state and local universities. It would work with local and county governments to craft land policy while actively participating in demonstration developments.

Using the Valley as a laboratory, the Institute would be national, even international in scope, a center for innovation and research on the growing worldwide problem of reclaiming industrial environments. ERI could play an important role in demonstrating new approaches to reclamation which would be useful to communities in the valley, to DER in addressing Pennsylvania's other coal-mining regions, and to the EPA in addressing comparable problems of national scope.

ERI's sphere of activity should include scientific research, education/technology transfer, and development policy/demonstrations. Scientific research would deal with large scale, regional environmental questions which result in the wake of decline of traditional industries. **Education** would occur on several levels as reclamation experts help valley communities cope with their unique problems, orchestrate national and international conferences, and communicate the results of successful reclamation policies and projects to a wide audience.

In order to accomplish these educational objectives, the **Environmental Education Center (EEC)** will be established. Development policy/demonstrations will involve the coordination with individual communities and other Federal, State and Local agencies, with the private sector to enable comprehensive programs for reclamation in the Valley, as well as targeting specific projects for implementation. As an **Incubator** for new reclamation/recycling/environmental recovery technologies, ERI will transfer innovative technologies to create new business and industrial opportunities in the Valley. Depending on the ultimate configuration and success of ERI, and on its working relationship with the Partnership, it is possible that it may ultimately take over many of the Partnership's stewardship functions.

The **beneficial impact** of the project will be substantial. The estimated capital costs for the Lackawanna Heritage Valley project are approximately $37 million for the Infrastructure for Interpretation and Education plus the initial stewardship capability. These costs are almost equally distributed across interpretation, development and use, preservation, reclamation, and recreation, and among the federal, state, local and private partners. Impacts were evaluated in reference to the costs and benefits of the recommended Plan, and for the potential "ultimate" scheme, which the community would like to pursue after the initial plan is implemented successfully. For a detailed description of the recommended and ultimate schemes, refer to *Chapter 3: A Visit to the Valley*. More detailed information on Benefits and Costs is provided in *Chapter 4: Implementation Agenda*, and in *Appendix E: Cost Data*.

Natural, Cultural and Social Impacts -- The implementation of the plan will have profound and lasting positive impacts on the natural, man-made, and cultural environment of the Valley. Historic structures and settings will be restored and revitalized through the infusion of new uses. The natural environment, both in its degraded and pristine states, will be reclaimed and stabilized, becoming a significant resource for the future economic and recreational life of the Valley. The Valley will become an important educational resource on a local and national level. Implementation of the plan will instill a sense of pride for residents and visitors in the industrial and ethnic heritage of the region. The stewardship programs will ensure an increased awareness and appreciation of the man-made and natural resources of the Valley, producing long-term commitments to the protection of these environments. In addition, stewardship programs are structured to insulate critical resources and neighborhoods from the potential negative impacts of increased tourism and use.

Summary of Actions

Economic Impacts -- The firm of Economics Research Associates (ERA) modeled the economic impacts of the plan. ERA's work indicates that the plan will have a particularly positive impact in the downtown and main street areas where it will add street-life, enhance retail facilities, and contribute overall to the attractiveness of the downtown as a place to visit, shop, recreate and work. The plan is expected to attract between 860,000 and 1,310,000 visitors a year to the Lackawanna Valley. Annual visitor spending is estimated at $12 million. The project, once implemented, will attract an addition of approximately 150,000 visitor nights to the area -- enough to fill the equivalent of 500 hotel rooms.

The proposed project would create construction related employment and induced employment of 1,430 to 2,650 jobs, with an average annual direct and indirect employment of between 180 and 330 full time jobs

over a ten year period. Permanent jobs would also be created for park operations and management, ERI, and retail and service jobs related to expansion of Scranton and other downtowns. Construction-related spending for the project will generate additional investment in the region by creating a "multiplier" effect; total induced development in excess $79 million is anticipated. The project will generate sources of fiscal revenue during its development and operating stages. These revenues include state income, local wage taxes and state sales taxes. Taxes generated during the development phases of the project through construction employment will generate approximately $250,000 in annual revenues. Taxes generated by direct expenditures by visitors will be approximately $363,000, and taxes generated through long-term employment will be approximately $150,000.

The first actions must be :

o **adoption of the plan** by local municipalities and the County

o **creation of the Lackawanna Heritage Partnership** by Lackawanna County

o **designation of the Lackawanna Heritage Valley** by Commonwealth of Pennsylvania and Congress

Once the partnership is in place, each level of government, as well as the private sector, will have specific responsibilities in the implementation of the plan. Figure 20 gives a breakdown of these actions. *Chapter 4 Implementation Agenda* provides detailed information regardingthe scope, management, program development and phasing of the plan.

Lackawanna Heritage Valley Action Plan

Lackawanna Heritage Valley Partnership	Federal	Commonwealth	County	Local and Private Sector

1. Until Partnership is formed, the Steering Committee, the Task Force and its Subcommittees continue early actions.
 	
2. Once created, staff and open LHV Partnership Office.
 	
3. With the County, begin grant application process for interpretive/education and stewardship infrastructures.
 	
4. Begin initial survey and documentation phase necessary to create Folklife Center and education programs.
 	
5. Coordinate Environmental Reclamation Institute as necessary, and begin environmental demonstration projects.
 	
6. Assist local organizations such as Lackawanna River Corridor Association and the Lackawanna County Rails to Trails Project with implementation projects.
	NPS:
	
	1. Recognize Lackawanna Heritage Valley and Adopt Plan.
	
	2. Participate in and provide funding for Partnership operations and continued technical assistance, including:
	  a. Planning assistance
	  b. Rails to Trails feasibility
	  c. Excursion Line feasibility
	  d. Preservation programs
	  e. Design standards for exhibits
	  f. Plan review of projects
	
	3. Using already programmed funds, construct LHV display at Steamtown and links to Iron Furnaces.
	
	OTHER FEDERAL:
	
	1. Agencies, including the Environmental Protection Agency, Corp of Engineers, and the Bureau Of Reclamation, recognize and participate in the Partnership.
	
	2. Provide capital funding and technical assistance through existing grant and loan programs.
		PENNSYLVANIA HERITAGE PARKS PROGRAM
		
		1. Designate LHV as first Pennsylvania Heritage Park.
		
		2. Recognize and Participate in Partnership.
		
		3. Provide capital funding through grants program for the Trolley Museum/Visitor's Center, the Lackawanna County Coal Mine Tour, Rail Links, Iron Furnaces and other Partnership initiatives.
		
		4. Provide funding for special studies including: Promotion and Marketing, Educational Inventories, Folklore and Folklife, Economic Development.
		
		5. Pursue various mechanisms to provide operations and maintenance funding in the future.
		
		OTHER STATE AGENCIES
		
		1. Creation of Environmental Reclamation Institute by state agencies and universities.
		
		2. Creation of Environmental Education Center by the Department of Environmental Resources in cooperation with the state university system.
		
		3. Provide capital and technical assistance through existing programs.
		
		4. Through PHMC, oversee design and construction for Anthracite Heritage Museum and Scranton Iron Furnaces.
		
		5. Through PHMC, oversee a program of survey updates, HABS/HAER, and National Register documentation.
			1. Designate the Lackawanna Heritage Valley.
			
			2. Create the Partnership as a County Authority.
			
			3. Act as applicant for Commonwealth and other grants until the Partnership is active.
			
			4. Provide funding for Partnership operations.
			
			5. Oversee design and construction for Visitor Center/Trolley Museum, Rail Links and the Lackawanna County Coal Mine Tour.
			
			6. Assist in development of Main Street/Preservation revolving loan program (bond issue).
			
			7. Participate in Rails to Trails and other demonstration projects.
				COMMUNITY
				
				1. Communities designate Lackawanna Heritage Valley and advise and participate in the LHV partnership.
				
				2. Cities of Scranton and Carbondale, through CDBG funds, assist with various development programs.
				
				3. Communities embrace the Main Street, Neighborhood, Folklife and River/Hillside conservation initiatives.
				
				CHAMBER OF COMMERCE
				
				1. Chamber participates in LHV Partnership.
				
				2. Chamber/Visitor and Convention Bureau/Tourism Promotion Agency participate in brochure and video production, operation of Visitor Center, and other marketing and promotion activities.
				
				3. Private Sector investment in public-private development of the Visitor Center, Demonstration Projects and the Main Street program.
				
				4. Private Sector cooperation to transfer reclamation technology in order to promote and stimulate business.
				
				TASK FORCE
				
				1. Advisory support to the Partnership.
				
				2. Develop Valley-wide constituency.
				
				3. Initiate and develop special support projects and studies.

Figure 20: Action Plan
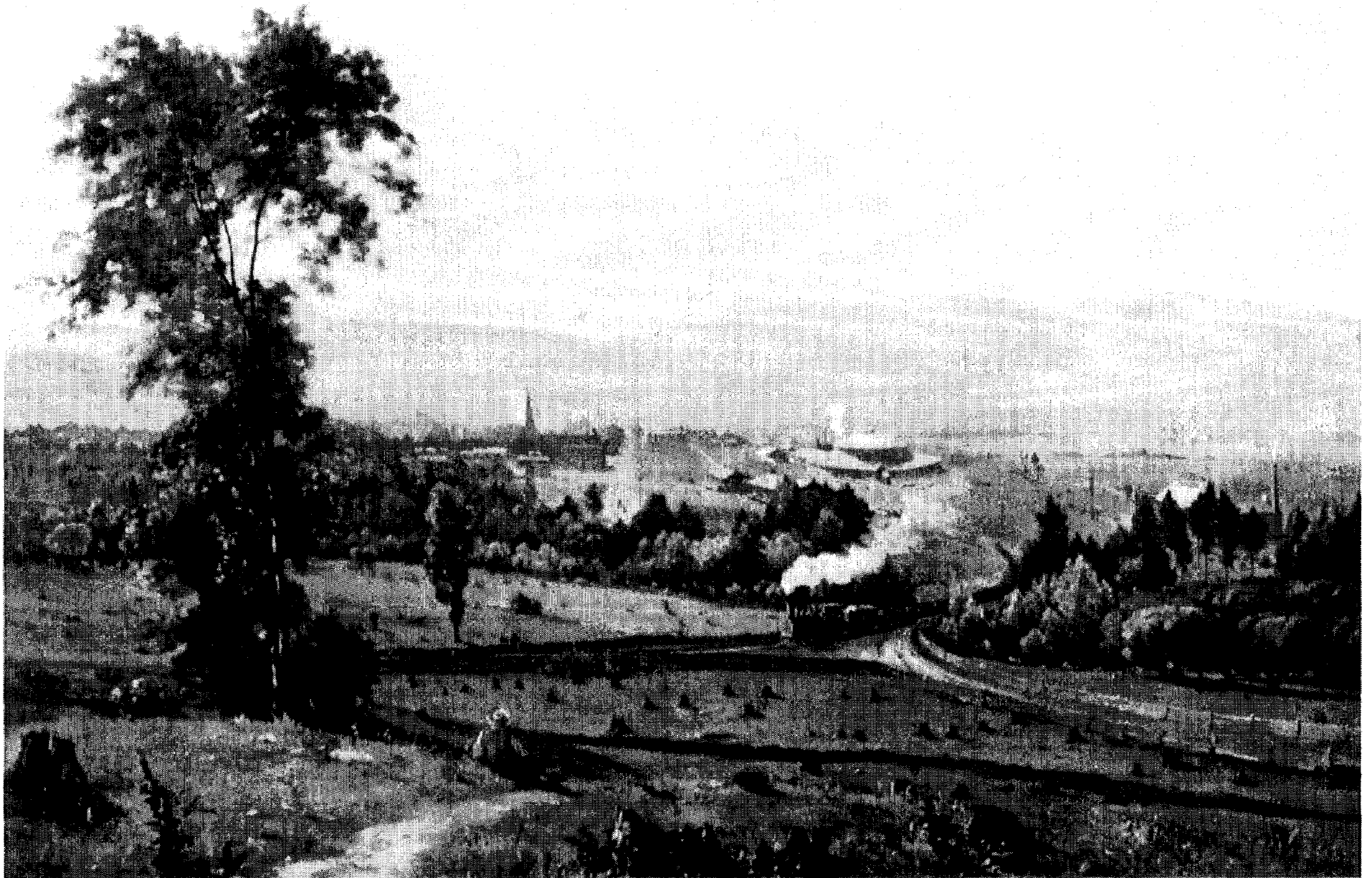
Figure 21: "The Lackawanna Valley", a painting by the renowned
landscape artist George Inness, 1855.

2. The Lackawanna Valley

"A gem carved out of a mountain of coal" (Hollister 1875, 41)

State and National Significance

Figure 22: Miners in a coal seam with mule-drawn coal cars.

The Lackawanna Valley, located in Figure 26, is a coherent cultural landscape which represents the growth and development of industry and urban ethnic communities during the height of the anthracite coal mining era of the United States, from 1850 to 1930. The Valley's history, importance and remaining resources were documented in a series of inventories and assessments completed by cooperating agencies and the consultant team for the Lackawanna Valley Heritage Valley Study: an Environmental and Ethnographic Assessment, an Industrial Sites Survey for Lackawanna County, and an Urban Design Assessment of Scranton. In addition, previous studies, including a 1979 Historic Sites Survey of the City of Scranton, and a 1983 partial survey of residential and commercial resources were provided by the Commonwealth of Pennsylvania and Lackawanna County and updated, where possible, during the study phase. This chapter reviews the findings; *Appendix A* lists the individual documents; complete copies of resource assesments and inventories are available from Lackawanna County.

The Lackawanna Valley is a coherent landscape which represents the growth and development of industry and urban ethnic communities during the height of the anthracite coal mining era of the Unitied States, from 1840 to 1930. The story of the development and extraction of anthracite coal is nationally important, and played a crucial role in the industrialization and urbanization of the United States. The Lackawanna Valley was the only part of the anthracite region which combined extraction, processing and delivery of coal with the development of a very diverse, integrated industrial complex in an urban setting. The Lackwanna Valley contains significant national, regional and local resources which can be used to tell the story of anthracite and its impact upon industrialization and American city form.
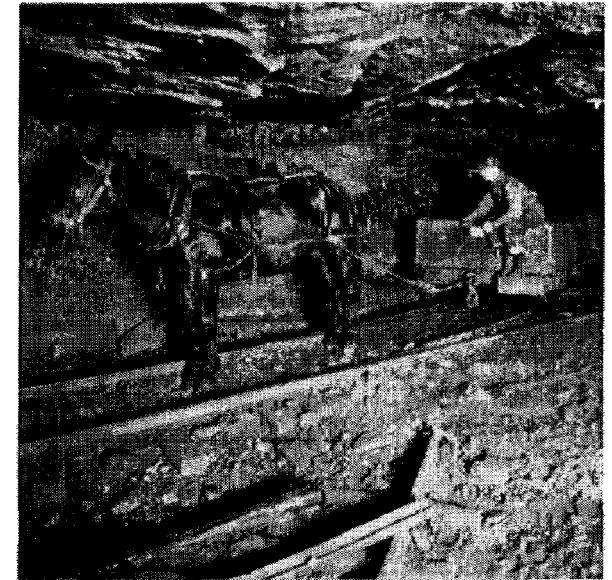
The study concluded that several factors contributed to the Valley's national importance:

o **The Role of Anthracite Coal in the Industrialization and Urbanization of the U.S.** -- Between 1830 and 1860, anthracite provided a reliable alternative to both charcoal and imported British and Nova Scotian soft coal. The availability of a high quality, inexpensive fuel source east of the Alleghenies, where transportation by water was possible, allowed the development of larger scale factories and the relocation of small rural industry to urban areas. These innovations in turn generated profound changes in the institutional structure of American Industry, the work force, and the urban development of the United States.

o **The Story of the Valley and its Role as the Center of Anthracite Coal Mining in the United States** -- Over 80% of the world's

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anthracite is found in Northeastern Pennsylvania, and more than half of the 8 billion tons of hard coal mined in the Commonwealth between 1830 and 1960 came from the Northern field, underlying the Lackawanna/Wyoming Valley. The proximity of the Valley to New York and New England made it the financial and urban center of the anthracite region. Scranton emerged as a showplace, the Houston of its day, an energy capital, proud of its technology, civic innovation and wealth.

o **The Development of an Integrated Coal/Transportation/Manufacturing Complex in the Valley** -- Through the creative force of its business leadership, the Valley evolved from remote farm settlements into a major urban industrial center where anthracite mining, steel, rails, textiles, and manufacturing were combined in a diverse, vertically integrated industrial complex. The change in the Valley mirrored larger trends as the second industrial revolution transformed the industry and city form of the nation. The legacy of the Valley's industrial past is clearly visible in the landscape today; hundreds of industrial structures, ranging from roundhouses to silk mills, show the diversity and pervasive influence of manufacturing in the Valley communities.

o **The evolution of the Valley's close-knit Ethnic Communities** -- British, Western and Eastern Europeans were attracted to the Valley by the jobs generated by the anthracite industrial complex. These immigrants established strong communities, where ethnic ties were reinforced by churches, fraternal societies, the nation's first labor unions; and neighborhoods from home provided services creating a sense of community welfare and belonging noticeably absent in the harsh conditions of the mine. The Valley's strong, intact ethnic communities remain a testament to this pattern of urban growth, once common in the industrialized United States but now disappearing.

Figure 23: Miners returning home on a coal train.

Figure 24: Marvin D & H Breaker and culm pile.

Figure 25: Immigrant women and small children worked on farms in the Valley. Photograph shows Hungarian (probably Galician) workers in 1920.

o **The Exploitation and Deterioration of the Natural Environment as the Result of Anthracite Extraction** -- Brought to an abrupt end by the Knox Mine Disaster in 1959, mining in the Valley has now virtually ceased. However, coal mining and its associated industries has left after-affects familiar to residents of industrial areas throughout the U.S. and the world. Culm piles, abandoned strip mines, and an extraordinary subterranean network of mining tunnels are clear physical evidence of the Valley's robust past, but also represent challenges which must be addressed in its post-industrial future.

o **The Clarity with which the Landscape Conveys the Story of Anthracite** -- Thousands of miles of track, industrial sites, ethnic neighborhoods, main streets, churches, fraternal organizations and civic institutions remain to tell the story of hard coal. A matrix of nationally, regionally and locally significant sites representing major resource types are preserved; in addition, Steamtown National Historic Site, the Commonwealth of Pennsylvania's Anthracite Heritage Museum and Lackawanna Iron and Coal Furnaces, and the Lackawanna County Coal Mine provide interpretation of aspects of the industrial and heritage story. The surface patterns of community, industry and natural landscape reflect the immense underground city created by anthracite mining These resources-- set within a contained valley land form with discrete and highly visible boundaries--convey a unity and totality of setting which can encompass not only this past story but also the future promise of reclamation and redemption, offering powerful lessons for other similarly transitional regions.
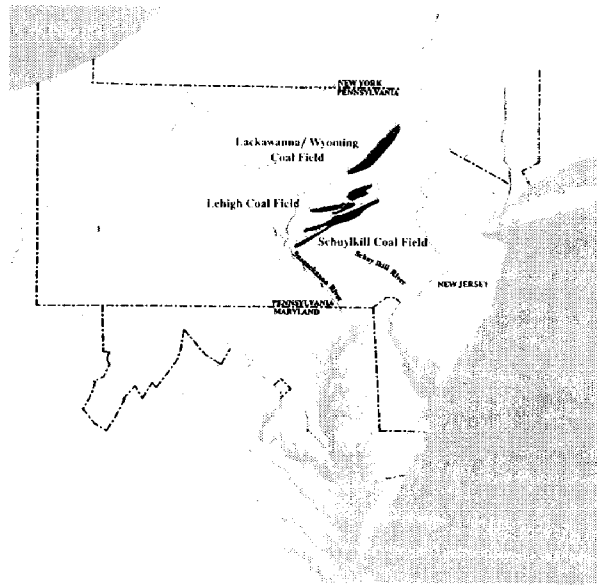
Figure 26: *Anthracite Fields Map*

The discovery, development, and eventual decline of the anthracite coal industry is a story of particular relevance in today's world. It needs to be told in a way which is not only engaging, but educative to young and old alike, to encourage a greater understanding of where our wealth and livelihood comes from and the fragile natural balance upon which it is based. These lessons are often overlooked in education about the industrial revolution, mainly because we are only now coming to understand them. They are also not well represented or interpreted in our National Park System, or in the Commonwealth's system of parks and museums. Because of the significance of the anthracite story, not only to the nation but to the Commonwealth, the Lackawanna Valley will play a major role in Pennsylvania's Heritage Parks Program, potentially being the first officially designated Heritage Park in the System.

The Lackawanna Valley lies in a finger of the ridge and valley province of the Appalachian range, surrounded by the Pocono plateau of Northeastern Pennsylvania. Connected to the major urban centers of New York and Philadelphia by turnpike and interstate, the Valley is easily accessible. In addition to the Steamtown National Historic Site and the Commonwealth's Anthracite Heritage Museum, the Valley is closely related to other federal and state parks, including the Upper Delaware Scenic and Recreational River, the Delaware Water Gap National Recreation Area, the Delaware and Lehigh Navigation Canal National Heritage Corridor, and the Lackawanna State Forest. The Lackawanna River runs the length of the Valley and is a tributary of the Susquehanna River, which defines the southern limit of the area.

The history of the Valley's most important resource--anthracite coal--begins over 300 million years ago during the Carboniferous Period. This era ushered in an age of warm, humid climates, converting the region into a tropical zone. Fossil records show that this period was characterized by tropical forests featuring primitive trees in excess of 100 feet high, the first reptiles and insects, including dragonflies with three foot wing spans. Over millions of years, the organic muck created by these hugh swampy forests was compressed, folded and protected from erosion beneath the earth, eventually leaving anthracite coal.

Anthracite is the highest quality coal, at least 92% carbon, with a surface that is smooth, hard and lustrous, deserving of the name "black diamond." Three fields in Northeastern Pennsylvania, the Southern, Eastern and Western Middle, and Northern, contain more than 80% of the world's supply of hard coal; the majority of the balance is found in Wales. The Southern and Middle fields are characterized by intensely folded, vertical seams of coal that are small in extent and remote from population centers. However, coal in the Northern field is found in relatively level-lying, easy to mine, continuous seams of carbon dense anthracite, ranging in thickness from a few inches to more than fourteen feet as shown in Figure 27, below.

Although the great coal beds of the Americas were known during the colonial era, vast old-stand forests provided the majority of America's fuel during the 18th and early 19th century. Soft coal, when needed to meet home fuel and industrial needs, was imported from England. However, once the technology to burn it was perfected, anthracite proved to be a dependable alternative both to charcoal and to British and Nova Scotian soft coal. The development of a high quality inexpensive fuel source east of the Alleghenies, where transportation by water was possible, was critical to the development of the second industrial revolution in the United States between 1820 and 1860.
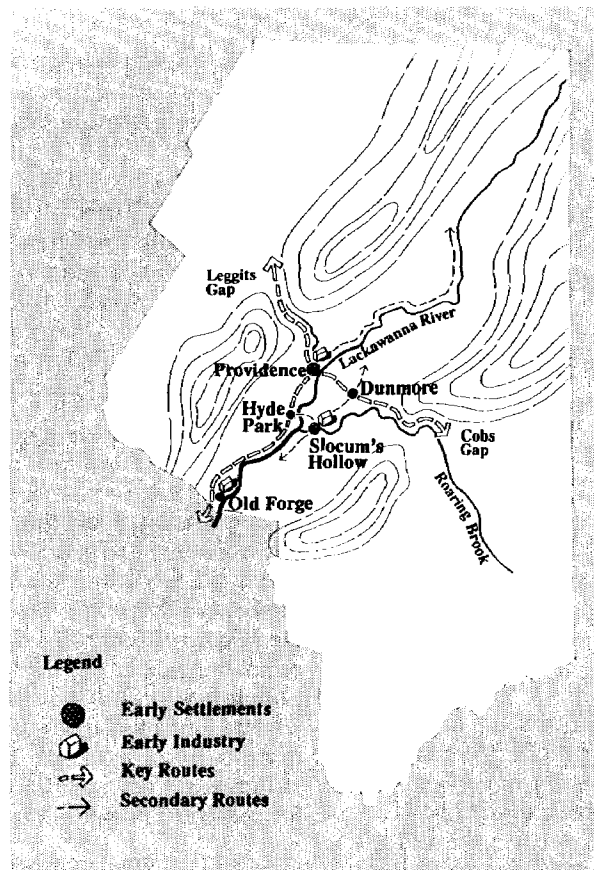
Prior to 1800: The Valley

Glaciers sculpted the natural features of the Valley. Indians tribes were the first inhabitants, followed by European settlers. These settlers adopted the fields, roads and community sites of the Indians, creating farming settlements and rudimentary industries along the Lackawanna River. Early communities included Providence, Slocum Hollow and Old Forge.
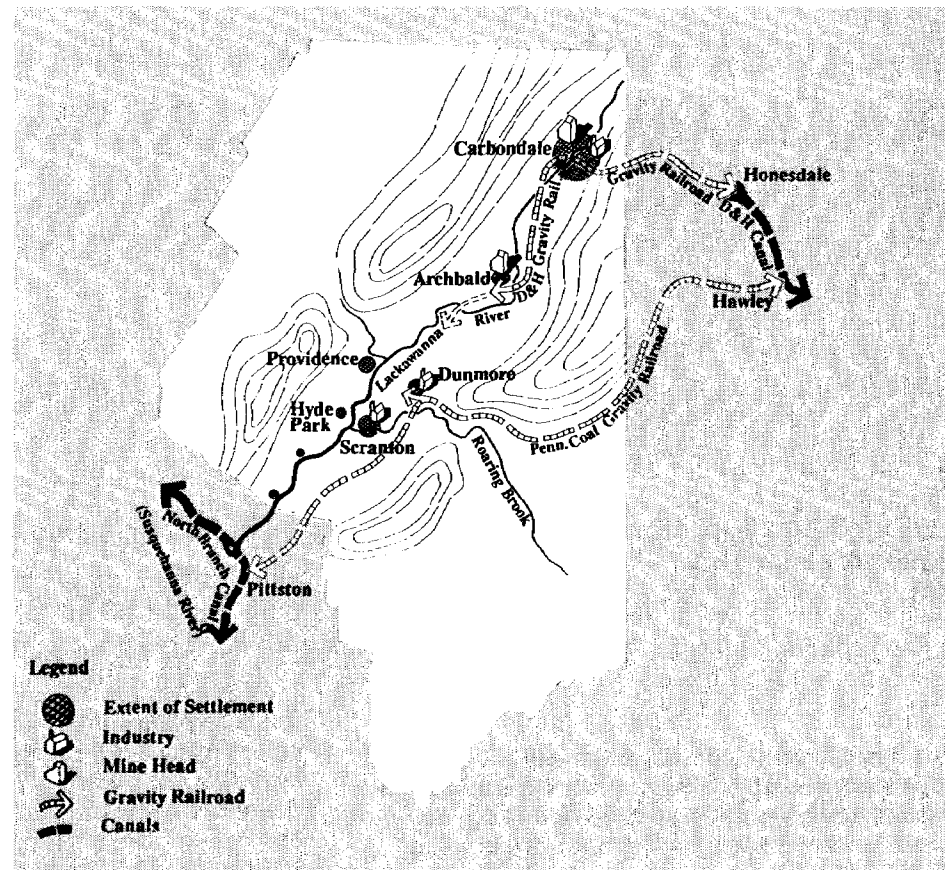
1800-1850: Harnessing the Resource

The first extractions of anthracite in Carbondale by the Wurtz brothers initiated the era of anthracite in the Valley. The topography of the Valley facilitated the development of a gravity rail line which linked Carbondale first to the D&H Canal system and later to communities throughout the Valley. Scranton, known at the time as the small community of Slocum Hollow, began to grow when the Scranton brothers purchased a small iron furnace on Roaring Brook. At the same time, the first wave of immigrants from England, Wales, Ireland and Germany settled in the region.

Figure 27: Development History
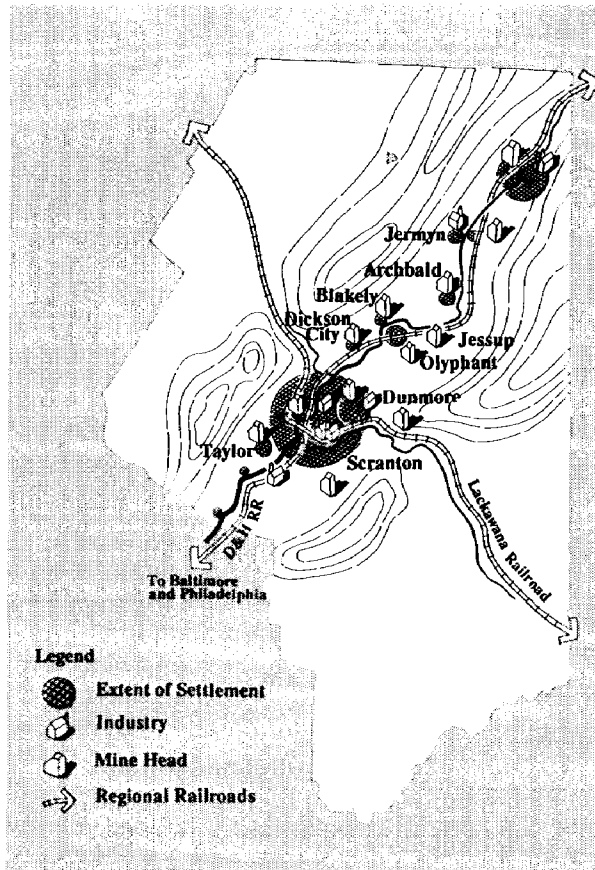
1850-1880: The Entrepreneurs

Secure anthracite markets enabled investments which evolved into business conglomerates which dominated the ownership of the mines and the rails. The Valley's rural appearance was transformed during this period to reveal a clear physical structure whose tie to the anthracite industry was readily apparent. The Valley's central axis was anchored at either end by Carbondale and Scranton, and a network of rail lines connected every community and mine. Mining activity was centered on small towns along the Valley floor where shaft mines provided access to layers of anthracite. Towns of predominately English, Welsh, Irish and German immigrants sprouted around the coal breakers, which towered four to five stories above the Valley floor.
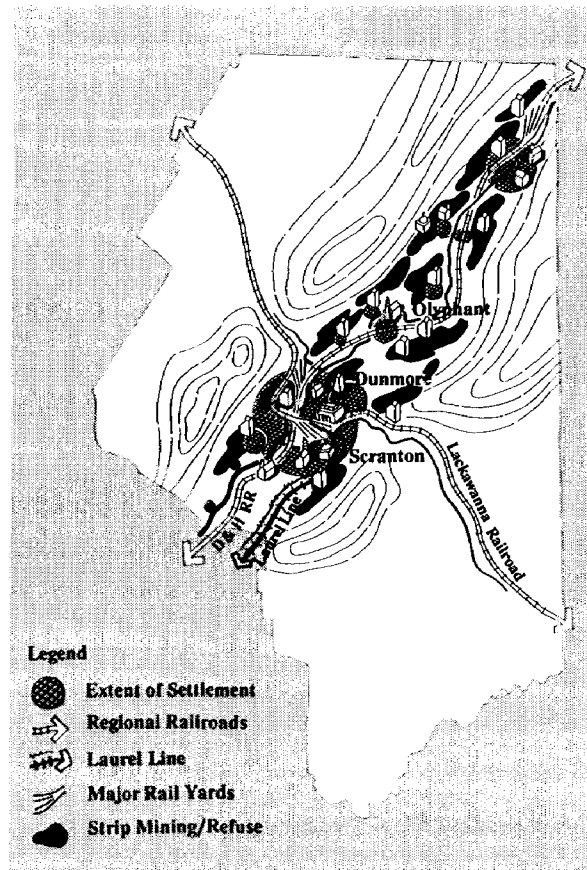
1880-1930: The Electric City

Rails linking the mines and manufacturing centers proliferated throughout the Valley. Freight as well as passenger lines, such as the Laurel Line, were highly active. Scranton emerged as a showplace, becoming the banking and commercial center of the Valley. Between 1880 and 1920, the city constructed the bulk of its commercial and cultural fabric and installed the first Electric Streetcar system in the nation, earning it the nickname, "The Electric City."
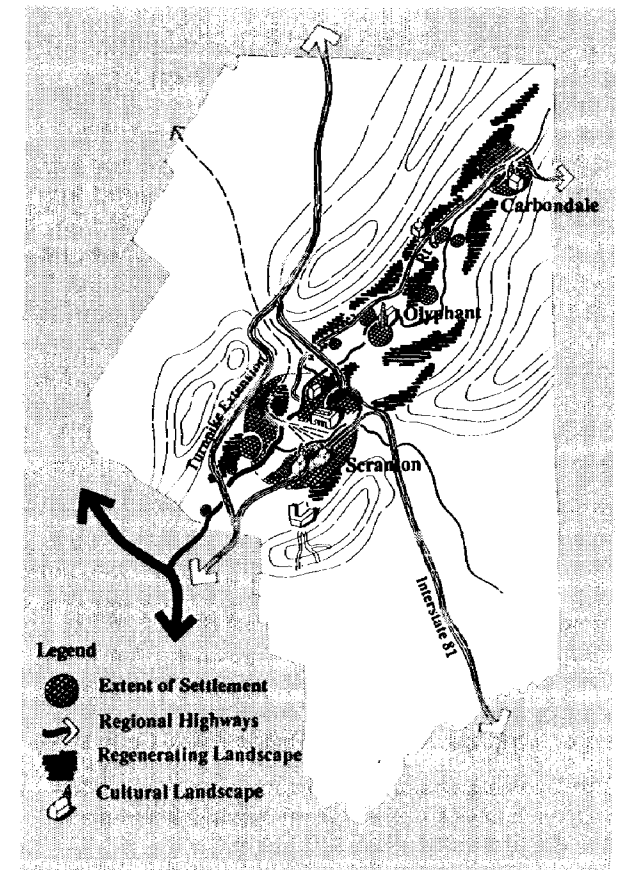
1930-1990: Decline and Renewal

The economic success and entrepreneurial spirit which typified the Valley waned. The depression coupled with the development of alternative fuel sources forced most of the traditional, larger companies to cease operations. The period is dramatically characterized by the Knox Mine Disaster of 1959, which effectively ended sub-surface mining in the Valley. In recent years, the communities of the Valley have engaged in the long process of cultivating new leadership and developing a vision for the Valley's economic and environmental future.

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Cheap anthracite made large steam powered factories possible, and encouraged the urbanization of the United States. Small mills and furnace sites moved from remote locations to cities, and the availability of cheap fuel transformed the glass, textile and iron industries. Inexpensive power made inexpensive iron, and other industries, like metalworking, machine tool industries, steam engine factories and manufacturers expanded rapidly. The separation of mining and manufacturing created the need for and the development of large scale modern transportation systems, including canals and gravity rails, and later steam. The successful exploitation of anthracite had a profound impact on the institutional structure, the work force and the urban development of the United States.

Anthracite dominates the history of the Valley. The relative ease of mining, and the Valley's proximity to New York and New England, made it the primary supplier of anthracite to the Northeastern United States. More than 4.4 billion tons, half of all of the 8 billion tons of anthracite mined in Pennsylvania, came from the Northern field, "which so dominated the anthracite industry that other areas were considered to be of only minor significance." (Atlas of Pennsylvania Coal: 1965)

The following sections amplify key events associated with each period in the Valley's historical evolution and the pattern of urban settlement.

Prior to 1800: The Valley

The Valley's U-shaped form was determined by Pleistocene glaciations, which left ecologically significant plant communities and unusual surface features, including the Archbald Potholes, the largest glacial potholes in the Americas, and Nay Aug Gorge, a National Natural Landmark. Since the end of the glaciations, the Lackawanna Valley has been inhabited, first by Indians, including the Delaware and the Monsee, and later by European settlers. Early European settlements adopted the fields, roads and community sites of Indian residents, and created small farming settlements, iron furnaces and water powered mills along the rivers. However, it was not until the discovery of anthracite and its subsequent exploitation that the Valley landscape began to change rapidly.

Figure 28: D & H Gravity Railroad Yard and Shops, Carbondale

Figure 29: The Growth of Anthracite Production between 1850 and 1940

Harnessing the Resource: 1800-1850

Other Pennsylvania regions, including Wilkes-Barre and the Lehigh Valley, were first to extract anthracite, moving it to market via extensive canal systems not connected to the Valley. The Valley's coal was not exploited until the Wurtz brothers of Philadelphia, prompted by energy shortages during the War of 1812, purchased large tracts of Carbondale coal land in 1814. The brothers organized the Delaware & Hudson Canal Company in 1823 to oversee mining and improve the transportation of anthracite, beginning a relationship between anthracite mining and rail companies that shaped the industrial future of the Valley.

The topography of the Valley aided the early development of the gravity rail lines which connected remote Carbondale mines and collieries to the Delaware and Hudson Canal system and to markets across the north-

east. Later, the Pennsylvania Gravity Railroad was extended down the Valley to other mining sites and communities as far south as Pittston. Population growth accompanied industrial progress, and by 1840 Carbondale was the largest urban community in the Northern Fields.

The development of the Lower Valley and Scranton took a different route. Slocum Hollow remained a small settlement until the Scranton brothers purchased a small iron furnaces on Roaring Brook. After several failed attempts to find a viable product, Scranton's and Platt, later the Lackawanna Iron and Coal Company, successfully manufactured the first commercial T-rail made in the United States for the New York and Erie Railroad. Their successful completion of the order ended the British domination of the rail market, and created the foundation for the future growth of the city.
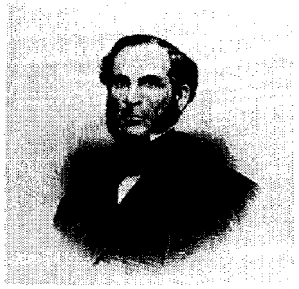
Figure 30: *Portrait of George Scranton, ca. 1850.*
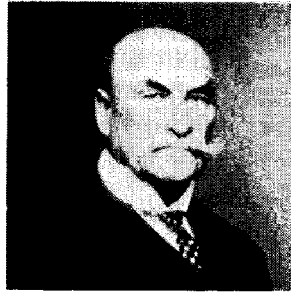
Figure 31: *Portrait of William Scranton I, ca. 1880.*

Figure 32: *Scranton in 1882*

"... availability of inexpensive anthracite coal during the 1830s had a profound effect on the output, technology, location and organization of several major American industries. First, it provided the fuel that modernized the American iron industry east of the Alleghenies and shifted its location from isolated [sections] to the waterways in the eastern part of the state [of Pennsylvania]...production units moved out of country and village sites and into the larger towns. The availability of fuel for both steam power and manufacturing processes that required heat encouraged the growth of the large urban establishments in glass and paper and other industries. Steam also revived the textile industry in southeastern New England and hastened the growth of new textile factory towns along the coast. Moreover, the great expansion of coal mining and the separation of iron mining from iron manufacturing that accompanied the development of coal using furnaces marked the beginning of the modern coal and iron mining establishments in the United States. The coming of large-scale mining and the rapid spread of the factory in turn hastened the rise of a new working class and a new managerial class in American industry."

(Chandler, 1972:159)

A town of 650 residents in 1840, Scranton grew to 4,467 by 1850, as immigrants came to take jobs in the anthracite industry. Highly skilled English and Welsh settlers, often experienced in coal mining, came in the 1820s and 1830s, followed by Germans and Irish immigrants in the 1840s and 1850s. These settlers formed Baptist, Methodist, Episcopalian and Catholic congregations, organized schools and educational institutions, built churches and civic organizations, especially in West Scranton, Carbondale, Blakely and Dunmore.

The Entrepreneurs -- 1850 to 1880

The next three decades were times of great opportunity, when men were eager to capitalize on the exploding anthracite markets and the complex of related industries needed to support the successful exploitation of coal in the Valley, laying the foundations for a colossal industrial complex. The establishment of secure anthracite markets and improved technology for the

burning of anthracite translated into an increased demand for more coal. New mining techniques were developed to accommodate the demands of an expanding market. The rapid industrialization of the Valley, including not only iron production but also manufacture of engines, rail cars, machinery, and related products, brought profound changes to the physical structure and cultural landscape of the region.

The national demand for anthracite made mining a major industry in Pennsylvania during the middle of the 19th century, employing thousands. Although the major use for anthracite shifted from industry to home heating after the opening of bituminous coal fields in Southwestern Pennsylvania, the industry continued to grow exponentially. After 1870, the Northern anthracite field produced more coal than any other field, and after 1885, more than all other fields combined.
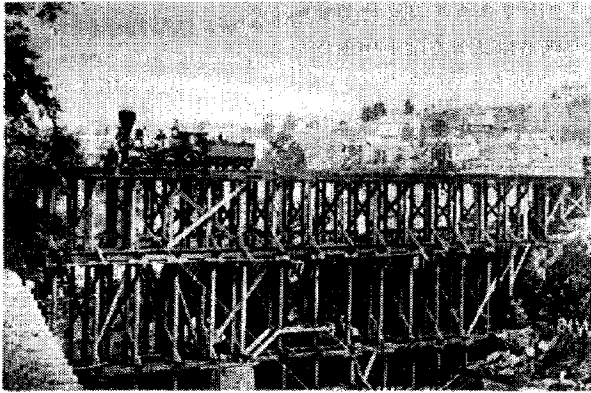
Figure 33: *1866 view of the wooden trestle over the Lackawanna River in Scranton, looking west from Lackawanna Avenue.*
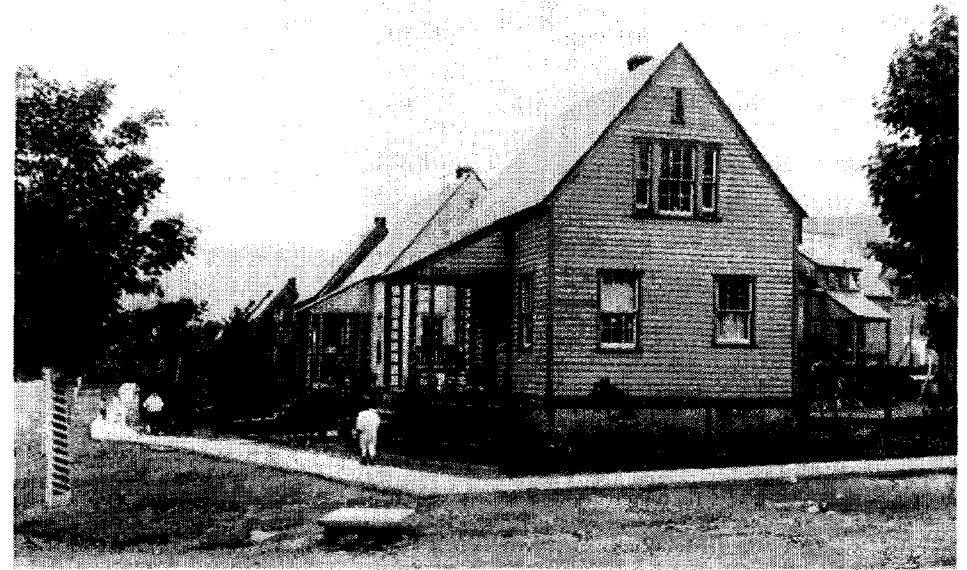
Figure 34: *Typical workers' housing, ca. 1910-1920.*

By the 1880s, the rail industry had emerged as a powerful force in the Valley in its own right, no longer dependent on anthracite transportation. An 1868 Pennsylvania law allowed for consolidation and merger of coal companies and permitted the railroads to expand their landholdings. Between 1869 and 1874, the anthracite carriers gained control of the greater proportion of coal lands in the region, creating massive conglomerates that dominated the rails and mines for nearly a century. These industrial powers were cemented by 1880, and are embodied in the Delaware, Lackawanna and Western (DL&W), and its extensive railyards in Scranton, and the Delaware and Hudson (D&H) railroad companies. By 1871, rail transportation in the Valley expanded to include passenger operations, and the first official street railway in Scranton was incorporated in 1886, providing transportation services to all parts of the city.

The Valley's urban form was further influenced by two factors. First, unlike most other parts of the anthracite region, where outside investors owned industry, local industries were founded and owned by Valley residents--the Scranton family, friends and recruited entrepreneurs. The local ownership of these major industries created a foundation of wealth in the Valley that could not be matched by areas whose investors were from Philadelphia or New York. That foundation of wealth is well represented in the architecture and urban development of the city. The second factor that influenced city form was that the relatively level-lying coal seams of the northern fields permitted the development of permanent settlements, unlike the middle and southern fields, where small, remote seams necessitated company owned patch towns.

Throughout the Valley, stable English, Welsh, Irish, and German ethnic communities continued to devel-

op, and were often related to a specific coal company or shaft. Breakers towered over neighborhoods, which were often surrounding by growing mountains of slate and waste coal, called culm piles in the Lackawanna Valley. These towns typically included one or more major industrial facility, including rail transportation, coal extraction and processing complexes, silk throwing and textile mills, associated industries, such as powder making, steam engine manufacturing, sawmilling, and machine shops. Neighborhoods included mine- and railroad-worker owned housing, typically with a specific ethnic orientation; ethnic churches, social clubs, neighborhood bars and restaurants, and community organizations; small commercial main streets; housing and neighborhoods associated with mine managers and owners, and owners of related business complexes.
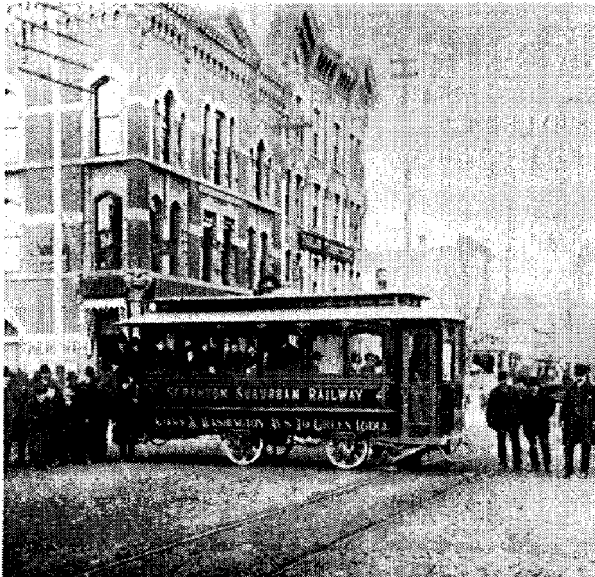
Figure 35: Scranton Suburban Railway; riders and dignitaries at first run of street cars, Wyoming and Spruce Streets, Scranton, PA, November, 1886.

Figure 36: The character of "Phoebe Snow" was developed to publicize the clean burning qualities of anthracite coal.

Figure 37: "The Electric City" sign was erected on top of Scranton's first skyscraper when the Electric Company acquired the building in 1923.

The Electric City -- 1880 to 1930

By 1880, large scale integrated industrial complexes were particularly well developed in the Lackawanna Valley; Lackawanna Iron and Coal was the third largest industry in the United States, the second largest of its type in the nation; and entrepreneurial activity had developed a massive complex of related industries. Powder manufacturers, steam engines for pumping groundwater out of mines and moving coal underground, steam rail equipment, iron and steel rail manufacturing, machine shops and forges, saw-milling to provide railroad ties and mine tunnel supports all proliferated in and around the Valley's anthracite industry.

Business and social leaders began migrating from smaller communities into Scranton, which became the banking and commercial center of the Valley. Scranton also increased in density and diversity, as population increased from 51,000 in 1880 to 87,000 in 1886 and continued to grow through 1930. The entire Valley was linked by a subterranean city of coal production, with rail lines connecting one bed to another. The extent of the coal excavation in the Valley was impressive, producing 59 million tons in 1901 and increasing to over 100 million tons by 1917. At its peak, the Northern Field provided nearly all of the nation's hard coal supply. The Valley's preeminence in anthracite production led to the foundation of the International Correspondence School in 1890 with programs designed to train future mining foremen in the techniques of anthracite extraction.

Railroads dominated the industry: in 1925, the United States Coal Commission reported that 9 railway companies, including the Delaware, Lackawanna and Western, the Delaware and Hudson, the Central Railroad of New Jersey, The New York, Ontario and West-
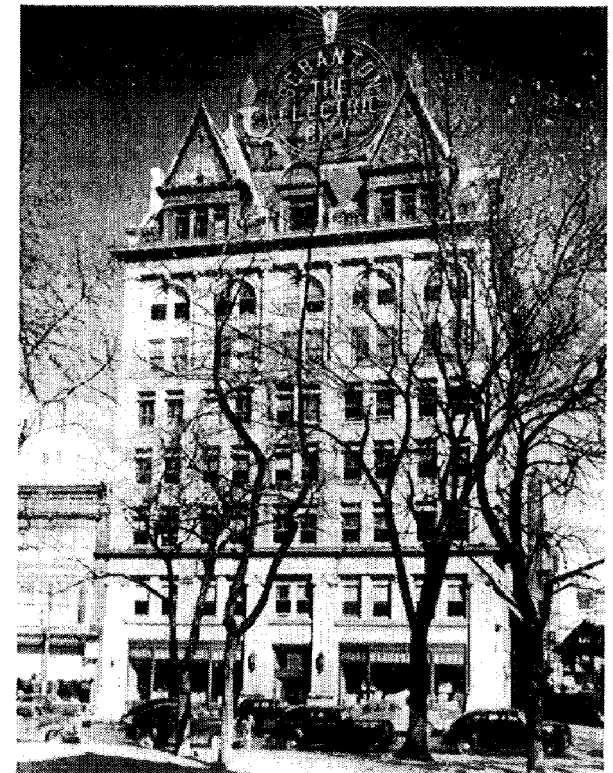
Figure 38: Weaving class at the Scranton Technical School, ca. 1909.

Figure 39: Anthracite Mine Strike Commission, ca. 1902.

ern and the Pennsylvania Railroad, controlled 75% of the tonnage mined and 90% of the unmined anthracite reserves. (Coal Research Board: 1967)

Passenger trains also enjoyed continued popularity and intra-city transit flourished. The construction of the Laurel Line, the first inter-urban passenger rail system connecting Wilkes-Barre and Scranton, occurred during the period, as did the rise of the electric street car. The first commercially successful electric street car system in the nation was put into service in 1886, earning Scranton the nickname "The Electric City."

Textile industries developed in the valley, using a labor force drawn from the wives and daughters of miners. The silk industry was associated with the anthracite fields, and by 1919 the silk textile industry ranked first in the nation in value and product and number of employees. The silk throwing industries of the Lackawanna Valley are considered nationally significant by the

Pennsylvania Historic and Museum Commission.

The industrial expansion of the Valley was not without human and environmental cost. Harsh treatment of workers and unsafe working conditions created labor unrest, major strikes, national attention and violence for the region. Mines were dangerous; between 1874 and 1962 there were 115,558 deaths, and between 1930 and 1962, 1,493,431 injuries. To combat these problems, the first unions in the United States were formed in 1849 in eastern Pennsylvania, eventually culminating in the creation of Workers Benevolent Associations. Later,

" ...the United Mine Workers were much more successful in organizing miners and winning concessions from owners...After an intense organizing campaign in the anthracite fields, the United Mine Workers struck anthracite mines in 1902...winning wage hikes and other concessions after President Theodore

Roosevelt demanded that owners submit to arbitration. The victories were the most important gains that the American Federation of Labor accomplished before World War I. . . "

(PHMC, 1989:36)

The Lackawanna Valley escaped the intense, bloody conflicts between labor and management which were typical of the Southern and Middle fields. The Valley did suffer several devastating strikes, of the DL & W and the D & H in 1869; of the DL & W and the Pennsylvania Coal Company in 1870, by the Lackawanna Iron and Coal Company, the DL & W, and the D & H in 1877 (a violent strike in which several strikers were killed), and the 1902 United Mine Workers Strike, guided by John Mitchell, which crippled the anthracite industry. During this period, however, the eight hour day and Child Labor Laws were also enacted.
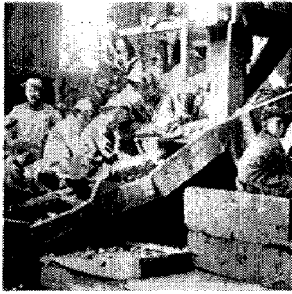
Figure 40: *Boys at work picking slate in a coal Breaker.*

Figure 41: Russian funeral procession, St. Basil's Orthoox Church, ca. 1935.
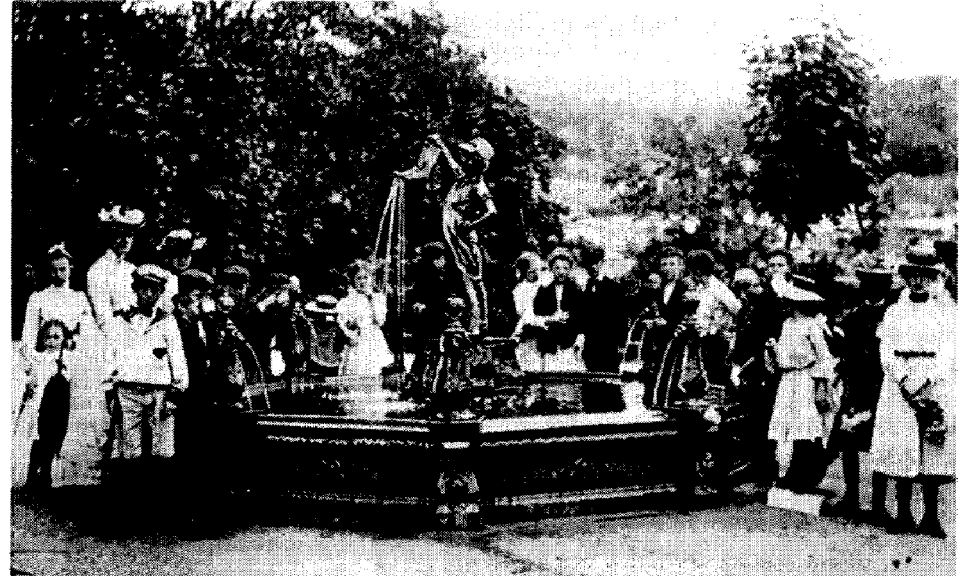
Figure 42: Children around the Throop Memorial Fountain at Nay Aug Park

During this period, newcomer groups from Eastern Europe and the near east, including Ruthenians, Lithuanians, Poles, Russians, Slovaks, Slovenians, Ukrainians, Italians, Poles, Hungarians and Lebanese flooded into the Valley. Social stratification intensified as English, Welsh, German and Irish men became miners, managers, and sometimes owners, while newer immigrants worked as laborers and helpers. Valley towns were defined by ethnic boundaries, and as immigrants protected their new neighborhoods from outsiders, occasionally with violence. For example, Jermyn was Ruthenian, and the small neighborhood included St. Michael's Russian Orthodox Church and the earliest Benevolent Society, created in the United States, St. Michael's Brotherhood. In South Scranton, disputes between Polish Catholics lead to the creation of the Polish National Catholic Church, a new religion adopted by Poles in the U.S. and Canada; the mother church is still in South Scranton.

By 1930, the tumultuous success of the anthracite industry had left scars of environmental degradation. Strip mining led to widespread destruction of the natural landscape, natural habitats and wetlands had been replaced by smoldering culm piles, toxic smoke hung in the Valley's atmosphere, once lush forests were depleted leaving barren hillsides, and raw sewage and toxic runoff polluted the river.

In ironic contrast to this degradation of the landscape, the period was also characterized by extensive philanthropic endeavors which created libraries, museums, Nay Aug and other parks, recreational complexes and facilities, orphanages and hospitals. The period was also enhanced by an increased standard of living, the creation of a comprehensive educational system which included several excellent private colleges, and public entertainment such as Vaudeville theaters, cultural and arts organizations and the first community concerts or-

ganization in the country. These cultural advancements were reflected in the rebuilding of town centers and quality residential developments, and a large portion of the Valley's architectural legacy dates from the 1890-1930 period.

1930 to 1990: Decline and Renewal

The industrial success that the Valley has sustained for eighty years ended in the 1930's as anthracite began to lose its dominance in the home heating fuel markets. The Valley's economic decline can be attributed to a confluence of events, precipitated as early as 1902, when the Lackawanna Iron and Steel Company moved to Lackawanna, New York. While the loss of the steel industry was painful, it did not bring economic recession to the Valley. It was the combination of the international depression, extended labor disputes, the aggressive development of bituminous coal and

coke, new technologies that facilitated the widespread use of electricity, oil, and gas for powering industry and homes that gradually eliminated the market for anthracite. The entrepreneurial spirit which characterized the Valley's development was beginning to wane, and the industry never found new markets and applications for coal.

This gradual slide into depression, on top of decades of the coal industry's hiring practices, and the traditional lack of health benefits, support for widows, and of other basic needs reinforced the role of strong ethnic organizations and neighborhoods as social bulwarks and sources of support for workers and their families. Many of the stable ethnic communities which remain in the Lackawanna Valley today are the product of this combination of immigration, depression and lack of economic growth.

By the late 1950's, anthracite mining was less than 15% of its pre-1930 levels. In 1959, the Knox Mine disaster struck the industry, effectively ending all subsurface mining in the Lackawanna Valley. Ignoring safety and regulatory procedures, miners at the Knox Mine attempted to excavate the formerly forbidden coal underlying the Susquehanna riverbed, puncturing a huge hole in the river. Hundreds of millions of gallons of water rushed through the opening, flooding the mine, killing 33 miners and creating a vortex on the surface of the river. To try to plug the hole, the tracks of the Lehigh Valley Railroad were diverted and 30 railroad gondola cars and 400 mine cars were dumped into the river, but nothing could halt the whirlpool until the Corps of Engineers finally diverted the Susquehanna and filled the riverbed with concrete. The river's calm surface belies the tragedy below, which terminated all hopes of subsurface mining in the Lackawanna and Wyoming valleys.

The Knox Mine disaster flooded the thousands of miles of interconnected underground mine tunnels on all levels, creating huge acid mine pools under the Valley. Three pools extend from the Susquehanna to Carbondale. The great pressure of billions of tons of water is relieved at Corps of Engineers' bore holes, and at natural outfalls in the lower reaches of the Lackawanna

Valley. However, when this water from acid mine pools is exposed to oxygen, bright orange iron oxide is deposited in large amounts, tinting river banks, disturbing natural habitats of aquatic species, and producing the largest single source of pollution to the Chesapeake Bay. Disturbance of the Valley's natural resources as a result of the disaster also debased their social and recreational value for those who reside in the Valley. Although significant reserves of anthracite remain, the technology to reclaim it is expensive. Small amounts of anthracite are still strip mined in the Northern, Middle and Southern fields; in some areas, small amounts of anthracite are being reclaimed experimentally from 19th century slag heaps and being used to produce energy.

After the Knox Mine Disaster, the influence of the coal/rail companies ended. An economic and leadership vacuum was created, and the Valley had to begin the long process of developing leaders, a vision for its economic and environmental future, and mechanisms to accomplish them. Beginning with the Scranton Plan, a goal oriented re-industrialization plan, the community initiated a string of intra-agency efforts which created new opportunities in the area. This period has been characterized by the growth and involvement of the Chamber of Commerce, County and State in the revitalization of the region. New leaders from these and other community organizations have come to replace the traditional coal kings as the custodians of the cultural and economic life of the Valley.
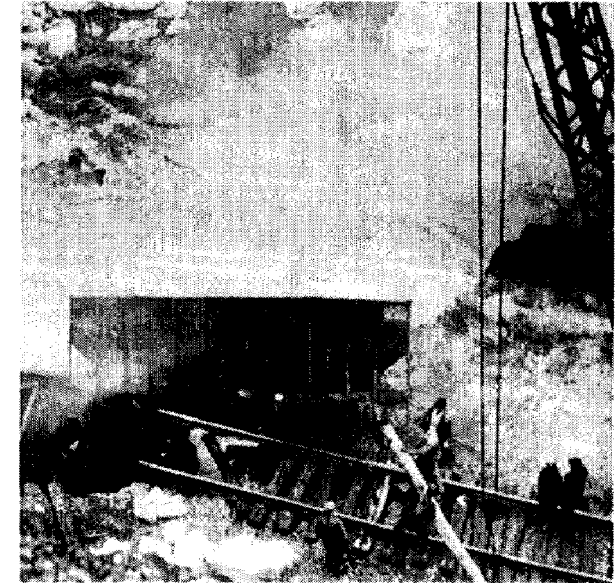
Figure 43: *One of the more than 400 rail cars used in the futile attempt to plug the Knox Mine hole in the Susquehanna River, 1959.*

Figure 44: Aerial photograph of the Valley.

The Resource

For decades, the Valley's urban, industrial and natural resources remained unsurveyed and undocumented, considered unimportant during an era adjusting to changes in America's urban industrial base. The first systematic surveys and assessments of the region were produced by this study (in the Industrial Sites Survey and the Urban Design Assesment). However, even these preliminary surveys indicate that a broad range of nationally, regionally and locally significant resources remain to illustrate the Valley's history, including:

o   The Steamtown National Historic Site

o   The Terrence Powderly National Historic Landmark (NHL)

o   Nay Aug Gorge, National Natural Landmark (NNL)

o   130 individual structures listed on the National Register of Historic Places or PHMC's or the City of

Scranton's Historic Landmark Registry

o   The Lackawanna Avenue Commercial National Register Historic District

In addition to these designated resource, these inventories have suggested and PHMC has concurred, that many additional sites deserve consideration. Those sites with potential include:

o   At least 10 potential NHL's including the International Correspondence School; Raymond Hood's Masonic Temple; the Laurel Line Tunnel, the longest electric rail tunnel ever built; Sauquoit Industries, Scranton Button Company and Scranton Lace Company; St. Stanislaus Polish National Catholic Church, the birthplace and mother church of the Polish National Catholic Church; the D L & W Car Shops; and the D and H Gravity RR ROW, already on the National Register.

o   At least 2 potential NNL's including the Archbald Potholes, the largest glacial potholes in the Americas and the Anthracite Coal fields.

o   24 industrial sites and 4 industrial districts , considered potentially eligible by PHMC for the National Register

o   Two downtown commericial historic districts (Scranton and Carbondale) and at least 17 residential historic districts, containing over 1,000 contributing structures dating from the period of significance

These findings are summarized in *Appendix B*. Developing contexts and systematic surveying and nomination of these potential resources is recommended by this study; however, the assessments found that this matrix of linked resurces represents an opportunity to interpret the nationally significant story of anthracite coal.

Figure 45: *Thematic Organization*

Themes of the Valley

Within this central theme -- the Lackawanna Valley in the age of Anthracite -- Figure 45 shows three subthemes which describe the resources of the Valley:

o **The Land** - which is the fundamental determinant of the valley's evolution, dictating the form and qualities of both the natural environment and the man-made landscape. The land is a diverse resource including natural and settled areas.

o **The Industry** -- The development of the anthracite coal/transportation complex had a major impact upon the growth and development of the United States. This interrelated complex included coal mining, transportation, textile, iron/steel, and diverse manufacturing.

o **The People** -- Cultural and ethnographic patterns of the Valley reflect the life and history of the thousands of immigrants who came to the Valley. These groups have shaped the cultural and physical landscape of the Valley through neighborhood patterns and cultural institutions which survive and thrive to this day.

The Land

The Land is the formative element of the Valley's evolution, as the presence of the anthracite and the self-contained form of the valley have given the valley its form and character . The natural landscape, its resources and its modification by human use, especially the anthracite coal/transportation complex, have creat-
ed a diverse cultural landscape that reflects the centuries of interaction between natural environment and human occupation. The story of the land involves both the natural environment and the man-made landscape as influenced by the geological formation of valley, the exploitation of the natural resource, and the reclamation of the degraded landscape. The existing resources of the land are vast, unrecognized and undeveloped and can play an important role in the future of the Valley. Figure 46 illustrates the location of resources throughout the Valley which represent the theme of the Land.

The natural environment features the primary natural resource of the Valley -- **Anthracite Coal Fields**, formed during the Carboniferous Period. The valley has other important geological resources. The resulting changes in the landscape from glaciation have left visible and significant remnants. Important

Figure 46: The Land

Selected Resources Include:

Green Hillsides

Lackawanna River

Settled Areas

Key Natural Areas:

* +	Nay Aug Park and Gorge
* (+)	Archbald Pothole State Park
+	McDade County Park
	Medi-Sarnoski Park
	Lake Scranton
	Montage Ski/Summer Recreation Area
	William Schmidt Memorial Park
	Pennsylvania State Game Lands
	Aylesworth Park
	Stillwater Dam Recreation Area
*	Campbell's Ledge
	Blakely/Olyphant Riverside Parks

Key:

+	National Natural Landmark
(+)	Potential National Natural Landmark
*	Pennsylvania Outstanding Geological Feature

Key:
Green Hillsides
Lackawanna River
Settled Areas
Key Natural Areas

remaining glacial sites include **Nay Aug Park Gorge**, a National Natural Landmark, **Archbald Pothole State Park**, and **Campbell's Ledge**. Unusual species and plant communities, in some cases connected with the Valley's glacial period, are recognized by the Pennsylvania Natural Diversity Inventory, including one species that is Critically Imperiled Globally, the Northern Bulrush (Scirpus ancistrochaetus), and one community that is Imperiled Globally because of rarity or vulnerability to extinction, Pitch Pine Scrub Oak/ Ridgetop Dwarf tree forest. The Northern Bulrush is also a federal and a Pennsylvania endangered species. Four other communities, 17 plant species and 5 bird species are listed as Threatened and Rare by the Commonwealth of Pennsylvania.

Figure 47: *The Archbald Pothole dwarfs the men inside.*

Figure 48: *Extractive industries, with their residue of pollution and culm piles, have left a long term imprint on the valley landscape.*

The spine of the Valley is the **Lackawanna River.** Originally the river was the site of Indian farming communities and early water-powered mills; but the valley's various industries used the river as a dumping ground and an open sewer, practices which unfortunately continue today. The story of the river is one of a hidden gem of great natural beauty awaiting rediscovery. Recently, the river is emerging as a key resource to link the valley resources. The Pennsylvania Department of Environmental Resources considers as outstanding assets the emerging trout fisheries of the upper Lackawanna River and its tributaries and its many scenic waterfalls and riffles.

The Valley is bounded visually by its green, undeveloped Hillsides, forming the upper "frame" of the Valley landscape. This green boundary begins where the occurrence of the anthracite coal ends, continually reminding Valley residents of the extent of anthracite

coal in the Valley. Large county owned parks, like McDade Park and Merli-Sarnoski Park, and state owned hunting lands, utility-owned lakes and preserves protect large portions of the hillsides from intrusive development.

The Man-made Landscape made by human settlement in the Lackawanna Valley has dramatically changed the natural landscape, especially through the development of industry, which created an artificial landscape on the surface of the land and vast networks of multi-level, subsurface mines beneath inhabited areas. The coal industry's success, and the intensity with which it operated, is revealed by the unusually large amounts of disturbed soils and culm found in the valley. Massive soil disturbance and huge conical culm piles dominate the landscape. Culm banks, results of the extraction process, remain throughout the Valley, and can be as high as 100 feet and cover acres of land.

Figure 10 (*Chapter 1*) illustrates the extent of the disturbed lands in the Valley.

The Industry

The resources related to the theme of the Industry focus on the richly represented architectural legacy of the Coal Mining, Rail, Iron/Steel, and Textile industries, as well as the diverse mix of other manufacturing in the Valley. Inextricably related to these industries is the transportation network which linked them to their markets. Figure 47 indicates the numerous sites throughout the Valley which present the theme of Industry.

Figure 49: The Industry

Coal

Lackawanna Valley Coal
Mine Tour
(*)   Moffat Breaker
(*)   Marvine Colliery
        Storrs Colliery
(*)   Belleview/Baker Colliery
(++)(+) Dickson Breaker/Shaft
        Blue Coal Breaker
(*)   Pyne Breaker
(*)   Underwood Breaker
(*)   Von Storch Breaker

Transportation

^   D.L&W RailYards
        (Steamtown) & ROW
·   Central RR of NJ Freight
        Station
(*)   Central RR of NJ
        Roundhouse/Turntable
(*)   Gravity RR Right-of-Way
(*)   Gravity RR Tunnel
(*)   D&H RR Right of Way
(+)   D.L&W Car Shops
(*)   N.Y. Ontario & Western RR
        Shops
(*)   DL&W Passenger Depot
(*)   D&H Repair Shops
(*)   Laurel Line Tunnel
(+++)   Carbondale Roundhouse &
        Powerhouse
        Keyser Valley Car Shops
·(+)   D&H Gravity RR ROW

Textile

(+)(++) Scranton Lace
(+)(++) Sauquoit
(++)   Scranton Silk (Bliss)
(+)(++) Scranton Button
(+)(++) Klots Throwing Mill
(++)   Cedar Throwing Mill
(++)   Gentex
(++)   Peterburg
(++)   Mid-Valley Textiles

Iron/Steel

·   Scranton Iron Furnaces
·   Dickson Manufacturing

Industrial Districts

(+++)   Carbondale
(+++)   Scranton Downtown
(+++)   Green Ridge
(+++)   South Scranton

Key:

(+)   Potential National Historic
        Landmark
(++)   Potential Multiple Site
        Designation
(+++)   Potential National Register
        District
^   National Historic Site
·   National Register Site
(*)   Potential National Register Site

Key:
●   Coal
✳   Transportation
■   Textile
▲   Iron/Steel
    Industrial Districts

Coal

Between 1840 and 1930, the dominant industry in the Lackawanna Valley was the mining of anthracite coal. While most of the coal extraction process occurred underground, large processing plants were constructed above the "workings" to clean and sort the coal. Mining companies built equipment repair shops. Although massive coal breakers dominated the sky in virtually every community in the Valley by the turn of the century, not one breaker remains completely intact. Ruins and archaeological remains of the Underwood, Marvine and Moffat collieries, and a late (1970) although incomplete crusher at Simpson, are the only evidence which remain. However, many sites, such as the Von Storch, Dickson and Belleview/Baker breakers still possess original support structures such as fan housings and shifting shanties, and the only washery in the Anthracite region remains at the County's Reclamation
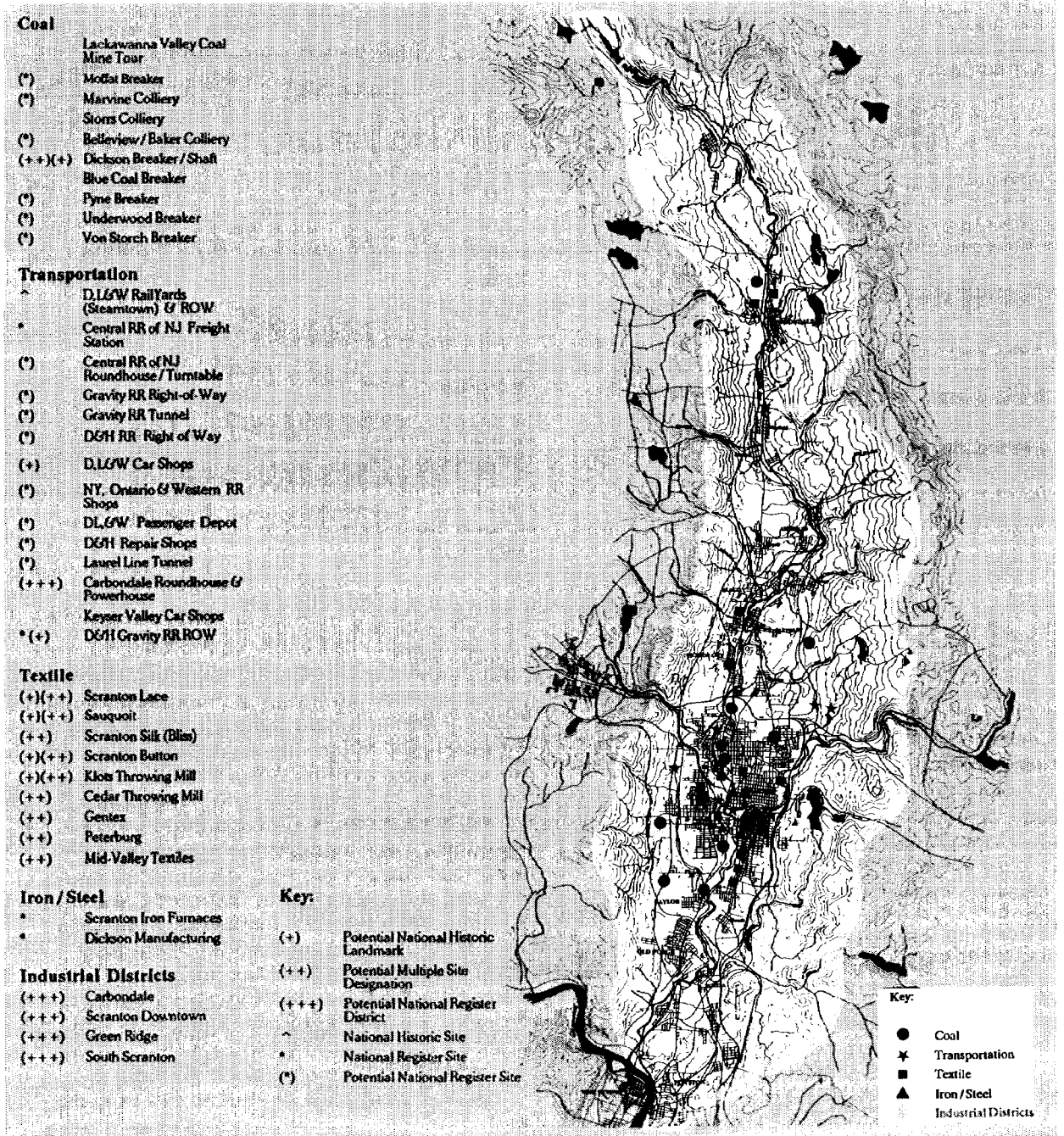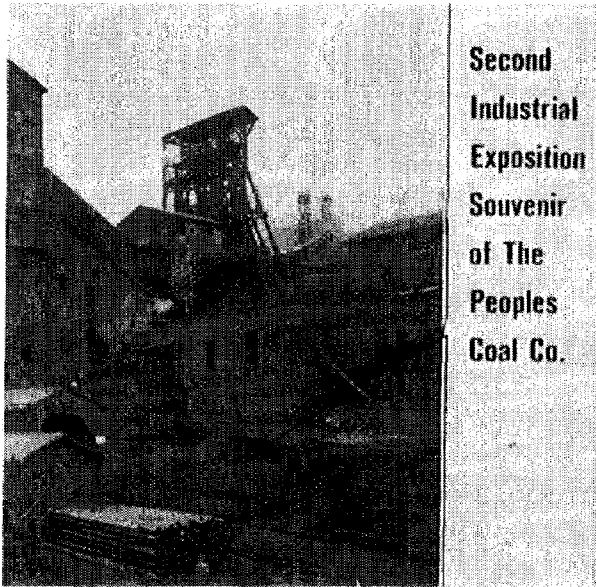
Second Industrial Exposition Souvenir of The Peoples Coal Co.

Figure 50: Oxford Coal Breaker, Scranton
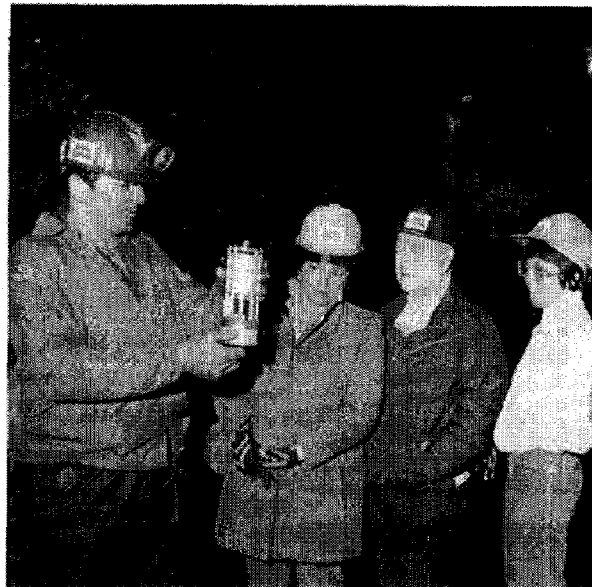
Figure 51: "Would-be Miners" visiting the Lackawanna County Coal Mine Tour.

Figure 52

Figure 53:

Figure 54:

Center. The Industrial Sites Survey found the Moffat Coal Company Breaker and the Pyne Breaker sites potentially nationally significant. The **Lackawanna County Coal Mine** preserved one of the last operating slope mines, slope # 190, at McDade Park. The mine, which is adjacent to the Anthracite Heritage Complex, opened in 1862 and operated until 1966, allows visitors to experience an actual coal mine, and gain some understanding of the daily work and hazards of mining anthracite 300 feet below the ground's surface.

Transportation

The second most extensive industry in the Lackawanna Valley was that of railroading. The railroad industry began with gravity railroads which made efficient use of the valley' topography, then incorporated steam powered engines which could defy the valley's topog-

raphy, and ultimately developed electric trolleys and electric interurban "third rail" lines. Many early rail related structures remain today, although in various stages of disrepair. The **Steamtown National Historic Site** is in the center of the Valley, next to Downtown Scranton and the Lackawanna Avenue Commercial National Register District. This National Historic Site will interpret a working railyard to create a comprehensive and unique experience to interpret the development of steam railroading in the United States. Other remaining resources identified by the Industrial Sites Survey include several considered potentially eligible for inclusion on the National Register. Twelve, including two archaeological sites, were considered to have potential national significance. The path of the D&H Gravity Railroad, including its switchback and incline plane connecting Carbondale to Honesdale, is listed on the National Register of Historic Places.

Figure 52: The New Jersey Central Station, near downtown

Figure 53: Passengers boarding Steamtown excursion.

Figure 54: Steam locomotives, once again active in the Valley.
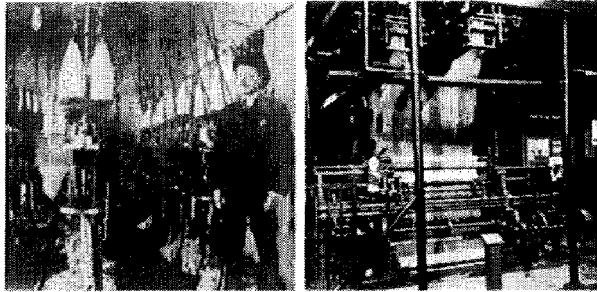
Figure 55 : *Man in Throwing* **Figure 56:** *Loom, Anthracite*
Mill, ca. 1906. *Heritage Museum.*
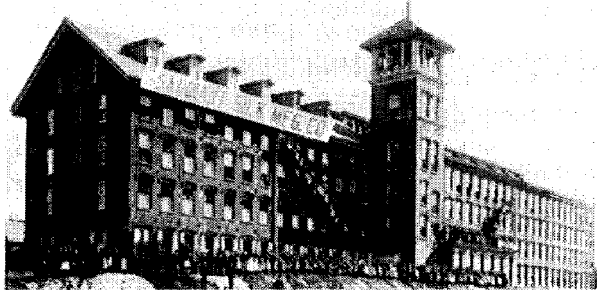
Figure 57: *The Sauquoit Mill*

Figure 58: *Scranton Iron Furnaces*

Iron and Silk

The third most extensive industry in the Lackawanna Valley was that of **Textile** and textile related manufacturing which began in the early 1870's. This included silk throwing and weaving, lace making, garment production and adjunct industries such as button manufacturing firms which built extensive factories along rail right-of-ways. Factories from many of these industries remain prominent features in the landscape today. The **Scranton Lace Factory** and the **Sauquoit Mill**, historically among the most important of these factories, are still in operation today. In addition, the Cedar Throwing Mill, the former Klots Throwing Mill, the former General Textile Plant in Carbondale, the Bliss Silk Mill #2, and the former Lackawanna Mills/Scranton Button Complex remain. The PHMC considers the silk textile throwing industry of the Lackawanna and Lehigh Valleys potentially nationally significant, and recommends preparation of a multiple site nomination.

The City of Scranton was built on the Iron which flowed from her famous blast furnaces. Founded by the Scranton Brothers in 1840, The Scranton Iron Works grew as the Lackawanna Iron and Steel Company and eventually become the second largest ironworks in the United States in the nineteenth century. Located adjacent to the Steamtown National Historic Site, the furnaces are now owned and operated by the Pennsylvania Historical and Museum Commission. Iron Furnaces programs include regularly scheduled "iron pour" demonstrations and cooperative efforts with local cultural organizations for performance events.

Other Manufacturing Industries

The Lackawanna Valley still contains the architectural legacy of numerous, diverse manufacturing industries, some of which have National Register potential and all of which have local and regional significance. Among the most significant are:Lackawanna Cold Storage

Scranton Electric Company/Scranton City Steam

Hendrix Manufacturing Company

Nay Aug Lumber

PA Gas and Water Station

Robinson Brewery

Scranton Tobacco Company

Scranton Times

Carbondale Grate Bar Foundry

Simoncelli Distillery

National Standard Cross Perforated Products Plant)

Figure 59: Wedding Scene

Figure 60: Three Miners   Figure 61: Family portrait.

Figure 62: Traditional Music.

The People

Current cultural and ethnographic patterns of the Valley reflect the life and history of the thousands of immigrants who came to the Valley in search of jobs and homes. Their origins, coupled with the traditions, livelihoods and customs that they brought with them, have shaped the cultural landscape of the Valley. Immigrants to the Valley came from diverse ethnic backgrounds and developed a unique legacy of folk traditions and institutions such as churches, schools and colleges. Figure 63 shows the sites throughout the Valley which illustrate the theme of the People.

Neighborhoods of Historic Continuity

Settlement patterns in the valley evolved around the natural resources. Initial settlements were on the banks of the Lackawanna River. Later, urban centers developed around cross roads, mine entries and the railways. These settled areas remain largely intact today, a vivid representation of the development of the Valley.

The close-knit settlement patterns of ethnic groups across the valley represent three periodic waves of immigration beginning in the mid-1800's and ending in the 1920s. Many of these older neighborhoods remain, and have their own unique characteristics which can be attributed directly to the ethnic origins of its inhabitants. The most obvious clues are the architecture of neighborhood churches which were designed in the styles of those in the mother countries.

Neighborhoods also strongly illustrate historic associations with a particular social class, be it a cluster of mine and railroad workers housing or areas of larger homes and mansions constructed by company owners and managers. In the cities, the wealthy tended to in-

habit large and stately homes in hillside areas such as Scranton's Hill Sections and Green Ridge. In smaller communities, Main Street provided a showcase for the residences of wealthier citizens. New immigrants occupied areas on the Valley floor, in enclaves of worker-owned housing like East Jermyn or South Scranton, adjacent to churches and social clubs which helped to develop cohesive communities. In addition, ethnic groups tended to settle together rather than become dispersed throughout the Valley.

By 1930, the cultural composition of the valley's communities had solidified into a comprehensive cultural landscape that distinguishes the valley as a unique expression of the country's ethnic and industrial heritage. Economic troubles in the valley throughout the 20th century have meant that a declining and aging population has been charged with maintaining the physical and cultural neighborhood linkages. However, the

Figure 63: The People

Neighborhoods with Historic Continuity:

(*) Vandling
(*) Simpson
(*) Carbondale
(*) Childs
(*) Mayfield
(*) Jermyn
(*) East Jermyn
(*) Archbald
(*) Peckville
(*) Blakely
(*) Olyphant
(*) Dickson City
(*) Scranton:
(*)   Green Ridge
(*)   Hill Section
(*)   Hyde Park
(*)   Lincoln Heights
(*)   Marvine
(*)   Providence
(*)   South Side
(*) Taylor
(*) Old Forge
(*) Moosic
(*) Pittston
(*) West Pittston

National Register Commercial District:
Lackawanna Avenue

Other Cultural Resources:
   Anthracite Heritage Museum
   Marywood College
   University of Scranton
*(+) Masonic Temple
   Everhart Museum
(+) St. Stanislaus Polish National Catholic Church
(+) Pennsylvania State Oral School

Key:

+   National Historic Landmark
(+)   Potential N. Hist. Landmark
*   National Register
(*)   Potential NR Sites/Districts

Key:
   Neighborhoods with Historic Continuity
▲ National Register Commercial District
✳ Other Cultural Resources

strong comunity fabric has withstood these problems. As conditions deteriorated, communities strengthened family ties, preserved their ethnic heritage and the Valley's cultural landscape which still supports a variety of ethnic and workplace traditions.

Valley neighborhoods are characterized by their historic continuity, ethnic composition, and the remaining ethnic American cultural imprints that have been left on the built environment. This imprint is evidenced today in residential neighborhoods in the Valley which still possess these unique characteristics: Scranton Hill Section and Green Ridge - English; Jessup and Old Forge - Italian; Simpson - Russian/Slovak; Minooka - Irish; Hyde Park - Welsh . The location of these ethnic groups is indicated in Figures 8 and 63. Communities possessing multiple distinct ethnic neighborhoods are Providence, Olyphant, Blakely, Scranton Southside and Jermyn. Homes, churches, streets and local land

Figure 64: Thematic Organization
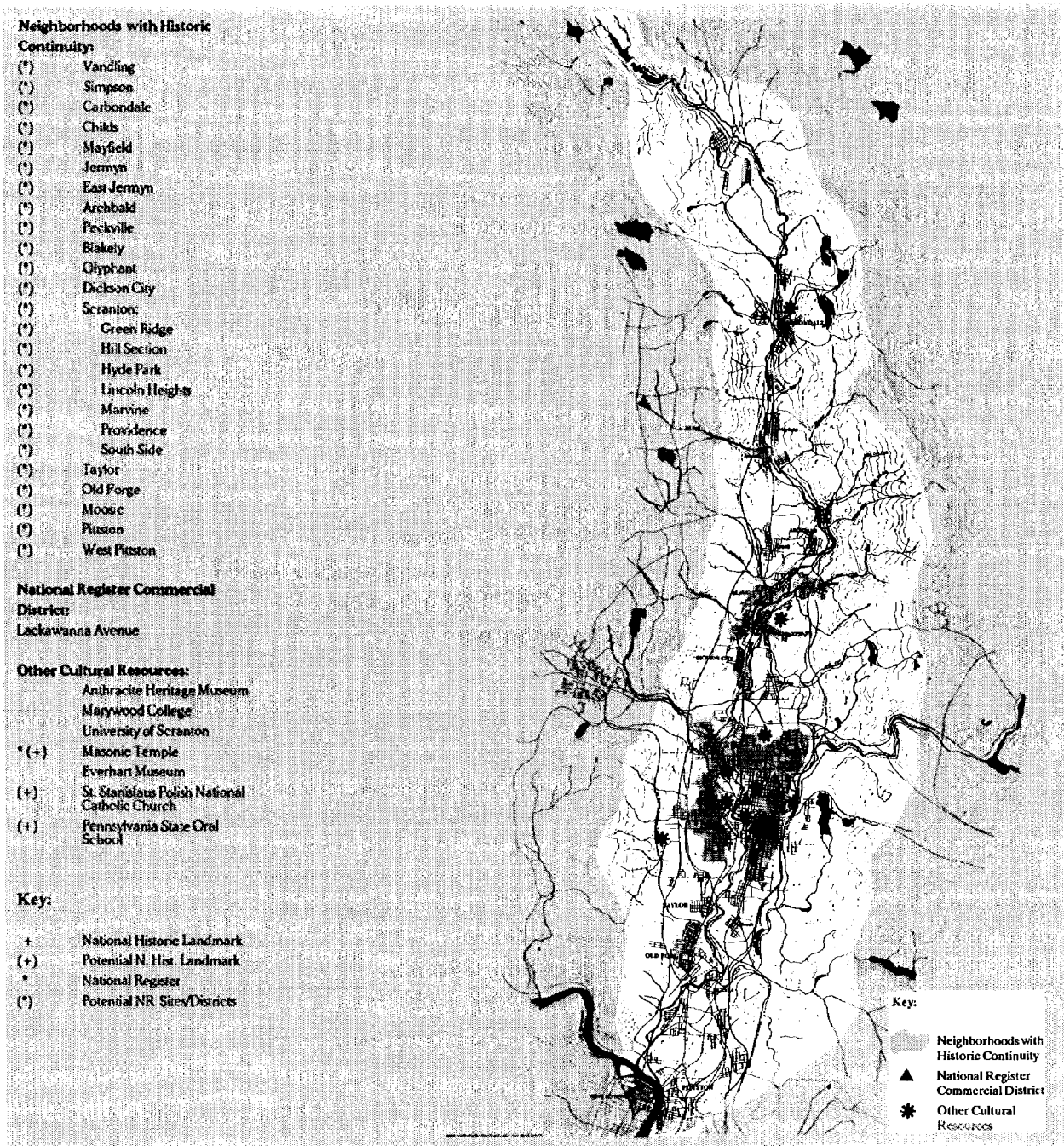
	THE LAND	THE PEOPLE		INDUSTRY		
THEMATIC PERIODS	Natural & Man-Made Landscape	Urban Settlement	Ethnic Heritage	Transportation/ Network	Coal	Manufacturing
Prior to 1800 **The Valley**	Geology River & Glacier Road Cuts Coal Piles	Providence Slocum Hollow	Indians Yankee- Penemite Wars	Capoose Indian settlement Indian trails Plank roads	Anthracite Region; Geology of coal formation, discovery	Natural Advantages
1800 to 1850 **Discovering The Resource**	Overcoming natural obstacles	Hyde Park Carbondale	New Englanders English settlers	Anthracite Canal Network Gravity Rail Roads Early Rail links	Coal Mining Technology, and Marketing	Agricultural Development
1850 to 1880 **Entrepreneurs**	Extensive Mining	Olyphant Historic Scranton Valley Development	Olyphant Early Immigrant- Welsh, German, Irish	Anthracite Rail Road	Coal Mining as National Business	Industrial Technology Iron/Steel (Iron Furnace) The Capitalist Machine Shops (StaCo)
1880 to 1930 **Electric City**	Pollution, landscape and ecological destruction	Downtown Scranton Golden Age Waverly	Late Immigrants Italian, Eastern European Ethnic Neighborhoods	Intercity Trolleys	Labor Movement UMW strike 1902 Ethnic History of Miners	The Craftsman Lace/Silk (Sauquoit) Building Construction
1930 to 1980 **Rebirth**	Reclamation Projects	Suburban Settlement	Current Cultural Programs Ethnic Festivals	Route 6; Highway 81	Alternative energy Recycling culm.	Diverse Industries Plastics
1980 to Future **Reclaiming The Past**	River Reclamation Environmental Education	Reuse of Hist. Struc. The Mall Hotel Casey	Public Schools Pride In History	Rail Excursion Rts. Industrial Highway	Continued Reclamation and Redevelopment	Montage & Keystone Tourist Industry
Primary Resource	Public Parks River Rails & Trails project Carbondale/Simpson	Downtown Scranton	Ethnic Programs Olyphant Anthracite Heritage Museum	Steamtown	Anthracite Museum County Coal Mine Tours	Iron Furnace
Secondary Resource	Archbald Potholes Riverbanks, native trails Everhart Museum	Main St. Carbondale Main St. Olyphant	Colleges & Univ. Churches & Neighborhoods	Excursion Rides Trolley Museum	Culm Piles	Contemporary Industry Tours

scapes, cultural institutions, activities and festivals reveal the stamp of specific ethnic traditions.

Figure 64 correlates the Valley's themes to the formative periods in the Valley's development history. Subthemes as well as primary and secondary resources areas where these could be illustrated are also listed. This analysis provides a point of departure for the development of a Plan to use these resources for future benefit of the Valley.
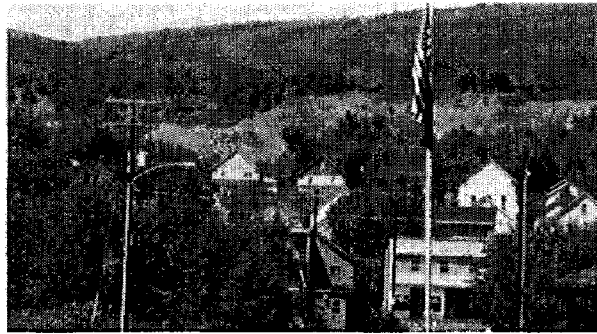
Figure 65: A valley town
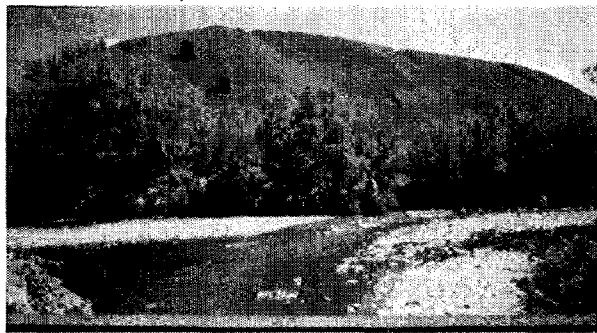illustrates the three faces.

Figure 67: Culm piles
are evidence of exploitation.

Figure 66: The historic
Scranton Lace Factory.

Figure 68: Pristine section of
the Lackawanna River

The Three Faces of the Valley

The Valley contains rich and diverse environments, resources, and cultural strengths. These diverse resources have contributed to commonly held perceptions which in turn are reflected in physical and cultural influences. Such commonly held perceptions -- both positive and negative -- have contributed not only to the development of the Valley, but to the resultant state that it is in today. These perceptions, or three "faces" of the Valley, are the **historic** valley; the **exploited** valley, and; the **green** valley.

The Historic Valley

The valley has a story to tell about its settlement and development, which are well represented by historically and culturally significant sites and settings. These

symbolize the themes which convey the valley's evolution. If history is appreciated, future efforts to develop and use the valley's resources will respect it and be enhanced. Buildings, districts, neighborhoods and main streets, and in some cases their contexts, remain, illustrating specific periods of Valley development. Many of these refer directly to a particular industry, ethnic group, or perhaps social class. If the diversity of elements of the Historic Valley can be preserved and interpreted, they can become a powerful tool for telling the Valley's story.

The Exploited Valley

The remains of a common industrial heritage are scattered throughout the Valley. The history of industrial development and exploitation of the land has created a legacy of waste lands, a degraded environment and underutilized industrial buildings. Culm piles have

been converted into junkyards and landfills, communities have turned their back to the once polluted river, and industrial buildings are left to deteriorate.

These sites present an ironic image. They are visually detrimental to the Valley environment; yet they are vivid symbols of the prior economic lifeblood of the Valley. Now that industrial development has waned, and much of its infrastructure has been removed, these industrial and mining wastelands that once were considered as spoils may prove a valuable resource to the communities they surround. If these sites can be reclaimed, -- as sites for urban development, recreation, habitat restoration and flood control, for example--they will symbolize a rebirth for the Valley.

The Green Valley

In spite of the extensive development and exploitation of the Valley, significant natural resources and beauty persists, portraying a third, "green" face of the Valley.

The most significant natural assets of the Valley are the River and the Hillsides. Historically, neither have been recognized for their natural beauty or their contribution to the quality of life in the valley. The Hillsides are dramatically visible -- framing the Valley -- visual evidence of its glacial geologic history, and suggesting the formations of anthracite below the surface. The ridgetops are unrecognized as an environmental resource and could be endangered by inappropriate development. If the Valley can secure these two assets, it will have created a green armature of open space which can play an important role in the future of the Valley.

Each of these "faces" reflects the resources of the Valley. The Lackawanna Heritage Valley Plan recognizes sites which are identified with these faces, resources, and themes, and attempts to illuminate the differences while bringing into focus their more subtle links. In so doing, the Plan hopes to change the negative perceptions into positive attractions.

Figure 69: *The Task Force visits Lowell National Historical Park.*

The Planning Process

In 1972, before the notion of cultural or historic landscapes were formally developed, the NPS conducted the *New Area Study - Master Plan for a Proposed Cultural Coal Park*. The study identified a group of diverse resources that together exemplified the era of anthracite coal mining. The study surveyed a matrix of locally, regionally and nationally significant sites, that were ". . . a part of a larger coal story that is nationally significant." The finding supported the notion of identifying a regional landscape rather than isolated sites to represent the significance of anthracite coal mining. The report recommended the formation of a "national cultural coal park" which would be a joint venture of private enterprise and government at all levels with a combined interpretive program for all units. The report further recommended that Phase I of the project be centered in and around the anthracite industry of the Lackawanna Valley and associated sites, and include the Lackawanna County Coal Mine, the remains of the

Lackawanna Iron and Coal Company Works, the associated Delaware, Lackawanna and Western Rail yards, Nay Aug Park, Brooks Mine, and other regional sites.

In 1984, the Commonwealth of Pennsylvania suggested that a statewide heritage park system be developed in a study entitled *Pennsylvania Heritage Parks: a Concept with Applications*, and identified the Lackawanna Valley as a potential corridor because of its role as the capital of the anthracite coal industry and the financial, industrial, and cultural center of Northeastern Pennsylvania. In 1986, after local citizens had brought a large collection of steam era engines and rolling stock to the Valley, Congress designated the Delaware, Lackawanna and Western Rail Yard in Scranton as the Steamtown National Historic Site. During NPS' planning process, community participants gave priority to linking the site with other area historic resources. The Steamtown Comprehensive Management Plan, pre-

pared in 1988, recommended that a heritage park be developed to "... integrate historic preservation, education, recreation, tourism, and economic development..." and suggested that a heritage park "could create a partnership . . . between the city, county, Commonwealth of Pennsylvania, and NPS." The CMP recommended that the entity be a state initiative, with planning and technical assistance from NPS. The CMP also suggested that NPS develop rail links to the Anthracite Heritage Museum, the Lackawanna County Coal Mine, and the Lackawanna Iron and Coal Furnace Site; that a portion of the electric trolley line be reconstructed; that a greenway plan for the Lackawanna River be completed; and a rails to trails study for the County be prepared.

In 1989, Congressman Joseph McDade suggested that an intergovernmental steering committee be formed to create a strong and specific vision for what the Lacka-

"... if we can keep some of that heritage and use it, it will be unique in the country as a remembrance of what Americ did, and what America is, and what the people are in it. "

Governor William W. Scranton II

".. The other thing you see right now is a pride in the heritage of the Valley, which is resulting in a lot of restoration. Where before people would just tear it down and say 'No, that's of the past. Let's build something new..' Now they have both the money and the inclination to go ahead and capitalize on, not only their heritage, but thier pride in their ancestry and their pride in what went before..."

Austin Burke, President, Greater Scranton Chamber of Commerce

Figure 70: *Task Force Meeting.*

wanna Valley could be--a vision that would outlast the planning process and be a guiding force for future development of the region's historic, cultural, recreational, economic and educational resources. Locally directed and jointly funded effort by the City of Scranton, Lackawanna County, the Greater Scranton Chamber of Commerce (MetroAction, Inc.), the Commonwealth's Department of Community Affairs (Pennsylvania Heritage Park Program), the Pennsylvania Historic and Museum Commission, and the National Park Service, the Steering Committee developed a work plan, provided financial and technical assistance to the project, agreed to complete pieces of the study, and hired The Lackawanna Valley Team, a joint venture of Lane Frenchman Associates of Boston and Leung Hemmler Camayd of Scranton to do the plan.

During the planning phase, many additional organizations, agencies, and individuals participated as active members of the study's project team. These organizations included the Lackawanna River Corridor Association (LRCA), the Lackawanna County Rail Authority, the Lackawanna Historical Society, the Historic Sites Forum, the Everhart Museum, the Masonic Temple, the Architectural Heritage Association, the University of Scranton, Marywood College, the Cities of Carbondale and Olyphant, and many local and borough officials.

To give direction to the study and to assure that the final plan for the Lackawanna Heritage Valley would represent the concerns, opinions, and needs of the people of the area, a Lackawanna Heritage Valley Task Force was created, and the Task Force Chairperson was designated a member of the Steering Committee. The Task Force, which eventually included more than

400 members composed of representatives from all major civic, cultural, and arts organizations as well as professional, business, and historical organizations,educational institutions, local government agencies and other interested local citizens took an active role in developing the goals and direction of the study, in developing an understanding of the resource, in creating alternatives and in determination of a preferred alternative. Father Joseph Quinn of the Catholic Diocese of Scranton was elected as Chairman to coordinate activities and provide Citizens Task Force leadership. To help guide and develop project proposals, and to undertake early action projects, Task Force Subcommittees were organized around themes related to Education and Advocacy, Environment and Recreation, Economic Development, and Culture and History.
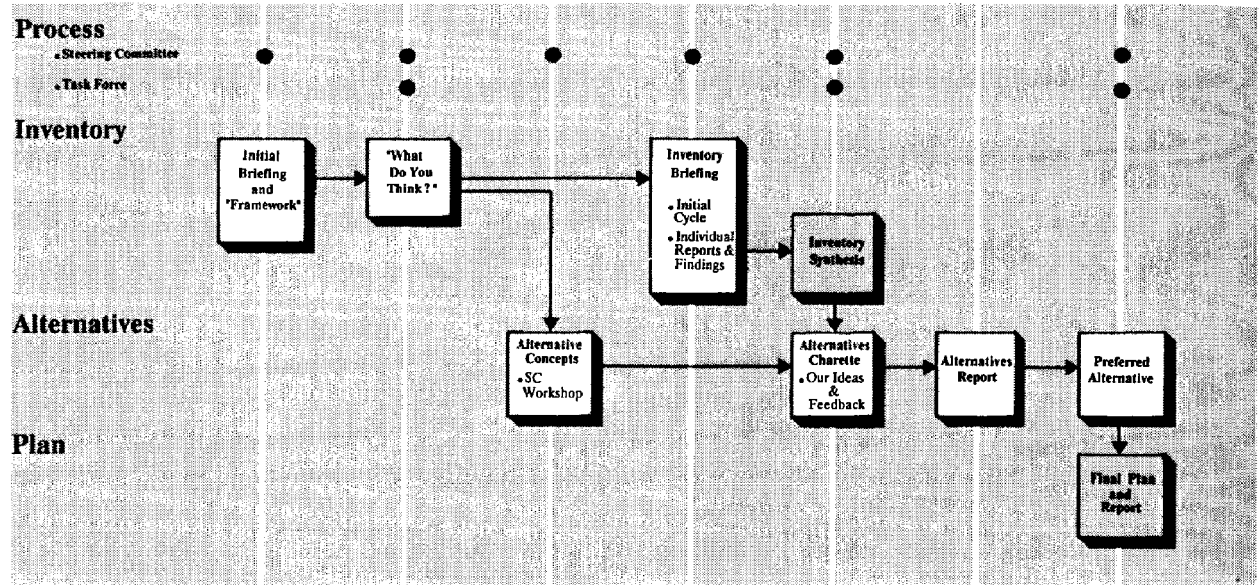
Figure 71: *The Work Plan*

In 1990, the Valley was designated as one of the first Pennsylvania State Heritage Park Planning Areas, and the Commonwealth created a State Heritage Park Interagency Task Force to help this and other regions develop heritage corridors. The Commonwealth has provided extensive technical assistance and support to this planning effort, which it hopes will be a model for other heritage parks in the state.

Phases of the Project

The Lackawanna Heritage Valley study was interactive, involving the entire community. Members of the Steering Committee, the Citizens Task Force, the Project Team, and the community at large worked together as a team throughout all phases of the project, including goals setting, issue identification, resource

assessments, generation of the five alternatives and the development of a preferred alternative and implementation plan.

Community workshops and planning meetings, held throughout the Valley, were held to include as many residents and decision makers in the process as possible. Early meetings helped define the concept and gained insight into residents' feelings regarding resources, issues and goals for the Heritage Valley. The Steering Committee, Project Team, Lackawanna Heritage Valley Task Force, Pennsylvania Heritage Park Program and others involved in the process developed goals for the proposed Lackawanna Heritage Valley to serve as the guiding principles in the development of the final plan. A second set of meetings shared the results of the inventory process, and introduced the three major elements which were used to form alternatives. A series of five alternatives were pre-

sented in a third set of meetings, and distributed to more than 2,000 other Valley residents in newsletter format; written and verbal comments were recorded and included in the alternatives. Finally, meetings were held to select the preferred alternative, and to discuss the management and implementation options included in this document. At each stage, a slide show, maps and written materials were presented to the public. The Heritage Valley concept and the preferred alternative received broad popular support; letters and resolutions documenting that support were received from a broad cross-section of agencies, individuals, and communities across the Valley.

Inventory and Assessment Phase

As the first work phase of the project, the Project Team and consultants conducted several inventories and assessments to understand the region's resources more fully. Studies completed included an Environmental and Cultural Assessment, an Industrial Sites Survey, an Urban Design Inventory, and an assessment of Economic and Business Conditions. Earlier inventories, dating from 1979 and 1983, provided a data base for commercial and residential buildings. Available information for the study phases of the project was collected with the active participation and input of a number of area institutions, associations, and agencies, including the Greater Scranton Chamber of Commerce and the Downtown Scranton Business Association, the Lackawanna Historical Society, the Pennsylvania Anthracite Heritage Museum and the Architectural Heritage Association, area churches and social organizations, Marywood College and the University of Scranton, the Lackawanna River Corridor Association, as well as a great many individuals who had collected historical data about the region. The results of some of these inventories are excerpted in the Appendices and the full reports are available in the project documentation.

Task Force Goals

I. Enhance cooperation between communities to develop recreational, preservation, and educational opportunities in the Valley.

   a. Develop cooperation and leadership among valley communities, the state and the federal governments.

   b. Develop the Lackawanna River as a Valley asset.

   c. Encourage reclamation of old industrial and coal spoil areas.

II. Develop a program for economic revitalization that uses the Valley's heritage to promote increased tourism and other private reinvestment in key buildings and districts.

   a. Target key areas for immediate redevelopment.

   b. Encourage economic growth in a positive and planned way to maintain current quality and green landscape of the Valley.

III. Integrate the Heritage Park into the lives of the people who live in the Valley.

   a. Make physical linkages useful to local residents and tourists alike: e.g., use rail corridors for commuters as well as excursions; plan river paths for recreation and for interpretation.

   b. Help young valley residents learn and preserve special job skills and ethnic crafts.

   c. Create a sense of pride in our past and our future.

IV. Interpret the resources and stories of the Lackawanna Valley to make them come alive for residents, visitors and students of all ages.

   a. Make local history available to children through oral and video histories, exhibits of customs, etc.

   b. Remember our occupational heritage as well as our ethnic heritage.

   c. Center neighborhood history on our churches.

   d. Tell the story of environmental degradation and reclamation.

V. Develop mechanisms to help Valley communities preserve their historic assets.

   a. Encourage private and/or public/private redevelopment of key historic industrial sites.

   b. Enhance and promote older neighborhoods.

   c. Encourage visitors to stay longer and return frequently to the Lackawanna Valley.

VI. Link major Valley resources physically and interpretively using cooperative strategies.

   a. Concentrate on the Valley, but reference other areas of interest in the region.

   b. Consider reactivating the Laurel Line.

   c. Link Steamtown with the Iron Furnaces and the downtown mall.

   d. Promote and advertise Valley attractions jointly and consider combined tickets.

   e. Use rail lines to link Steamtown to key sites.

   f. Don't spread our resources too thin.

   g. Use the Lackawanna River to link Valley communities.
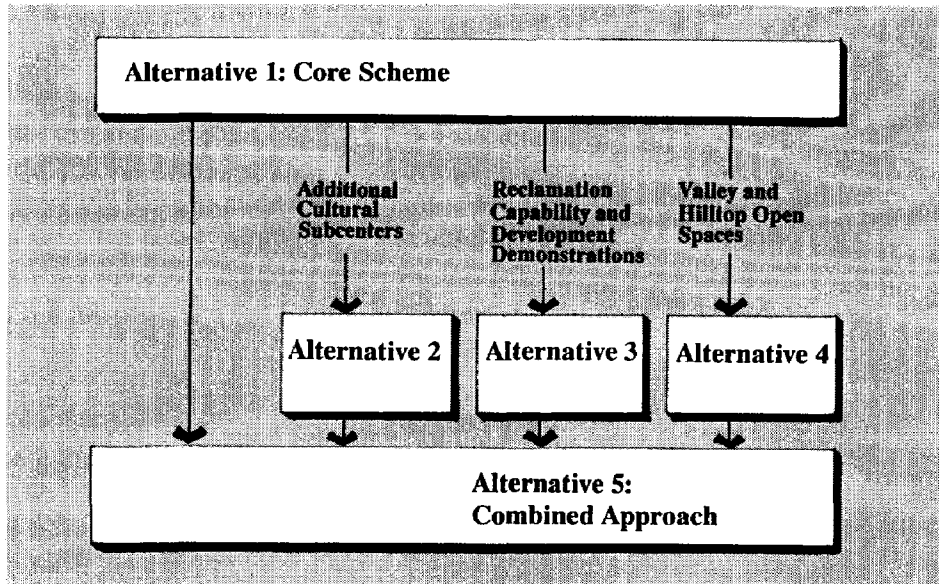
Figure 72: Structure of
Alternatives

Alternatives Phase

The next phase of work for the Project Team was the development of alternatives for the Heritage Park. The five alternatives comprised of a series of elements, which included both project and related programs to achieve various Valley goals. Additionally, a preliminary assessment of the impact and cost of each alternative was developed and presented. To facilitate the selection of a Preferred Alternative, the alternatives were arrayed to facilitate making decisions between projects, emphasis and priorities. The five alternatives, which are illustrated and discussed in more detail in Appendix C, included:

o **Alternative 1** -- the core scheme included elements critical to the initial success of the Lacka-wanna Heritage Valley. Each element of the core was structured to enable the initiation of both in-

terpretation and programs to address the natural, cultural, built and yet-to-be-reclaimed Valley environments. Alternatives 2 through 4 built on the core, adding elements to emphasize a particular aspect of the Valley.

o **Alternative 2** -- added a series of cultural sub-centers to the core and increases the visitor infrastructure in the Valley.

o **Alternative 3** -- added several demonstration projects to reclaim and develop resources to the core.

o **Alternative 4** -- added a valley wide network of parks for local recreation to the core.

o **Alternative 5** -- was a composite which included projects and programs from the preceding alternatives.

The economic potential of each alternative, potential economic benefits and a comparative environmental assessment were prepared, and are included in *Appendix C.*

After extensive review of the alternatives by the Steering Committee, the Task Force, the Project Team and the public at large, the community decided to choose the Core Scheme, with a few additions, as its Preferred Alternative. The public also requested that Alternative 5, the Composite Scheme, be included to provide a long term vision and a point of departure for future planning efforts after the successful implementation of the Preferred Alternative.

Implementation Phase

The implementation phase of the plan involved preparation of detailed proposals for improvements and institutional mechanisms which are presented in *Chapters 3 and 4* of the Plan. These include formation of the Lackawanna Valley Partnership as well as specific funding mechanisms, technical assistance and services from local, state, and federal agencies as well as private sources.

The Need for Action

The Lackawanna Valley possesses a rich legacy of industrial, cultural and historic character. The planning process ascertained that the resources and associations which remain an important part of the Valley's life warrant preservation, interpretation and celebration. Further, they require a long term vision and the institutional framework that the Lackawanna Heritage Valley Plan can bring. Without the development and programs that the Plan embodies, the future seems uncertain. And, without the economic and philosophical support that the Plan promotes, significant resources of the Valley could be left without advocacy and at risk. Important historic/cultural structures and sites may be fated to deterioration and or demolition. The natural resources of the Valley are also at risk, leaving the hilltops unprotected and the degraded landscape without assistance.

Figure 73: *Without the Plan, increasing numbers of historic structures and resources will be in jeopardy.*

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Figure 74: *Visitors to the Scranton Iron Furnaces enjoy an iron pour demonstration.*

3. The Plan

The Heritage Valley Concept

The diversity and breadth of the resources which comprise the cultural landscape of the Lackawanna Valley, as well as the broad goals which have been articulated for the project, require a multipurpose plan:

o   It must develop, link, and manage key sites which convey the compelling history of the Valley, serving as an infrastructure for visitation and for education.

o   It must incorporate a capacity to guide long term stewardship and sensitive development of the Valley environment, in order to preserve the cultural and natural landscapes, promote economic growth, and enhance the quality of life.

o   It must be sufficiently adaptable to allow evolution of the Plan, in response to future circumstances.

o   It must facilitate a cooperative implementation approach, involving the public and private sectors,

recognizing that the development of the interpretive infrastructure and management of stewardship efforts will be beyond the capabilities of any single agency of level of government.

Accordingly, this Plan recommends the creation of a new type of regional conservation and development mechanism to be known as the **Lackawanna Heritage Valley**, illustrated in figure 76.. The Valley will be jointly recognized by local governments, Lackawanna County, the Commonwealth of Pennsylvania, and Congress for its significance to the state and nation. This area will become the focus of programs to preserve historical, cultural, recreational and natural assets, interpret their significance to residents and visitors, reclaim devastated areas, and encourage sensitive development and productive use of the Valley's resources.

Programs and projects in the Valley will be coordinated and managed by a new intergovernmental agency to be called the **Lackawanna Valley Partnership**. To be established by Lackawanna County, the Partnership will operate as an authority under state law, supported by joint state, federal, local, and private funding. At a basic level, the Partnership will serve as an umbrella, facilitating cooperation among many public and private initiatives to achieve a set of mutual objectives. This aim is to maximize the use and effectiveness of existing resources and programs. Beyond this, the Partnership will undertake its own initiatives to meet the particular needs and extraordinary opportunities of the Lackawanna Valley. These initiatives will create:

Figure 75: *The Valley is a contrast between man-made and natural environment. Here, in downtown Scranton, the Roaring Brook brings a piece of nature into the city.*
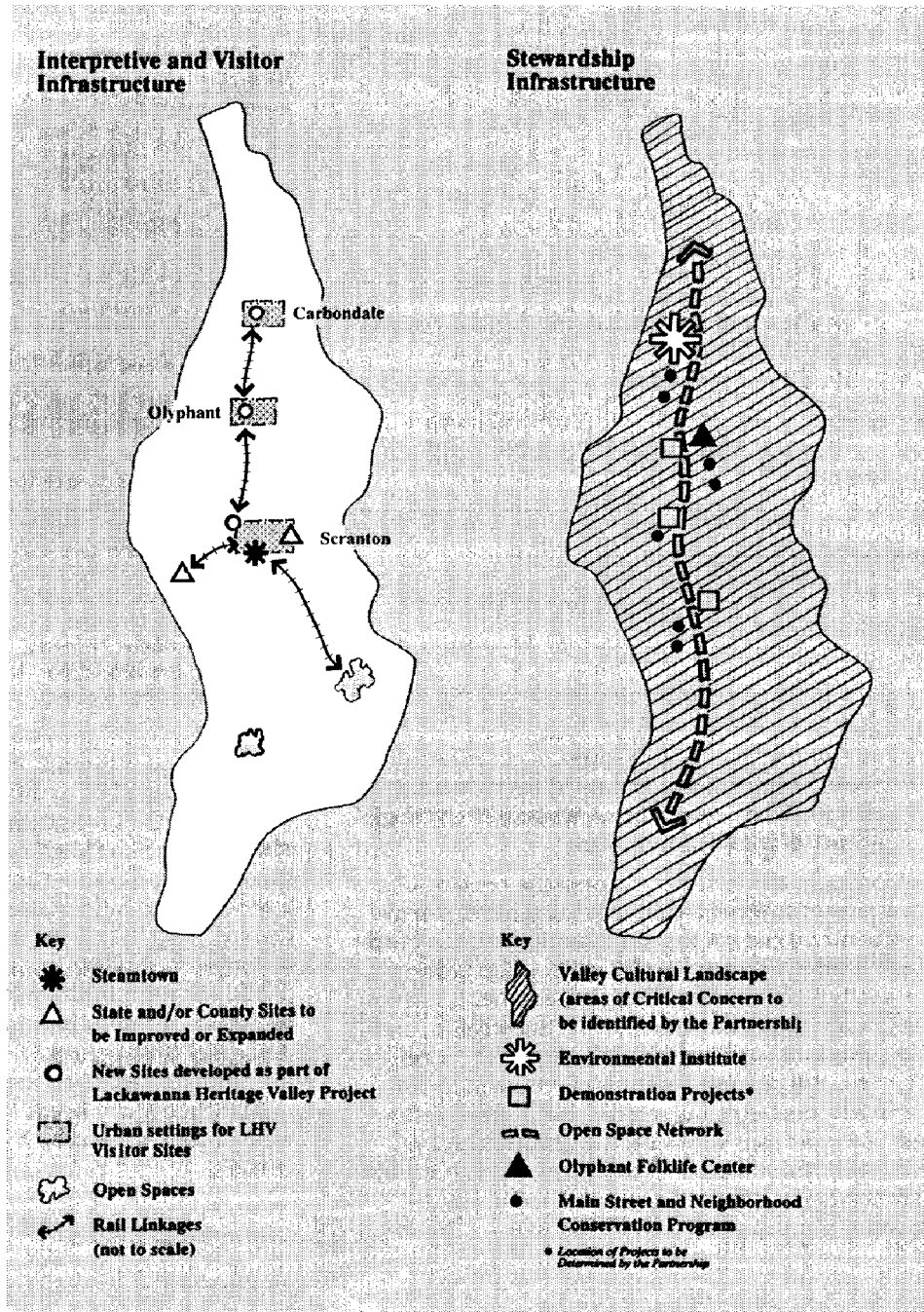
Figure 76: *Lackawanna Heritage Valley Concept Diagram*

Interpretive and Visitor Infrastructure

Carbondale

Olyphant

Scranton

Key

* Steamtown

△ State and/or County Sites to be Improved or Expanded

O New Sites developed as part of Lackawanna Heritage Valley Project

Urban settings for LHV Visitor Sites

Open Spaces

Rail Linkages (not to scale)

Stewardship Infrastructure

Key

Valley Cultural Landscape (areas of Critical Concern to be identified by the Partnership)

Environmental Institute

☐ Demonstration Projects*

Open Space Network

▲ Olyphant Folklife Center

● Main Street and Neighborhood Conservation Program

* Location of Projects to be Determined by the Partnership

o **An Infrastructure For Interpretation and Education** -- in the heart of the Valley, a linked network of historic sites will be developed to preserve key resources, attract visitors and residents, and interpret the story of the Valley. These projects have been individually conceived to provide local catalysts for economic development. Collectively they will form the basis for a new regional industry in cultural tourism.

The infrastructure will integrate existing interpretive attractions, such as Steamtown, with newly developed sites which together illustrate the key themes and sub-themes of the Valley story, including the Land, the People, and the Industry. The aim will be not only to enlighten the visitor, but to educate the residents of the Valley, its families and schoolchildren about the importance of their culture and its place in the American experience.

o **An Institutional Capacity for Steward-ship** -- through programs and new agencies which will protect and enhance the cultural landscape of the Valley as a resource for economic development. Programs will be designed to respond to problems and opportunities inherent in each of the three "faces" of the Valley discovered in the Inventory. **Preservation** Programs will be designed to protect the **Historic Valley** and its nationally significant collection of buildings, districts, and engineering works. This man-made environment is central to the unique image of the Valley and to marketing it as an experience for visitors and a location for investment. **Reclamation** Programs will be essential to overcome the legacy of the **Exploited Valley** and to convert the lands and waterways which have been degraded by mining and industry into productive uses which will benefit their communitites. Lastly, **Conservation and Recreation** Programs will fulfill the promise of the **Green Valley**, by restoring the natural beauty of the Lackawanna River and protecting the unspoiled hilltops which frame the entirety of the Valley setting.

An Infrastructure for Interpretation and Education

The infrastructure recommended by the Plan includes several key elements:

o **Visitor Services** -- for those who live in the Valley as well as for tourists;

o **Linkages** -- to facilitate movement through the Valley and interpretation of its story;

o **Interpretive sites** -- to tell the story of the Valley in the historic settings where it unfolded.

Visitor Services

Services will be for residents, as well as visitors, orienting them to the region, its towns, themes, historical sites and attractions, and providing assistance with accommodations, dining, and emergencies. The network of Valley services will be focused in a new **Visitor Center**, to be located in Scranton with satellite information provided at Steamtown and other key interpretive sites. The Center would house exhibits and be a starting point for Valley tours. A preferred site for the facility is the former Central New Jersey Railroad Freight Station, however, alternate sites in downtown Scranton could be pursued. Redevelopment of the station is proposed as part of a public/private joint venture.

Promotion and marketing of the Valley will be crucial to success of the Visitor service effort and will be a key role of the Partnership, in cooperation with local tourism promotion agencies. Joint promotion of existing historical and natural sites, cultural attractions, and events under the umbrella of the Lackawanna Heritage Valley is an immediate goal. As the infrastructure is put in place, the strategy will target individual markets related to each of the Valley themes, such as: recreation and outdoor enthusiasts interested in The Land; bus tours and history buffs interested in The Industry; and families to participate in cultural events celebrating The People.

Linkages

The most compelling means of linkage will be by rail excursions of various types originating from the Visitor Center and from Steamtown. The presence of Steamtown is of particular advantage in this regard, because of its central location, collection of historic rolling stock, and the expertise of NPS personnel in operating rail excursions. Beyond the existing NPS excursion to the Nicholson Viaduct, a rail link is now being planned between Steamtown and the nearby Scranton Iron Furnaces. The Plan envisions additional rail connections to Carbondale, to McDade Park, and eventually by trolley to Montage via the historic Laurel Line.
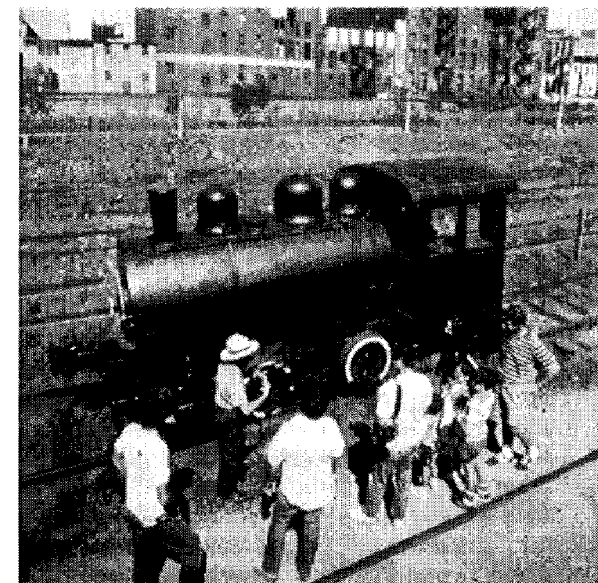
Figure 77: The active train yard at the Steamtown National Historic Site.

Other important routes and modes of transportation will bind together all of the proposed attractions with existing sites in the cities and towns of the Valley. The aim is to bring most of the rich historical and cultural fabric of the county into the framework of the Lackawanna Heritage Valley concept. This will be achieved by linkages which range from recreational trails along the River, to self-guided motor tours, and bus shuttles with on-board interpretation.

Interpretive Sites

Along with rail tours, the set of new and existing interpretive sites will be the principal attraction to the Valley. Sites are planned to include exhibits and educational experiences which explain its role and importance, as well as programmed events and activities to involve the visitor with the resources of the Valley.

Interpretive sites are also seen as a resource to local school systems, expanding both facilities and programs for learning at all levels in a variety of topical areas. At least one interpretive site has been identified as the focus for each of the sub-themes defined in Section 2. In general, sub-themes related to **Industry** are located in Scranton; the **People** story is represented throughout the Valley, although it is focused in Olyphant; the **Land** is interpreted at sites in Carbondale. Key sites associated with each theme include:

o **The Industry** -- will include sites which interpret the stories of transportation, coal, iron and silk, and the entrepeneurs who made these possible. The sites are clustered in the Scranton area. Within Scranton, **Steamtown National Historic Site** will continue to be the primary visitor attraction, interpreting the story of rail and the transportation theme. The Steamtown interpretive program has now been expanded to incorporate exhibits explaining the importance of railroads to the development of the Lackawanna Valley. Nearby, the **Scranton Iron Furnaces** site would be substantially upgraded to incorporate a full scale multimedia presentation of early iron making and industrial development in the Valley. To the west, the Lackawanna County **Coal Mine Tour** at McDade Park will be upgraded to handle additional visitor to its outstanding presentation of of the mining process and industry.

Scranton includes many additional resources illustrating the diverse manufacturing heritage of the area, ranging from silk mills to engineering works. At some of these locations, such as the former Lackawanna Station, special purpose exhibits will be developed to focus on a piece of the story. A downtown **Scranton Walking Tour** will tie together all interpretive sites and attractions, with local shops and restaurants, to give an overview of past and present in the "Electric City".

o **The People** -- theme can be seen and felt throughout the Valley, but its interpretation will be focused at two key locations. At the **Anthracite Heritage Museum** in McDade Park, exhibits and programs will relate the coal mining story to
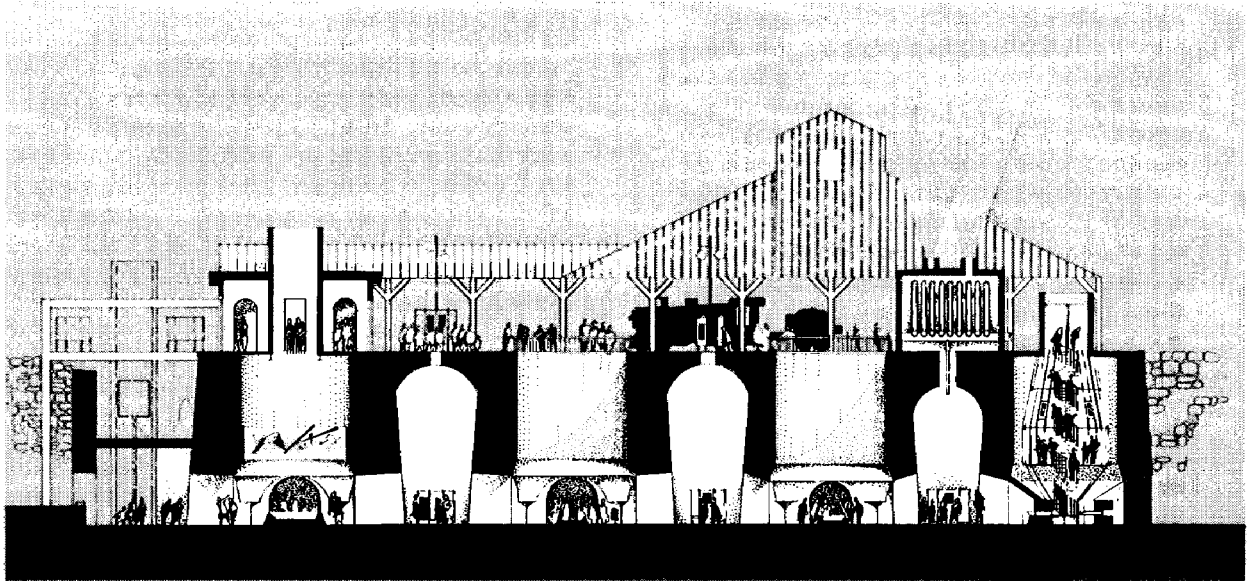

Figure 78: Proposed reuse of the Scranton Iron Furnaces, including additional exhibits.

the social and ethnic heritage of the region. In Olyphant, a new institution, the **Ethnic Folklife Center**, will support grassroots cultural development throughout the Valley. The Center will also provide a focus for the performing and visual arts, ethnic crafts, cultural education, and apprenticeship programs in the Valley. In the process, the Center should become a supportive element in the Olyphant community, drawing patrons to local businesses, providing a place for cultural events, and a catalyst for preservation of the historic scene. The Center will be sensitively conceived to respond to the needs of the community, developing programs and facilities only after careful assessments and sampling of cultural heritage and living cultural traditions.

o **The Land** -- story encompasses both the man-made landscape and the natural environment. While there are many sites of importance to this theme, key concepts and experiences will be brought together for visitors, scholars, and school-children, at the **Environmental Education Center**. Developed at the site of an abandoned breaker in Simpson, the Center will be the public outreach and educational arm of a new institution proposed to grapple with the issues of environmental reclamation. The Center will also serve as the gateway to an associated campground and other recreational opportunities in the nearby hills. A short distance away, **Carbondale Center** offers a living example of the close relationship between the man-made and the natural landscapes.

Figure 79: The natural and man-made landscape of the Valley communicate subtle messages about its uniqueness and of its people.

The settlement pattern of Carbondale, on the Lackawanna River, near to coal seams and in the shadow of surrounding hills, depicts the close inter-relationships among these factors in the early history of the Valley. Restoration of the town square and nearby riverbanks will enhance the sense of living history for residents and visitors.

Other places in the Valley provide long term opportunities for on-site interpretation of specific phenomena related to the Land theme. In Duryea, for example, a conservation education area could be developed at the site of a naturally occurring acid mine outfall. Here the interplay between industry and the ecology of the valley is evident at a site of stark beauty. All sites interpreting the Land would be accessible by a **river and hillside** trail system.

Stewardship

To preserve and sensitively develop the Lackawanna Heritage Valley, the Plan proposes a new institutional and programmatic framework to encourage responsible long term stewardship of the Valley's natural and cultural resources. The framework will be Valley-wide, bringing together many local initiatives to achieve regional objectives related to preservation, reclamation, and conservation. Coordination of stewardship efforts will be a principal function of the Lackawanna Valley Partnership, and will require cooperation among agencies at all levels of government and the private sector. In addition to the Partnership two key mechanisms are proposed to establish the framework for stewardship:

o **Designation of the Lackawanna Heritage Valley by the Commonwealth and the federal government** -- as a cultural landscape of state and national significance, and of planning concern, will provide needed recognition as well as a foundation for public actions required to implement the stewardship program. The jurisdiction of the Partnership would potentially include the entire Valley from ridgetop to ridgetop; however, its sphere of action would be limited to sites and areas which are to be the focus of visitor use and economic development and specially designated zones where historic preservation, reclamation, and/or natural area conservation are a priority. In these areas, targeted for special demonstration projects, special incentives would be offered, subject to local concurrence with the goals of the overall project. Although many areas might be candidates for such demonstrations, priority areas to

be designated by the Partnership for attention will incorporate a tiny amount of the overall land in the Valley.

o **Creation of the Environmental Reclamation Institute (ERI)** -- to research, develop, and implement ways of reclaiming the exploited face of the Valley. Affiliated with a university system, ERI will work with local and county governments to craft land policy while actively participating in demonstration developments. Using the Valley as a laboratory for research, the Institute could be national or international in scope, a center for innovation and experience with the growing problem of reclaiming industrial environments. At the same time, the Institute will become an important new tool of economic development in the Valley, pioneering ways to bring devastated areas back into productive use, while helping to incubate new private companies to apply the technologies and techniques which are developed. The lessons learned will be interpreted to to the public, taught to high school and college students, and communicated to other agencies and governments through the Environmental Education Center, the information arm of the Institute.

Although the scope and form of stewardship programs are to be defined by the Partnership and ERI, the broad purpose of these programs will be to address the needs for long term management and leadership which are inherent in the three "faces" of the valley. These include the need to preserve the Valley's historic scene, restore its exploited landscape, and take advantage of its potentials for green and open spaces. over time.

Preservation of the Historic Valley

Programs to preserve the built environment of the Valley will extend to integral neighborhoods, structures and settings. Priorities for preservation will be resources that well illustrate historical themes or that provide a setting for interpretive sites and programs that are part of the Infrastructure for Visitation and Education. It must be recognized that the historic character of these settings is not only important to understanding the his-

tory of the Valley but also central to its economic development. Historic buildings and places are part of the Valley's unique and powerful image, which can be marketed to potential visitors and investors, and which if lost could never be replaced by new construction. Beyond the built environment is a need to preserve the cultural heritage of the Valley which brings these settings to life. The principal aim of cultural conservation efforts is to benefit the people of the Valley and to assist them in maintaining their ethnic roots in the face of a rapidly changing world. Key preservation programs proposed in the Plan include:

o **Preservation Incentive Program** -- will establish a pool of $5 million for low interest loans directly to property owners seeking to redevelop historic buildings or to locally managed revolving loan programs. Priority will be given to the traditional fabric of town centers along the Valley floor, which constitute a valley-long "Main Street." Demonstration efforts might be targeted to one or two communities, illustrating how preservation can serve as a catalyst for reuse and reinvestment in town centers. A special feature of the program will facilitate the reuse of historic structures as incubator space for new businesses and affordable housing.

o **Local and National Register Historic Districts** -- are to be established for all key areas of historical significance. Under state law, local districts require design review of all proposed renovation and new construction within the district. National Register districts prevent the use of public funds in any way which would degrade the resource. Although the definition of the districts will require more detailed survey research, the Plan requires that such districts be established by local governments before a property within them can receive incentive funds.

o **Cultural Heritage Conservation** -- would aim to document, interpret, present and perpetuate the cultural life of the Valley. Aspects of local cultural which are considered valuable by people who live in the Valley will be targeted for conservation efforts, ranging from oral history and appren-

ticeship programs, to support for ethnic institutions and events, to assistance with celebrations of dance, crafts, and the visual arts. The Ethnic Folklife Center will provide the vehicle to develop these programs for implementation throughout the Valley.

Reclaiming The Exploited Valley

Returning vast areas of mine waste to productive uses, removing junkyards along the the the Lackawanna River, and restoring water quality in the Valley are projects beyond the scope of any single agency or level of government. While these features are visually detrimental to the environment, they serve as vivid reminders of the prior economic lifeblood of the Valley. Furthermore, many of the sites are well located close to towns and urban centers, offering the potential for productive redevelopment and reuse for a wide variety of purposes, from innovative methods of flood control to development of new housing, commerce, or industry. Use of wastelands to absorb new growth could help to spare more environmentally valuable hillside properties.

The Plan proposes creation of the Environmental Reclamation Institute (ERI) as an umbrella institution to deal with these issues. A "campus" site will be provided for ERI research and development activities, reusing the Dr. Peter M. Mensky Vocational Technical School site in Mayfield, which is currently vacant and available. A satellite location in Simpson will focus on public outreach, interpretation, and educational efforts. Among its in-house activities, the Institute will engage in scientific research on topics such as the removal or isolation of toxic materials and acid mine waste. Other research would focus on land use and development policy issues, seeking ways that governments can encourage beneficial redevelopment of former industrial sites and buildings. A key feature of the Institute concept is that this research would be applied in the community to advance stewardship objectives. Key stewardship programs would include:

o **Demonstration projects** -- to test innovative methods of acquisition, reclamation, and redevelopment. Through funding and technical assis-

tance, ERI would provide a catalyst for private re-development projects and entrepreneurship at selected locations in the valley, as models for subsequent efforts.

The Plan proposes demonstration projects illustrating mine waste reclamation, building reuse, and junkyard removal. Although sample projects are illustrated in the Plan, final sites for demonstration projects will be selected competitively, in order to get the maximum cooperative effort from the participants and to take best advantage of unique local circumstances.

o **Business development** -- efforts designed to capitalize on the innovative techniques and technologies being advanced by the Institute. In the short run, the Institute will rely on public support and the growing national and global interest in the environmental mitigation and reclamation issues as sources for research funds. Financial assistance, information resources, and incubator space at the Mayfield facility would be available for start-up industries dealing with environmental technologies. In the long run, the Institute and the community could benefit enormously from this investment in what will become profit making enterprises.
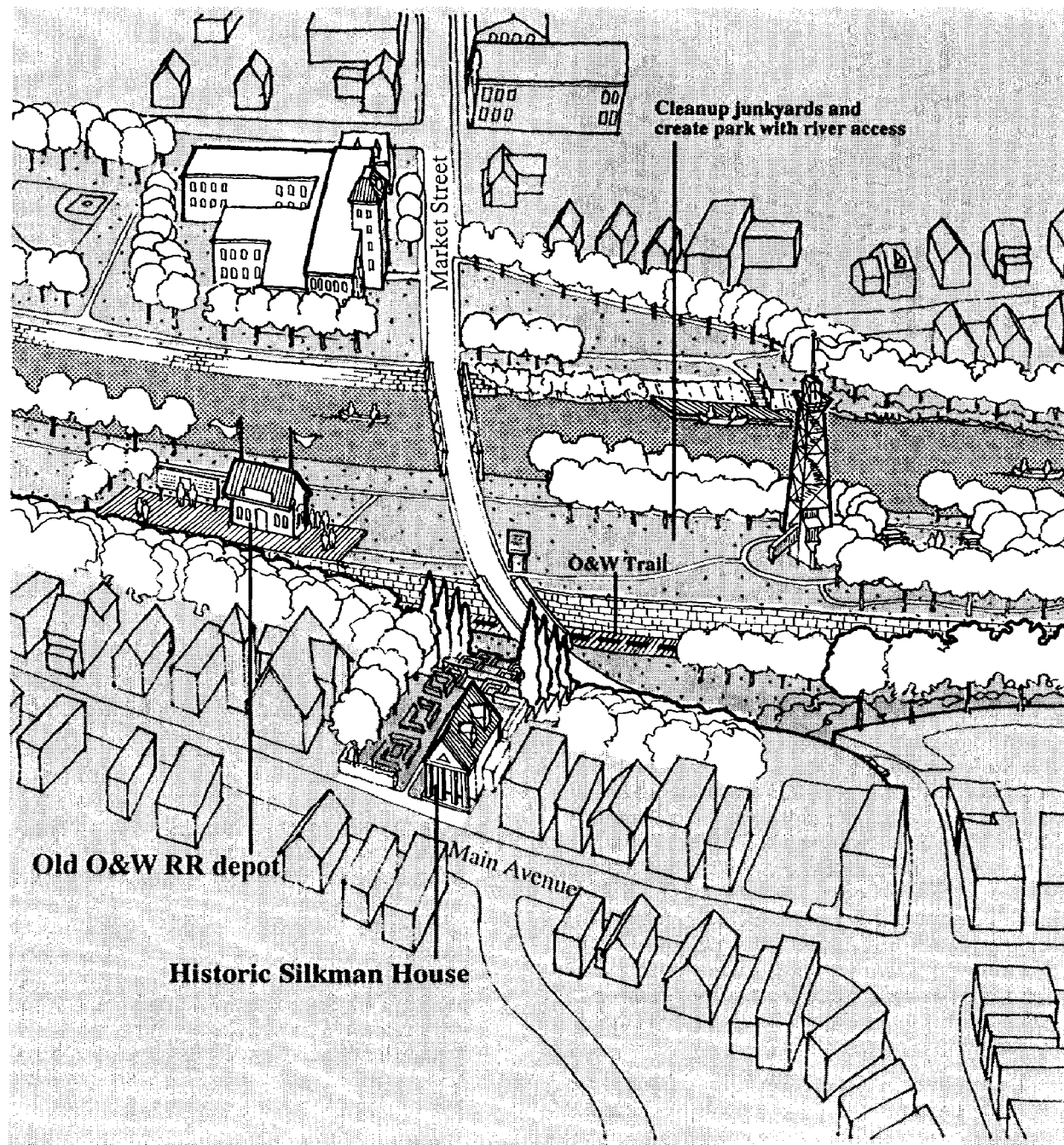
Figure 80: In Providence Square, a riverfront junkyard could be recycled to enable connections between the historic town square, railroad depot, and the river. Projects such as this could be facilitated by the Partnership and ERI.

Cleanup junkyards and create park with river access

Market Street

O&W Trail

Old O&W RR depot

Main Avenue

Historic Silkman House

Figure 81: *The Lackawanna River changes its character as it threads through the Valley; wild and scenic riverbanks give way to urban waterfronts.*

Conserving The Green Valley

Conservation and recreation programs are proposed to capitalize on the opportunities which are offered by the Lackawanna River and the Valley hilltops. The verdant hilltops still define physically and culturally the edges of the Valley environment. The Lackawanna River, once beautiful, is now reemerging as industrial uses recede from its banks. These features have always served to temper the industrial character of the Valley, sustaining health, and a good quality of life in the Valley. Protection of the river and hilltops, as well as capitalization on the open space and environmental opportunities they represent, will be the object of the stewardship programs, including:

o   **Lackawanna River Corridor** -- efforts would aim to protect the quality of the river edge environment, to encourage more intensive use of the

river as a resource, to enable public access to and along the river, to enable creation of parks and open spaces along the river, and to encourage local municipalities to take appropriate actions to conserve open land adjacent to the river which protect its watershed and are, typically, not appropriate for economic development. A demonstration project of the Partnership will include development of a river trail system in cooperation with the Lackawanna Valley River Corridor Association, by providing acquisition and improvement incentives to municipalities. Over time, as these stewardship programs are developed, larger park creation and improvement efforts should be encouraged in the Roaring Brook and Nay Aug Park area and along portions of the Lackawanna River where available land can be turned into public use.

o   **Valley hilltops** -- above the coal measures, have survived the industrial history of the Valley with virtually no development. Changes in land ownership may now open the wooded slopes to encroachment by suburban development. Stewardship will focus on developing a land management program for these and other sensitive open space areas in need of conservation. The program, for example, may provide incentives to municipalities to establish conservation easements that protect these major viewsheds. The Partnership is allocated two years under the Plan to recommend an approach to the conservation question.

Figure 82: *Recommended Plan*

A Visit to the Valley

This section describes the Lackawanna Heritage Valley as it will be ten years after the Plan is adopted. It illustrates the consequences of fully developed interpretive infrastructure and stewardship programs as recommended by this Plan. A key map of the recommendations is presented in Figure 82. Descriptions of visitor attractions in the following sections include the early actions required for developing their sites and facilities in order to interpret specific themes in the Valley's story. Also described is the visitor experience including specific proposed site improvements and the potential long term effects of related programs. This section is organized to depict the key features of the Infrastructure for Interpretation and Education: visitor services, linkages, and interpretive sites.
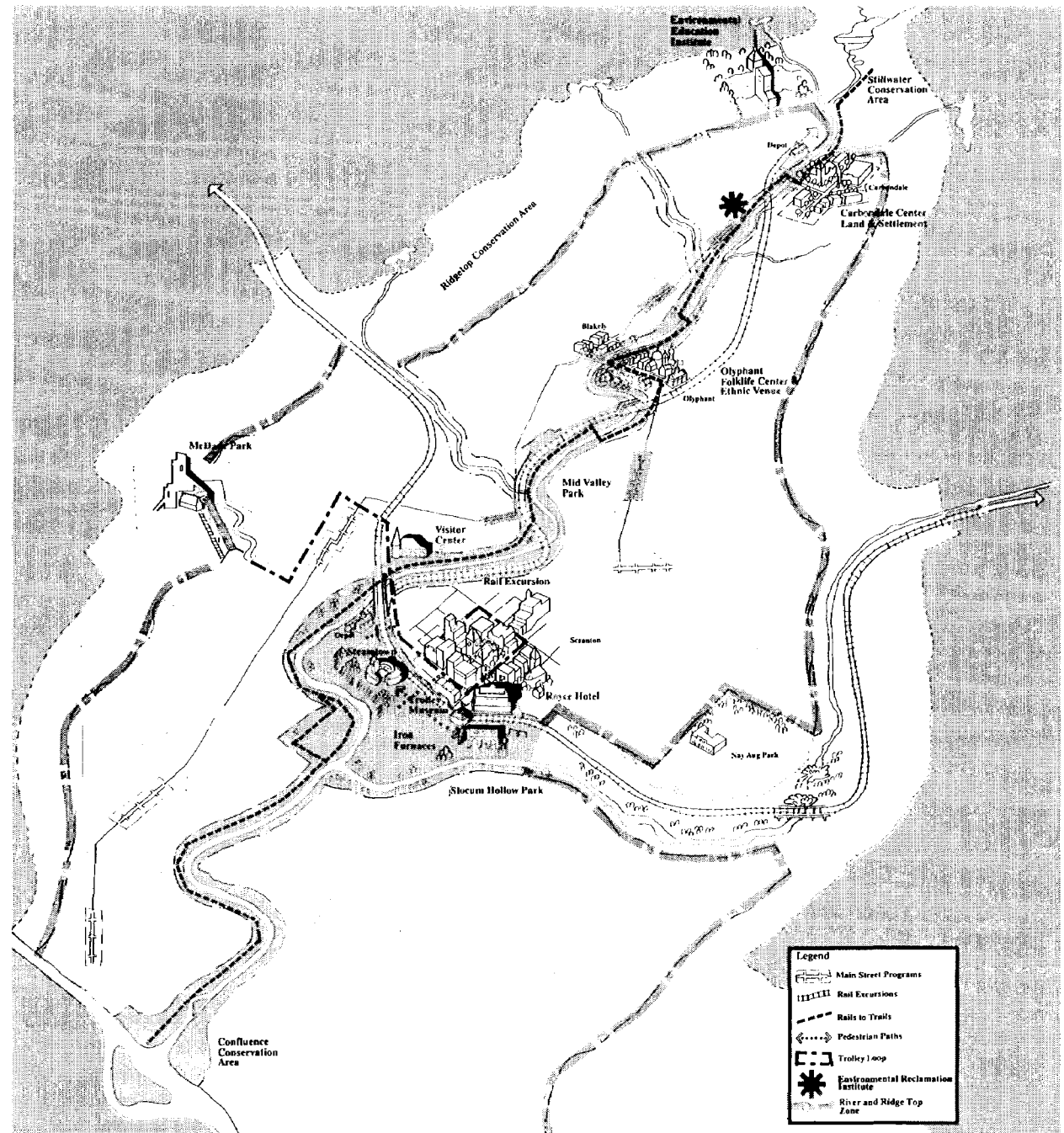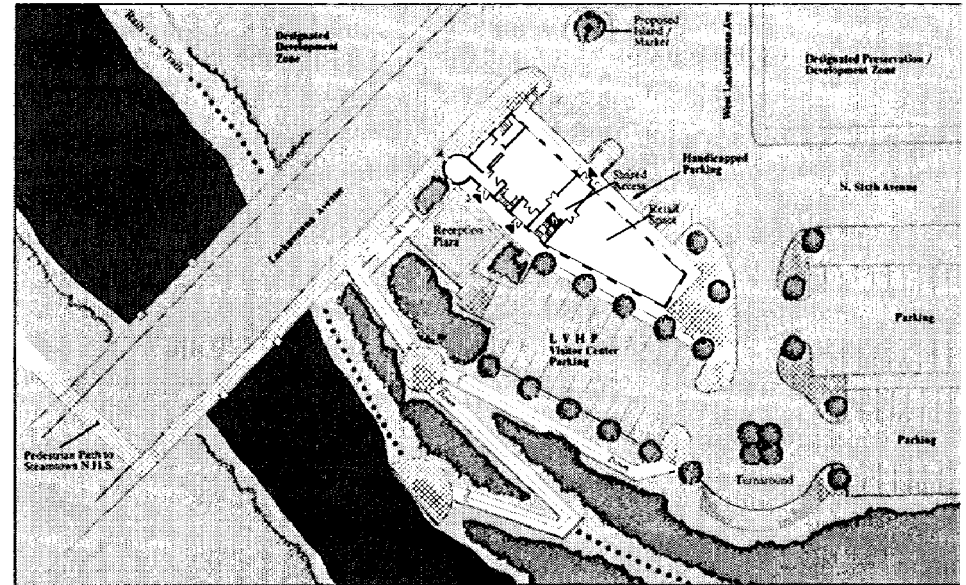
Figure 83: Visitor Center Plan

Visitor Services

Lackawanna Heritage Valley Visitor Center

Visitors will be directed by signage or promotional material to the **Heritage Park Visitor Center**, located in the former New Jersey Central Railroad freight station (see Figure 85), near the entrance to Steamtown and above the Lackawanna River. The Center will focus the Valley experience, providing an overview of the Lackawanna Valley story and an orientation to what there is to see and do. Figure 83 and 84 show the Plan and cross section of this important site. For native residents, for transient tourists driving through the region enroute to a separate destination, and for Steamtown visitors who elect to extend their

stay in the Valley, the Center will provide a point of reference helping them to fully appreciate the rich history, culture, and landscape of the area.

Listed on the National Register of Historic Places, the freight station was constructed in 1891 and served both the Central Railroad of New Jersey and the New York, Ontario & Western Railroad. It complemented their shared passenger station that was located across Lackawanna Avenue. The pair of structures with their turrets and tower elements presented a strong gateway to downtown Scranton from Hyde Park. Unfortunately the passenger depot was destroyed by fire in 1910 and was not rebuilt. The freight station has been used for many different purposes throughout the years.

The freight station is strategically located at a major entry point to downtown Scranton, overlooking the Lackawanna River, and near the entry to Steamtown. These factors argue for restoration of the building as a
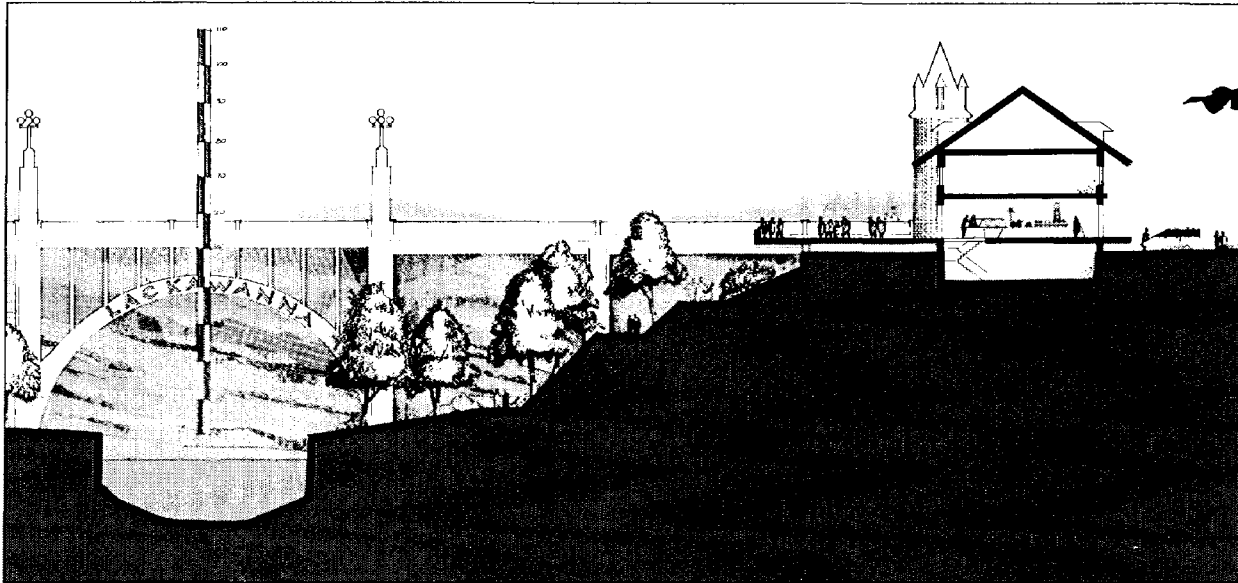
Figure 84: *Section at Visitor Center and River Gorge.*

Figure 85: *The New Jersey Central Freight Station; proposed Visitor Center location.*

Visitor Center, because it will provide the Park with a highly visible cornerstone in the community. The Center would occupy approximately one-third of the structure and the remainder would be jointly developed for private use.

Within the facility, interpretive exhibits will present the national significance of the Lackawanna Valley, outlining the historical themes, and the physical consequences visible across the valley. Explanations of why people settled the Valley, from the native Americans to the Scranton family, will be offered through audio visual exhibits and literature. A feature of the Center will include a **scale model of the Valley** in the 1890's, showing its topography, underground mines, and a model train layout indicating the enormous extent of its rail system.

Development of the Visitor Center site would offer the visitor a compelling orientation to the Lackawanna Valley's story. This larger orientation area would include **access to the Lackawanna River corridor** and recreational trail system, continue under the arches of the Lackawanna Avenue bridge and encompass the historic setting of the **PG&W gasworks**. Visitors could walk or hike the trail along the river and experience first hand the dramatic natural and historic settings.

Within the "gorge" of the river in downtown Scranton, off the entrance to Steamtown, in the shadow of Bridge 60, visitors will find a collection of small nineteenth century industrial buildings framed by stone retaining walls, and the former United Silk Mill which overlooks the setting. The site was one of the first crossings over the Lackawanna River, dating back to 1789 and where the remains of an early bow iron
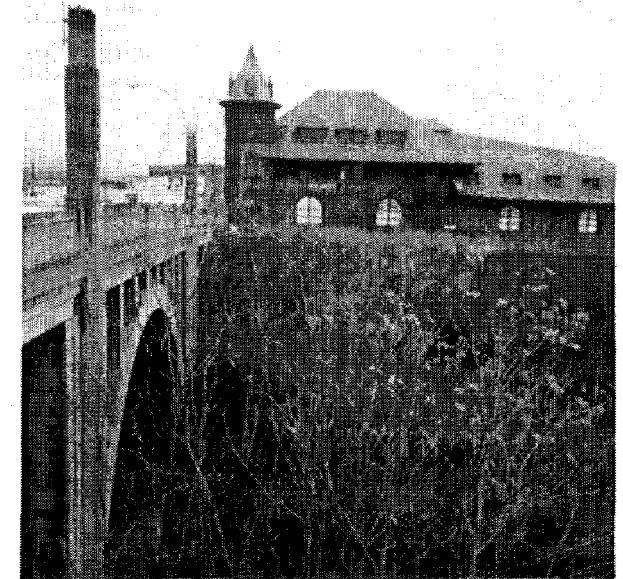
bridge still spans the rushing waters. The main depot for the new County Line Valley Excursion Train would be located near the gasworks. Parking for the Center will be developed on site, but supplemented by the parking lot at Steamtown. An alternative scenario parking would be to designate a central parking lot at Steamtown and provide jitney service to both the Heritage Park Visitor Center and the County Line Valley Excursion depot located at by the PG&W gasworks.

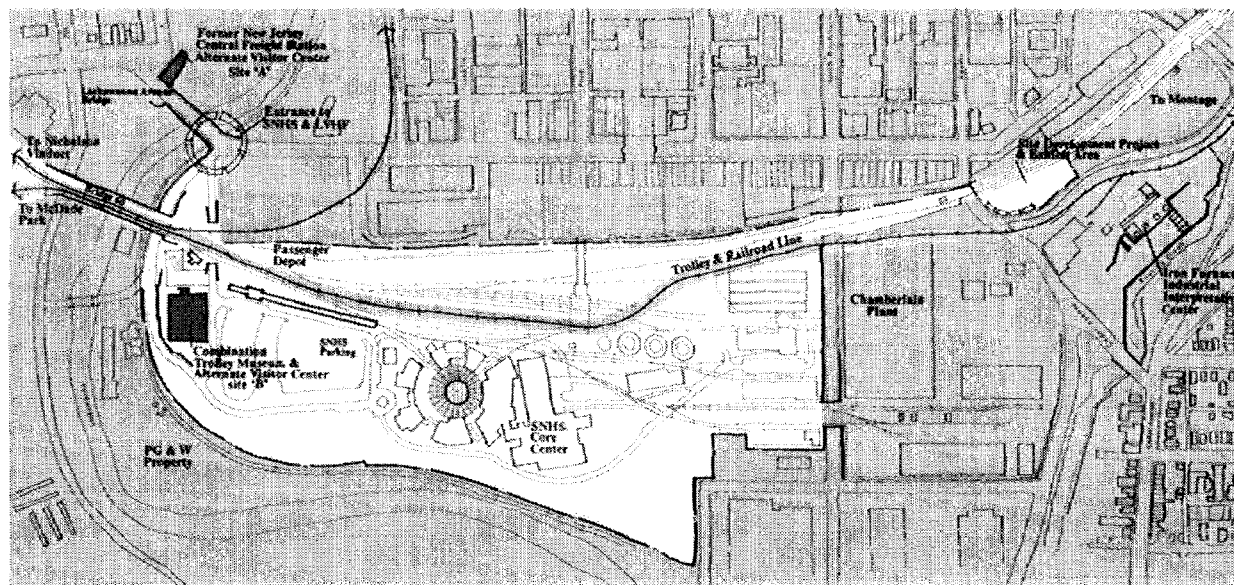Figure 86: The United Silk Mill; alternate Visitor Center site.

Figure 87: Key Plan locating both alternate Visitor Center sites in relationship to Steamtown and downtown.

Should public/private reuse of the freight station prove not feasible, an alternate visitor center site has been identified, at the United Silk Mill, shown in Figure 86, within the boundary of Steamtown National Historic Site. This location would be proximate to Steamtown and its visitors, but would not promote a strong and independent identity for the Lackawanna Heritage Valley project.

If the alternative site is pursued, it would be possible to link, via trolley, between the Heritage Park Visitor Center and the proposed Trolley Museum and Iron Furnaces with a trolley connection, adding a level of interest to this site. Figure 87 shows both sites and their relationships to downtown and Steamtown.

Linkages

Movement will be a key feature of the Heritage Valley experience, connecting sites and contributing to interpretation. From the Visitor Center or from Steamtown several modes of transportation will be possible.

Train excursions already depart from Steamtown for sightseeing visits west to the Nicholson Viaduct. Future visitors may embark from the Visitor Center on excursions up Valley to interpretive attractions in Olyphant and Carbondale. Utilizing the **Lackawanna County rail line**, upgraded to allow more convenient service, the excursion will include on-board interpretation and be timed to allow stops at key sites along the route. More difficult to develop, but still a potential, is a **rail loop to McDade Park**, where a bus shuttle would be required to complete the trip to the Coal Mine Tour and the Anthracite Heritage Muse-

um. Finally, there is the potential to resurrect the historic **Laurel Line**, one of the nation's first interurban trolley lines which could provide service between Steamtown to Montage Park. As a first phase of this service, the Plan recommends improvement of the segment between Steamtown and the Scranton Iron Furnaces. A trolley museum has been proposed for a nearby site. The development of an extensive tourist rail network on these and other routes would be an important attraction in its own right helping to organize the visitor's stay while encouraging more time to be spent in the Valley.

Beyond rail, the visitor will also find a variety of more conventional tranportation modes. Within Scranton, a continuously running **bus shuttle** will link the Heritage Park Visitor Center, Steamtown, and the Iron Furnace site, looping through the downtown area while interpreting significant sites in Scranton. This trolley-

bus will also loop to connect downtown and Steamtown to McDade Park. Throughout the Valley, **Self-guided motor tours** will guide visitors through historic town centers, ethnic neighborhoods, and to points with exceptional scenic views. Specially scripted tours will allow visitors to pursue topics and themes in depth. For example, visitors could explore ethnic groups and neighborhoods with their diversity of churches, social clubs, shops and homes. The tour might include workers' housing in areas like Pittston Avenue in South Scranton as well as more upscale neighborhoods like Green Ridge, where managers and owners built their homes.

For walkers, **pedestrian/bicycle routes** would be marked, connecting attractions in major urban visitor centers in Scranton, Carbondale, and Olyphant. In Scranton, pedestrian connections between Steamtown, the Iron Furnace and the Lackawanna Station would provide an attractive link between major visitor sites and would encourage visitors to explore beyond Steamtown and discover Scranton's multiple resources. In Olyphant and Carbondale, walking tours would be delineated in conjunction with other interpretation. To accentuate the pivotal connecting role of the river, abandoned railroad right of ways along the Lackawanna River would be converted into pedestrian and bicycle paths which would extend the length of the Valley, linking existing parks and encouraging development of new ones.

The Industry

The consequences of one of the nation's greatest industrial infrastructures are visible across the Valley landscape. However, telling the story of Industry, its development and contributions to the communities, is best accomplished at sites in and around Scranton where the focus is on interpreting the Industrial themes of: **Coal, Transportation, Iron and Silk.**
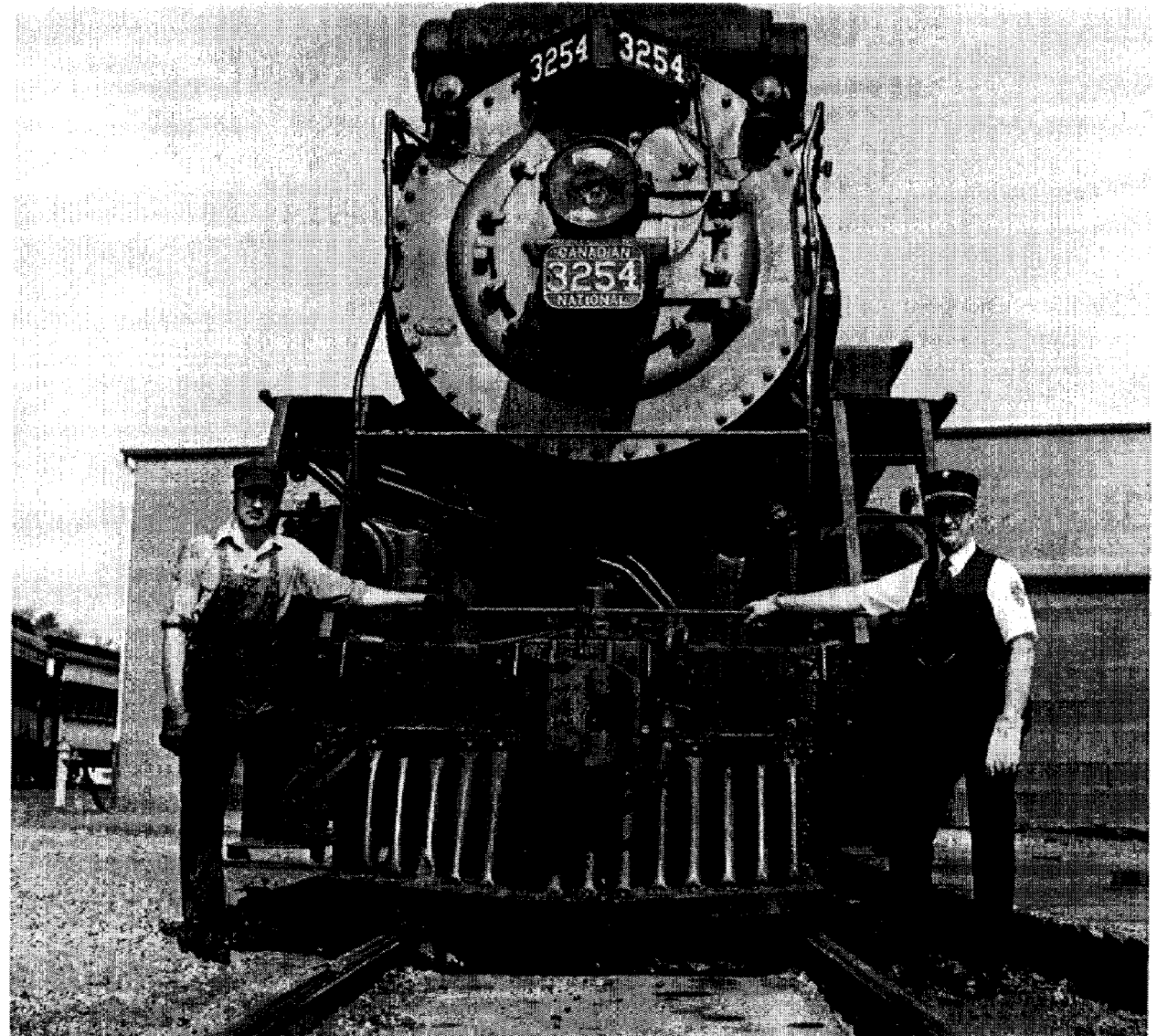

Figure 88: The scale and power of the great steam locomotives recalls the earlier heights of the Valley.
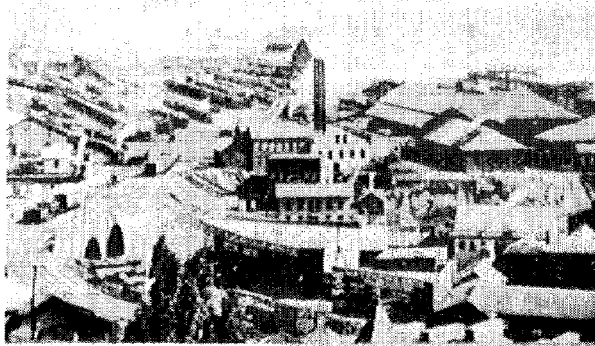
Figure 89

Figure 91: *Steamtown Plan*

Figure 89: *Historic View of Scranton and the Delaware, Lackawanna and Western Yards, current site of Steamtown National Historic Site.*

Figure 90: *Steamtown's collection of rolling stock and locomotives is forecast to attract hundreds of thousands of visitors.*
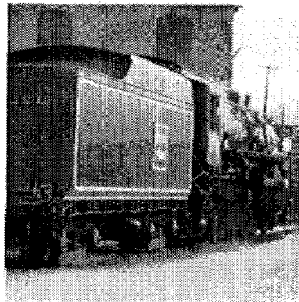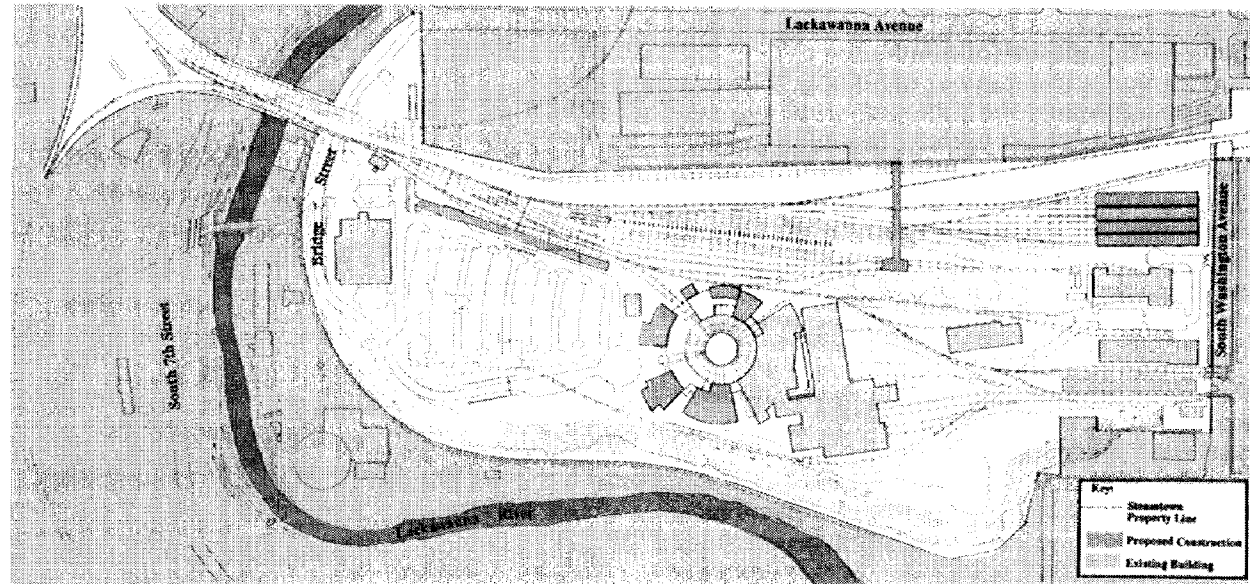

Figure 90

Steamtown National Historic Site

The former Delaware, Lackawanna and Western Railroad Yards, located on the edge of downtown Scranton and developed as the **Steamtown National Historic Site**, once was the hub of transportation for the region. Steamtown will continue to be the primary visitor attraction to interpret the story of rail, and the role of **transportation** in the development of the Lackawanna Valley. Developed according to the NPS plan (Figures 91 and 92), the Steamtown site will focus on rail transportation, highlighting the significant collection of rolling stock and the artifacts within the former yard, including the remains of the roundhouse.

Visitors who enter the Heritage Park at Steamtown will be presented with an array of information and experiences. The evolution of the anthracite/transportation partnership, from the anthracite canals, through gravi-

ty railroads, to the maturation of a national rail system would be interpreted. Visitors will learn of the gravity railroad and system developed to ship anthracite from Carbondale in the north to New York City and to the South, via the North Branch Canal along the Susquehanna River to Baltimore and western New York State. Steam engines enabled the transportation links to be extended and intensified. Scranton became a major hub with tracks converging in the city connecting the mines, collieries and ironworks. In 1900, some four major railroad companies were converging in Scranton.

As an interpretive historic resource, Steamtown and its railyard context display the collection of forty locomotives and over 100 pieces of rolling stock, presenting a comprehensive history of steam-era railroading to the visitor. A theatre will offer a variety of audio-visual presentations ranging from slide shows to larger film
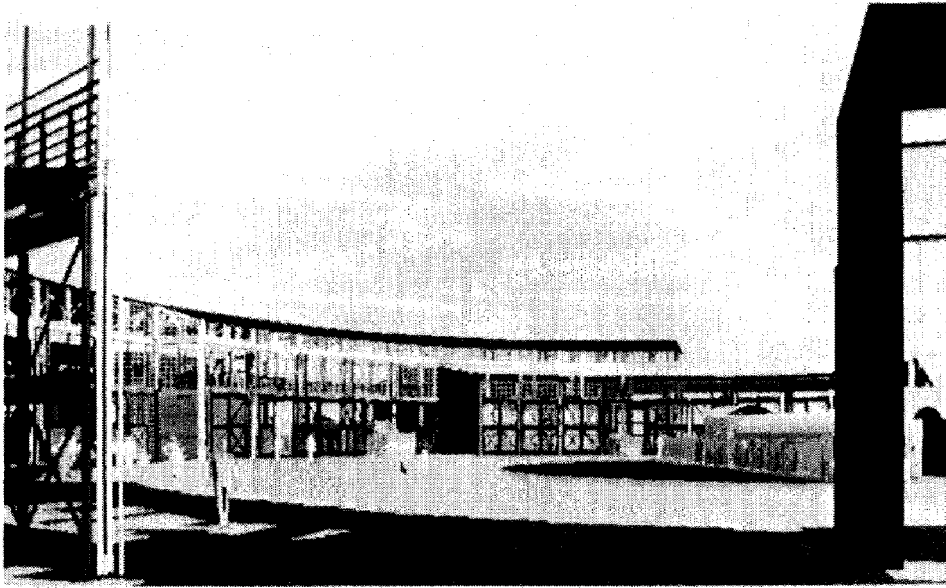
Figure 92: *Perspective of the design for new exhibit space at Steamtown, recalling the site of the former Roundhouse.*

formats, integral to the visitor's reception-orientation experience. The rehabilitated historic Roundhouse will contain exhibit spaces large enough to allow rolling stock to be moved inside utilizing the turntable. Displays in these areas will focus on railroad technology and engineering as well as the architecture and historic features of Steamtown.

An overview of the Heritage Park transportation network would be provided along with descriptions of what there is to see and do in the valley. Steamtown would once again become a rail hub by serving as the departure point for an expanded excursion train service. A visitor would embark on excursions from Steamtown aboard historic steam trains travelling through the Valley to a variety of locations. On-board interpretation would focus on sections of the Valley landscape through which the visitor is traveling. Optional excursions would include a trip to McDade Park

and the Anthracite Heritage Museum, a ride up the Valley along the river corridor with stops in Providence, Olyphant, and Carbondale to link the stories on the People and the Land to that of Industry.

Scranton Iron Furnaces

A **steam rail link** and Pedestrian Path will link visitors to Steamtown, between the "China Wall" and the Chamberlain Ammunitions plant, formerly the Lackawanna Railroad Locomotive Works, to the nearby **Scranton Iron Furnaces** Historic Site, located on the north bank of Roaring Brook. This site will be the primary site where the story of Industry will be interpreted. Approaching the furnaces, the surviving imposing stone structure is a dramatic image of the scale of facilities required to produce steel during the early period of industrialization. The city of Scranton was built on the iron that flowed from her famous blast fur-

naces. The evolution of industry in the Lackawanna Valley began with the construction of the iron works. Founded by the Scranton brothers in 1840, the Scranton Iron Works grew as the Lackawanna Iron and Steel Company and eventually became the second largest ironworks in the United States in the nineteenth century.

Development of the Scranton Iron Furnaces site includes a sensitively designed facility that accommodates exhibit space for new interpretive programs that focus on the evolution of iron and related industries (Figure 22). Sited at the base of the furnaces on the east end, adjacent to Roaring Brook, this facility would be integrated with the massive stone furnace structure. Visitors would enter the facility on the lower level of the site and proceed into exhibit spaces where multimedia presentations interpret the story of steel making in the Valley. Use of anthracite coal as a primary fuel,
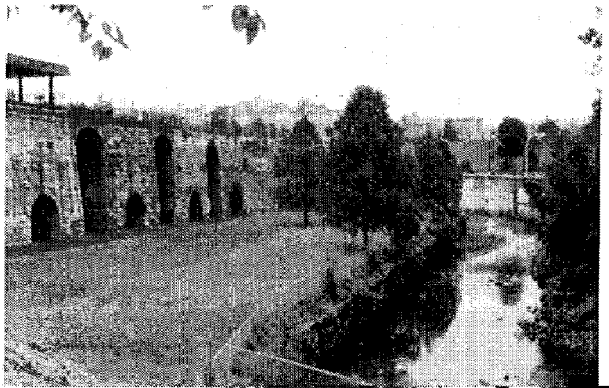
Figure 93

Figure: 96

Figure 93: *View of Iron Furnaces and Roaring Brook which continues up towards Nay Aug Park.*

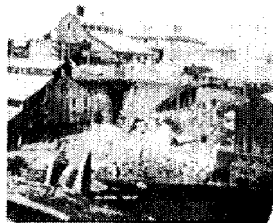**Figure 94:** *View of Iron Furnaces in full production near turn of the century.*

Figure 95: *Demonstration iron pours are held at the Iron Furnaces and attract substantial crowds.*

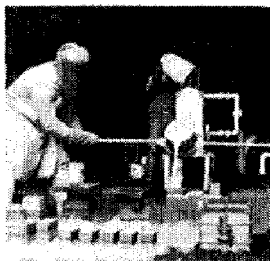**Figure 96:***View of the proposed entry to the Iron Furnaces, with expanded exhibit area and visitor access to the inside of the blast furnaces.*
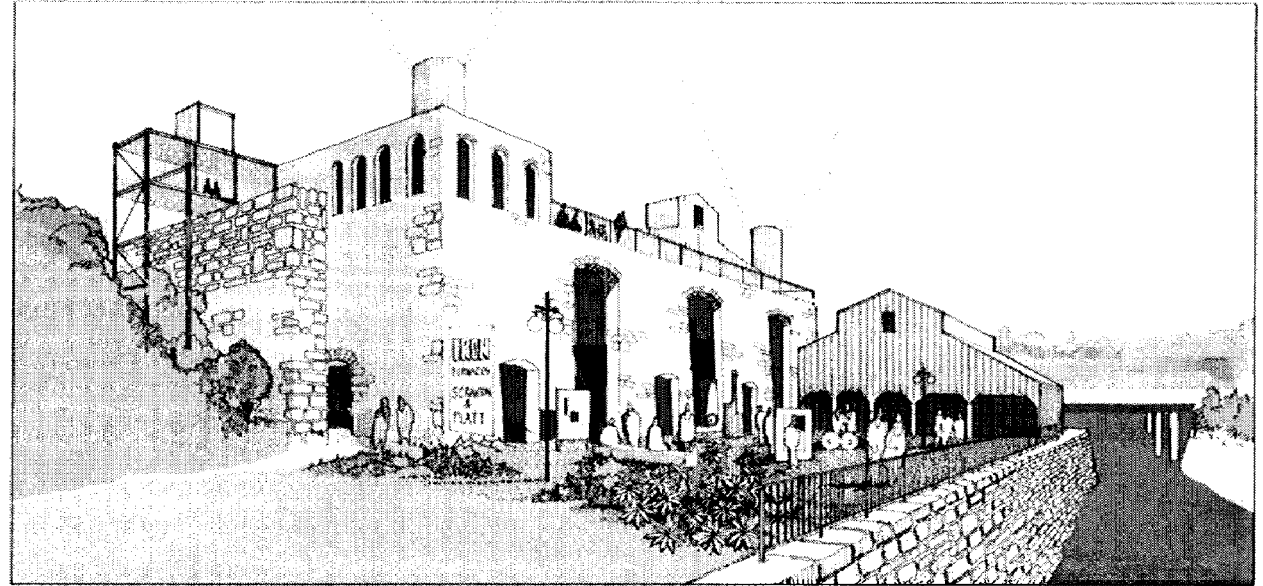
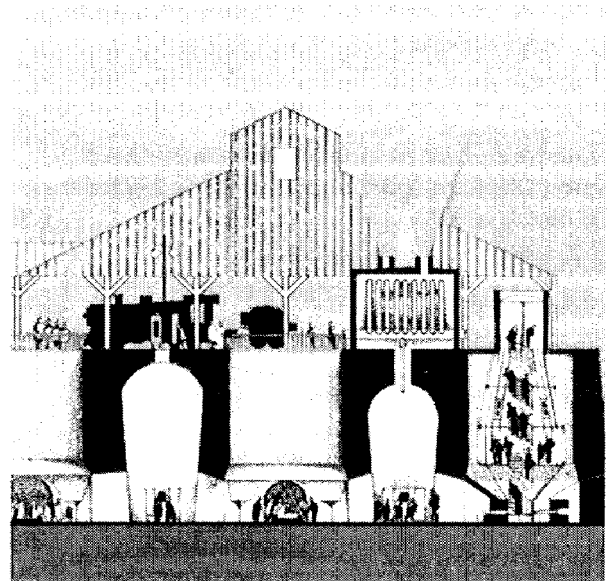

Figure 94

Figure 95

Figure 97: *Cross section through Iron Furnace strcutre showing potential for new exhibit and interpretive spaces.*

and the Scranton's revolutionary development of the process to burn it efficiently would be highlighted. Additional exhibits developed within the furnaces (Figure 96) will illustrate the blast furnace process and depict workers involved with it. Displays will be supplemented by periodic iron pour demonstrations. At the west end of the furnaces a new vertical circulation system will carry visitors up 39 feet to the top of the complex, where displays could interpret early industries of the Valley including fabrication facilities, railroad structures, fabrication shops, foundries, quarries, heavy equipment repair facilities, lumber mills, and textile mills. At this level of the site, visitors will have easy access to the nearby Trolley Museum and Royce Hotel. A new sound and light show could be a major nighttime attraction which would light the night sky of Scranton as did the blast furnaces of the 19th century..

Figure 98: Contemporary view of Washington Avenue and Court House Square in downtown Scranton.

Figure 99: View of original Lackawanna Station, now recycled to contemporary use as the Royce Hotel.

Downtown Scranton

In downtown Scranton the story of Industry would be further interpreted through individuals, institutions, significant buildings as well as settings where related businesses and industries made significant contributions to the quality of life of Valley residents. Figure 100 illustrates the locations of these sites in and around downtown, indicating designated historic districts, walking tours, and trolley routes.

North of the furnaces, just across the "China Wall" and multiple sets of tracks, displays in the **Royce Hotel** at **Lackawanna Station** will interpret the entrepreneurial era of Scranton. Coupled with the exhibits, the period interior will bring to life the vitality and spirit of the era which brought industry and people to Scranton and the Valley. Individual entrepreneurs not only established basic industries but also created markets

which supported secondary industries as well that made the Valley a great manufacturing center. These included the production of engines and rail cars, machinery, silk, and lace. Mergers and acquisitions of this period created massive conglomerates that were to dominate railroads and mining for nearly a century.

The growth of Scranton can be interpreted as a product of its concentration of diverse industries and the opportunities which they created. For example, some began as miners and went on to establish themselves in Scranton's history as entrepreneurs. John Jermyn, an immigrant from Scotland who worked as a laborer, became a mine owner, changed the name of Gibsonberg to Jermyn, became a business leader and built the Hotel Jermyn in Scranton which still survives.

A **Trolley Museum** is proposed to be developed at the site of the former Laurel Line passenger station located between the Iron Furnaces and the Royce Hotel. The site is significant for its role in the first inter-urban electric trolley service. This museum would contain an extensive collection of electric trolley memorabilia and serve as a terminus for an initial rail link between Steamtown and the iron Furnaces. This rail service would be extended to Montage, requiring reconditioning of four miles of the former Laurel Line tracks and its 1.5 mile tunnel.

To expand opportunities for visitors to explore beyond the major Park sites and appreciate Scranton's diverse resources, a continuously running trolley/bus loop will take visitors around downtown Scranton, with stops at the Visitor Center, Steamtown, Iron Furnaces, Lackawanna Station. In addition, a map of historically and architecturally significant buildings and settings will
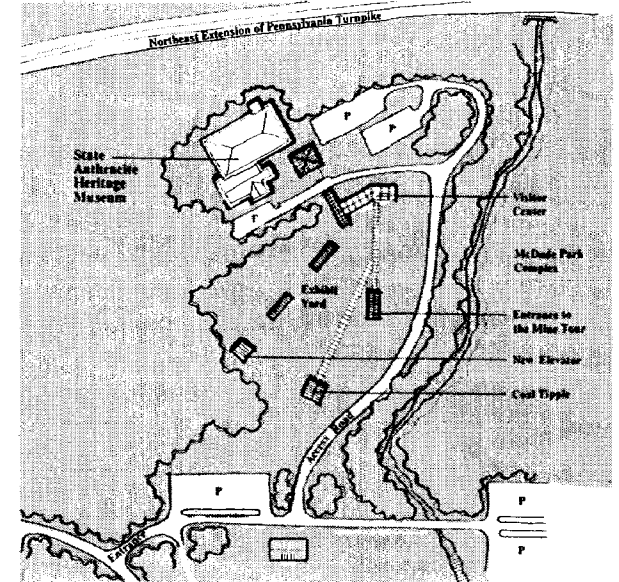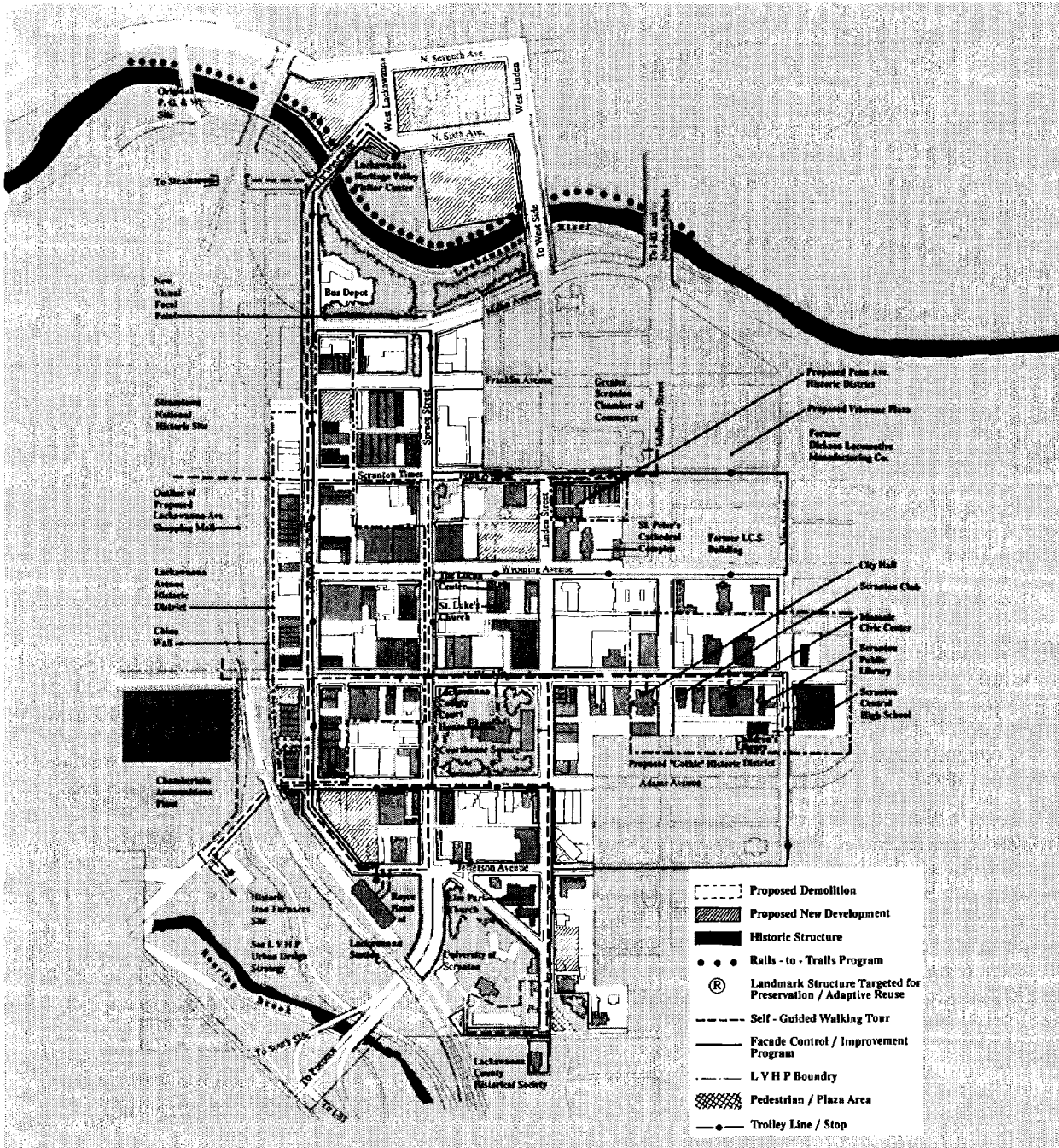
Figure 100: Downtown Scranton plan.

Figure101: (above) McDade Park Concept Plan

guide visitors on a **Walking Tour** through downtown Scranton. The tour will highlight other interpretive sites as well as significant events which took place. For instance, in front of the Lackawanna County Courthouse it might tell of the great mine strikes and the prominent role of John Mitchell in establishing the United Mine Workers Union. Other points of interest on the tour will include the University of Scranton, the Scranton family mansion, the Gothic District, notably the Masonic Temple, and the Lackawanna Avenue Historic District encouraging visitors to shop in downtown.

Legend:

- Proposed Demolition
- Proposed New Development
- Historic Structure
- ● ● ● Rails - to - Trails Program
- ® Landmark Structure Targeted for Preservation / Adaptive Reuse
- Self - Guided Walking Tour
- Facade Control / Improvement Program
- L V H P Boundry
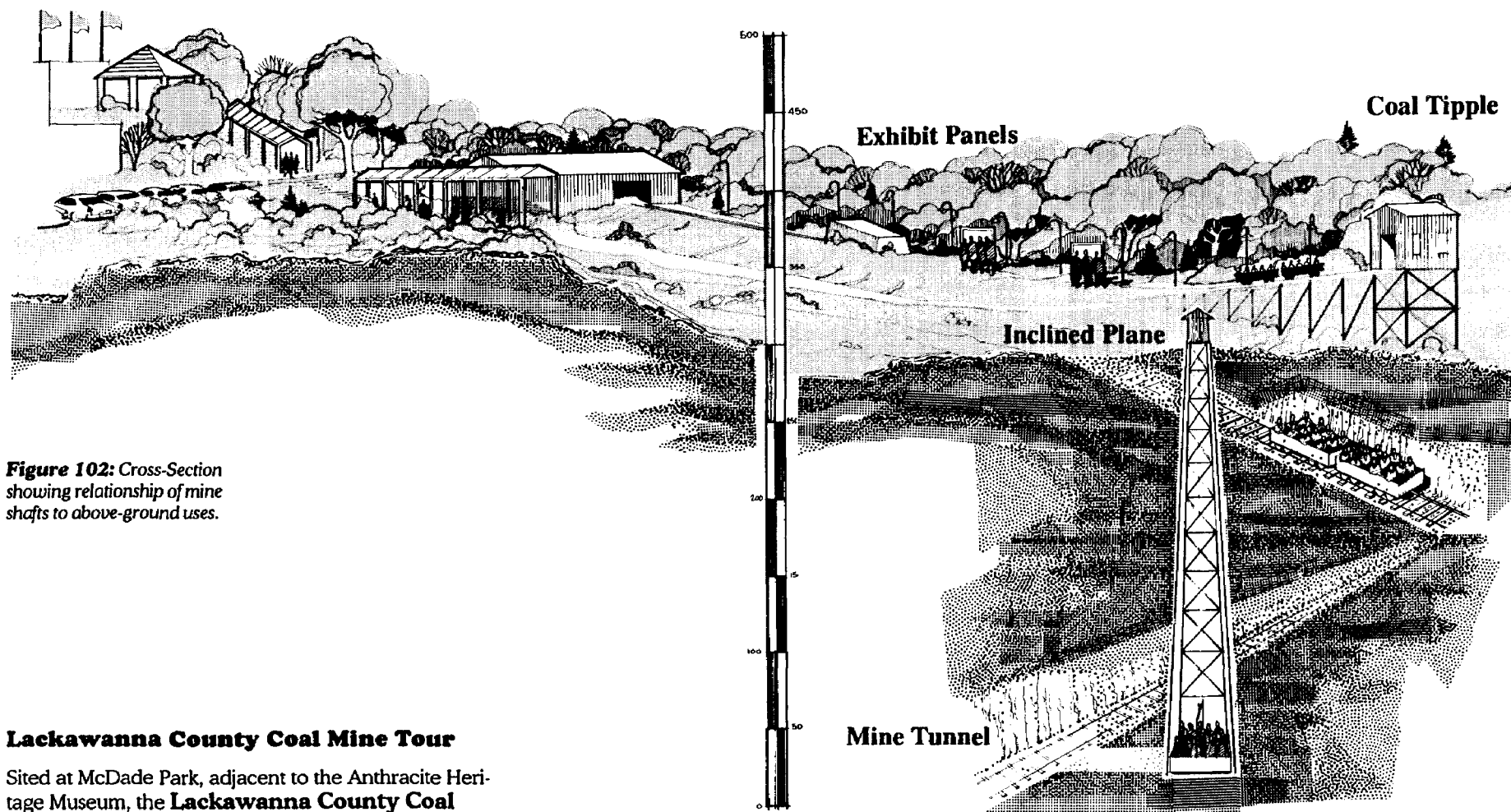- Pedestrian / Plaza Area
- Trolley Line / Stop

Figure 102: Cross-Section showing relationship of mine shafts to above-ground uses.

Lackawanna County Coal Mine Tour

Sited at McDade Park, adjacent to the Anthracite Heritage Museum, the **Lackawanna County Coal Mine Tour** will provide the visitor with an underground experience in a real coal mine, the Continental #190 Slope was opened in 1862 and operated until 1966. It was opened to the public in 1985 following a government project undertaken in 1977 to restore the mine as a tourist attraction. The Mine and the adjoining Anthracite Heritage Museum, will be the focus of the coal industry story. The Tour offers a first hand look at daily work conditions and hazards which faced the fathers and grandfathers of many area residents 300 feet beneath the earth's surface.

Expansion of visitor capacity at the Coal Mine Tour will be accomplished by constructing a second entry, by elevator, to supplement the existing rail car access shaft. A collection of full-size mining equipment is recommended to be assembled on the grounds of McDade Park between the supplementary entry point and the Anthracite Heritage Museum. As visitors walk among these exhibits they will experience the power and scale of anthracite mining operations. Figures 101 and 102

portray the proposed organization and layout of the site improvements to expand the interpretive power and visitor appeal of the site. Visitor access to the County Coal Mine Tour would be greatly improved following the development of a regular transportation link between McDade Park and Steamtown; initially part of the bus/trolley loop through downtown, later to be explored as a rail link.
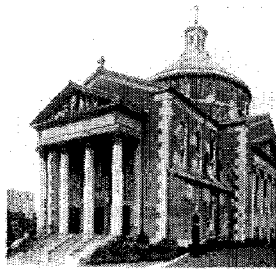
Figure 104

Figure 108: *String quartet*

Figure 103

Figure 105

Figure 107: *Violinist at ethnic festival*

Figure 106

Figure 103: *Valley Covenant / Welsh Baptist Church*

Figure 104: *Saint Patrick's Church*

Figure 105: *Calvin United Presbyterian Church*
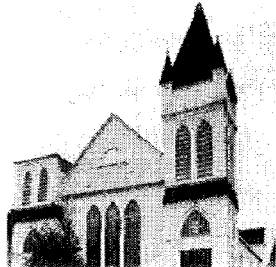
Figure 106: *Saint Cyril's Ukranian Church*

The People

The story of the People of the Valley is equally visible on the Valley landscape as that of the industrial legacy. Rich with a diversity of ethnic heritage and compelling stories of workers' struggles, the story can be read in the patterns and townscapes of the urban settlements, the neighborhoods and town centers.
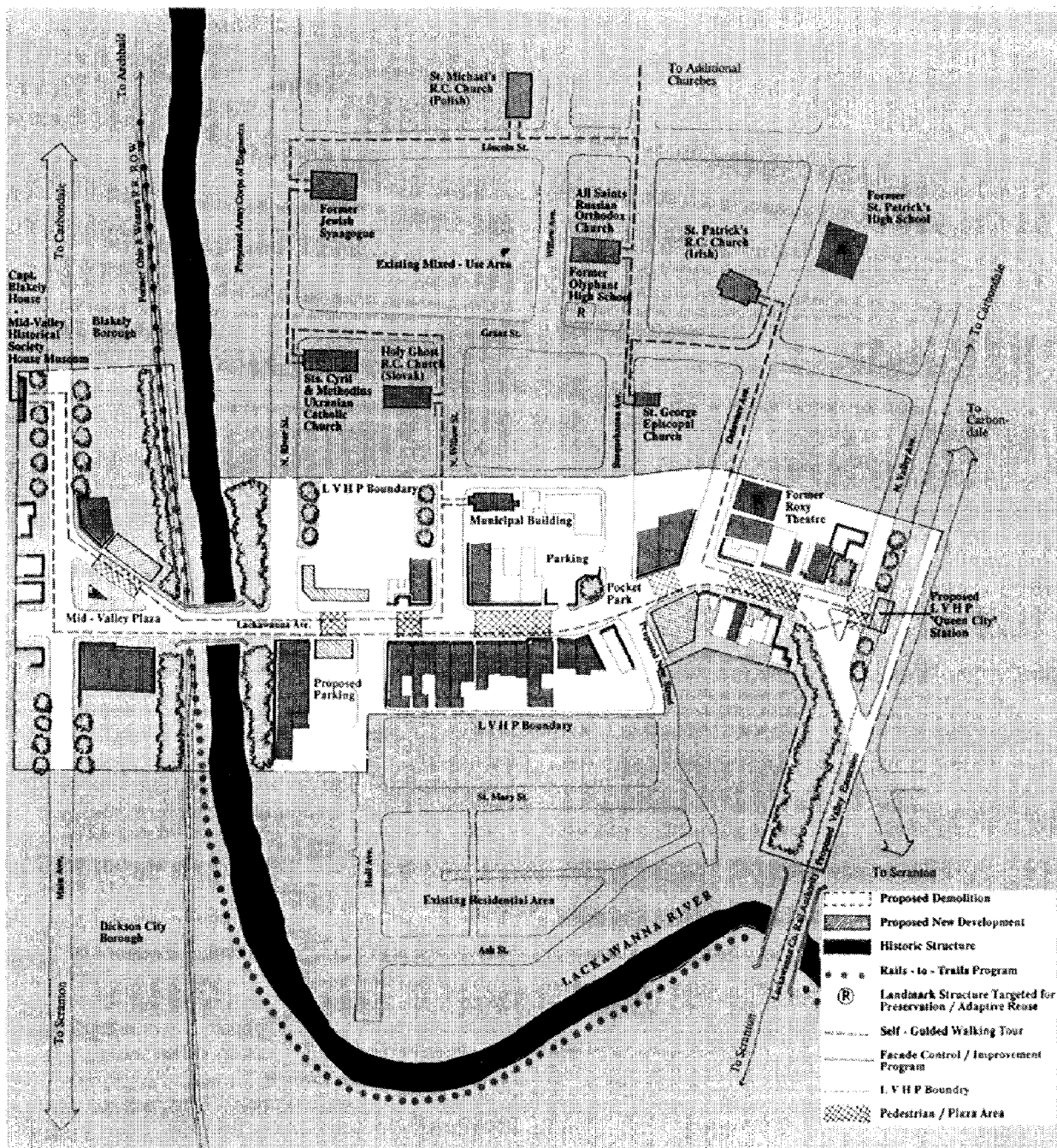
Pennsylvania Anthracite Heritage Museum

Initiated in the 1970's, the Anthracite Museum Complex includes four properties in a 70 mile area in the heart of the hard coal mining region. As one component of this complex, the Anthracite Heritage Museum explores the social and cultural history of the people who settled in the region and the industries in which they worked.

Social and cultural histories of the people who settled and immigrated into the region, bringing with them strong traditions and work ethics, are explored in the Museum. Miners' struggles and triumphs are brought to life. Stories such as the advancement of many Welsh immigrants into management positions at the coal mines when a wave of German immigrants arrived are depicted. The former valley landscape of patchtowns with breakers rising out of them is dramatically different than what exists today, since not one breaker remains intact in the Valley. Images dating back to this not so distant period are exhibited in the museum.

By virtue of its location at McDade Park, the Anthracite Heritage Museum provides a unique opportunity for visitors to appreciate thematic linkages between its hillside location (the land), and mine tour (the industry), and its interpretive focus (the people). However, re-

Figure 109: Olyphant Plan showing churches, historic structures, and relationships to the Lackawanna River and train excursion route.

moved from any urban context, the Anthracite Heritage Museum is limited in its interpretive capabilities to bring to life the real settings where ethnic life occurred, or as a venue for programming events such as ethnic festivals and cultural events within such neighborhood or downtown settings.

Olyphant Ethnic Folklife Center

A classic river town built on the banks of the Lackawanna River, Olyphant retains its strong ethnic character and humanly scaled main street. It offers a unique opportunity to develop an **Ethnic Folklife Center**, housing exhibits interpreting the cultural landscape of the valley, providing needed local performance and educational space, and headquarters for programs supportive of ethnic heritage. A key function of the center's program would be to distribute grants for preservation and enhancement of ethnic and folklife
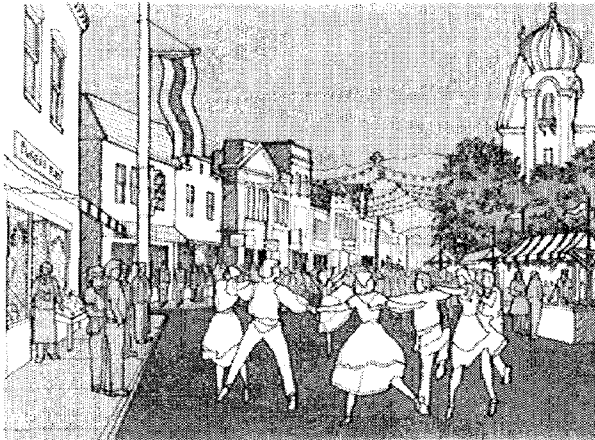
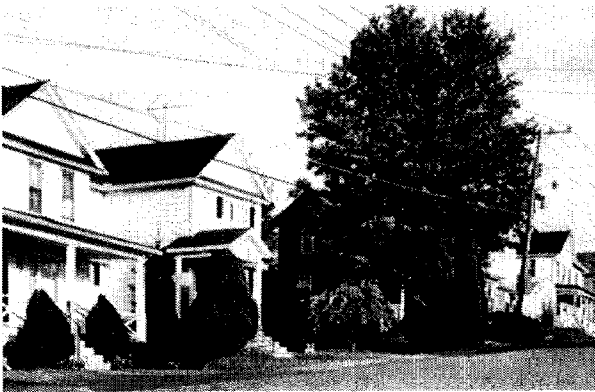**Figure 110:** *Olyphant would be an ideal venue for Ethnic Festivals*

Figure 112: *Lackawanna Avenue, at the center of Olyphant.*
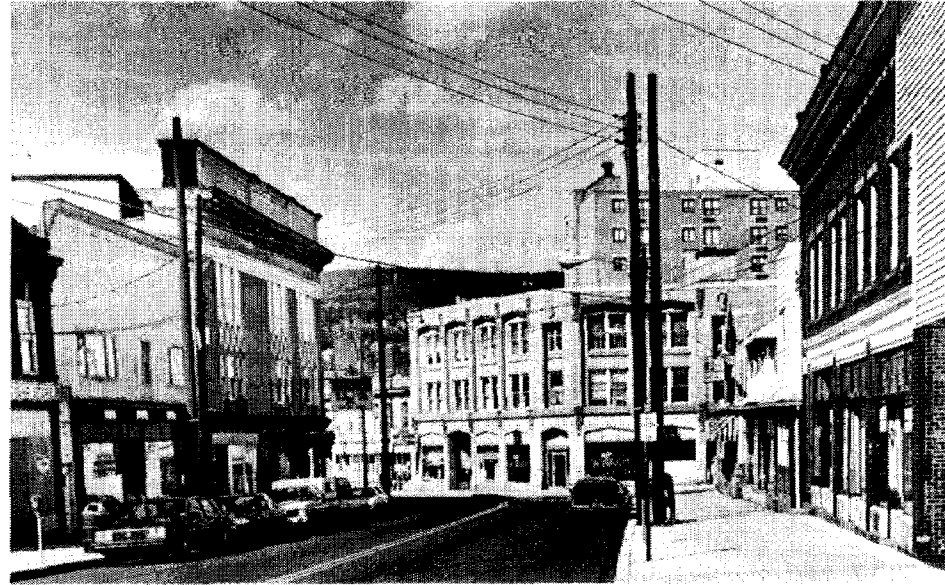

Figure 111: *East Lackawanna Avenue, Olyphant.*

traditions, and to sponsor, program and market cultural events and festivals throughout the valley, integrating new and existing activities into a framework of year long attractions. The Anthracite Heritage Museum would staff the center and run educational and interpretive programs. These programs will enable residents to maintain and perpetuate folklife and traditional customs that are significant to the residents of the Valley.

Visitors will arrive in Olyphant either by car or disembark at the new depot from the excursion trains out of Steamtown. They will find an historic and ethnically rich setting punctuated by magnificent church domes and spires. This setting would be preserved and enhanced through stewardship programs such as the Main Street Program, Historic Districts, and the Riverfront Protection Zone. At the Ethnic Folklife Center exhibits will offer visitors an interpretation of the cultural

landscape of the valley and there will also be a wide range of folk arts, crafts and foods. **Walking Tours** starting from the Ethnic Center would wind through the well preserved ethnic neighborhoods stopping at many of the splendid churches to further illustrate the diverse heritage of the residents, as shown in Figure 109. **Discovery tours** of the valley's ethnic neighborhoods and centers of ethnic life would depart from Olyphant on a regular basis.

A major civic space created near the center of the community, along Lackawanna Avenue perhaps closely related to the river, would be a **venue for cultural and ethnic celebrations** and activities of Valley-wide interest. Programming such events would be handled by staff at the Ethnic Folklife Center. During festivals, the streets would come to life as residents from the valley and region celebrate their heritage, shoulder to shoulder with tourists from distant places .
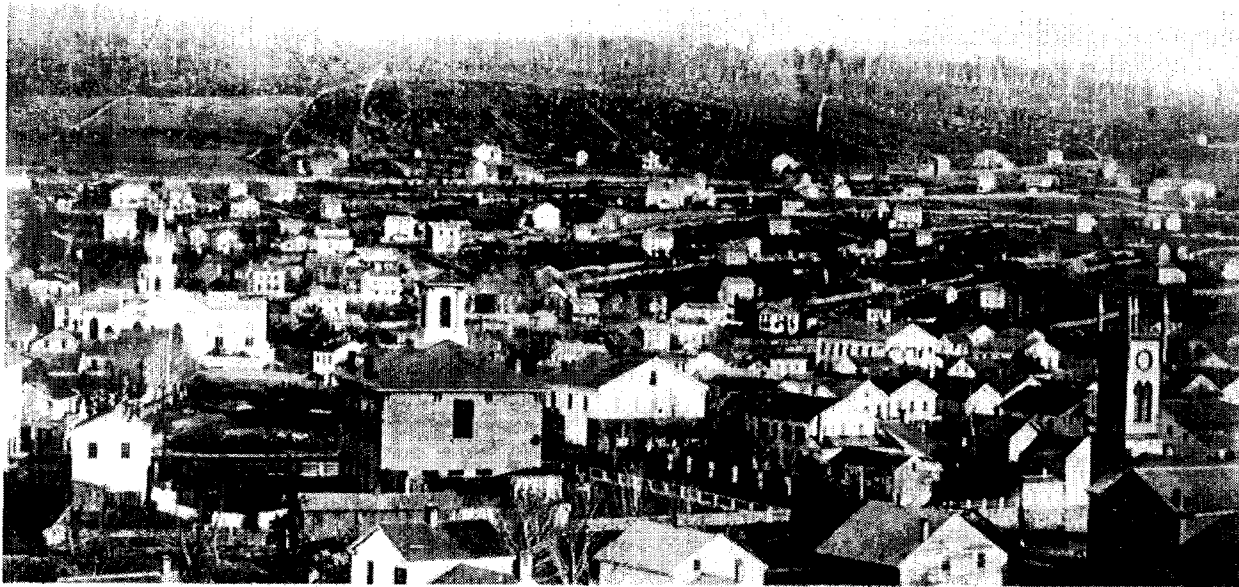
Figure 113: Carbondale as seen from the top of the D & H Canal Company's gravity railrod at the top of Plane G, circa 1859.

Figure 114: Vocational Technical School proposed as the location for the Environmental Research Institute (ERI).

Enhancement of the river setting through Olyphant will contribute to a greater appreciation of its historic character.

The Land

Interpretation of the junction between the Natural Landscape and Man-made Environments are most clearly illustrated and experienced in the northern section of the Valley.

Environmental Education Center

At a former breaker site in Simpson, the Environmental Education Center of the Environmental Reclamation Institute would be developed where on-site interpretation of the story of the Natural Environment, from devastation to reclamation, would be possible. Environ-

mental Education activities would tell the story of the land, its creation, its geology, its resources for industry in the past, and its need for conservation and protection in the future.

Currently an unfinished steel frame, the Simpson breaker rises at the face of a hillside cut where geologic strata in the valley are exposed. Space for the Educational Center would be constructed within this framework, including vertical access to the top and the bottom of the hill. Trails and outdoor learning experiences would take advantage of the nearby vast landscape of waste culm, where the products of the earth, complete with abundant fossils, can be seen and the scope of man's impact on the landscape can be felt. A trail could also be developed from Carbondale Center to the Environmental Education Center, linking interpretive activities in both locations.
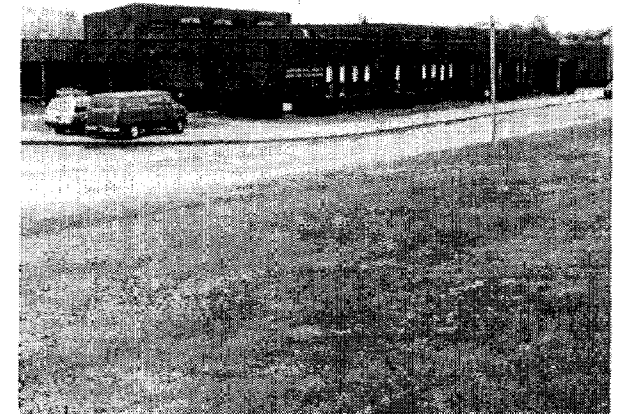
Carbondale Center

As one of the major early settlements in the Valley and the terminus of the old D&H gravity railroad, Carbondale offers a great opportunity to interpret the Manmade environment where relationships between the river, the hills, and the town are still clearly felt. The principal attraction of Carbondale Center would be its location at the terminus of an **excursion tour** beginning at Steamtown and traveling the length of the valley. Visitors can clearly perceive the relationship between the hillsides, river and urban settlement patterns in Carbondale while realizing the magnitude of the early gravity railroads.

Original grades of the **D&H gravity railroad** still exist in a residential context along Rackett Brook as it descends to the Lackawanna River. Railroad structures including gravity railroad abutments and a for-

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Figure 115: Carbondale Plan, showing relationship of central square, River, train depot and historic structures.
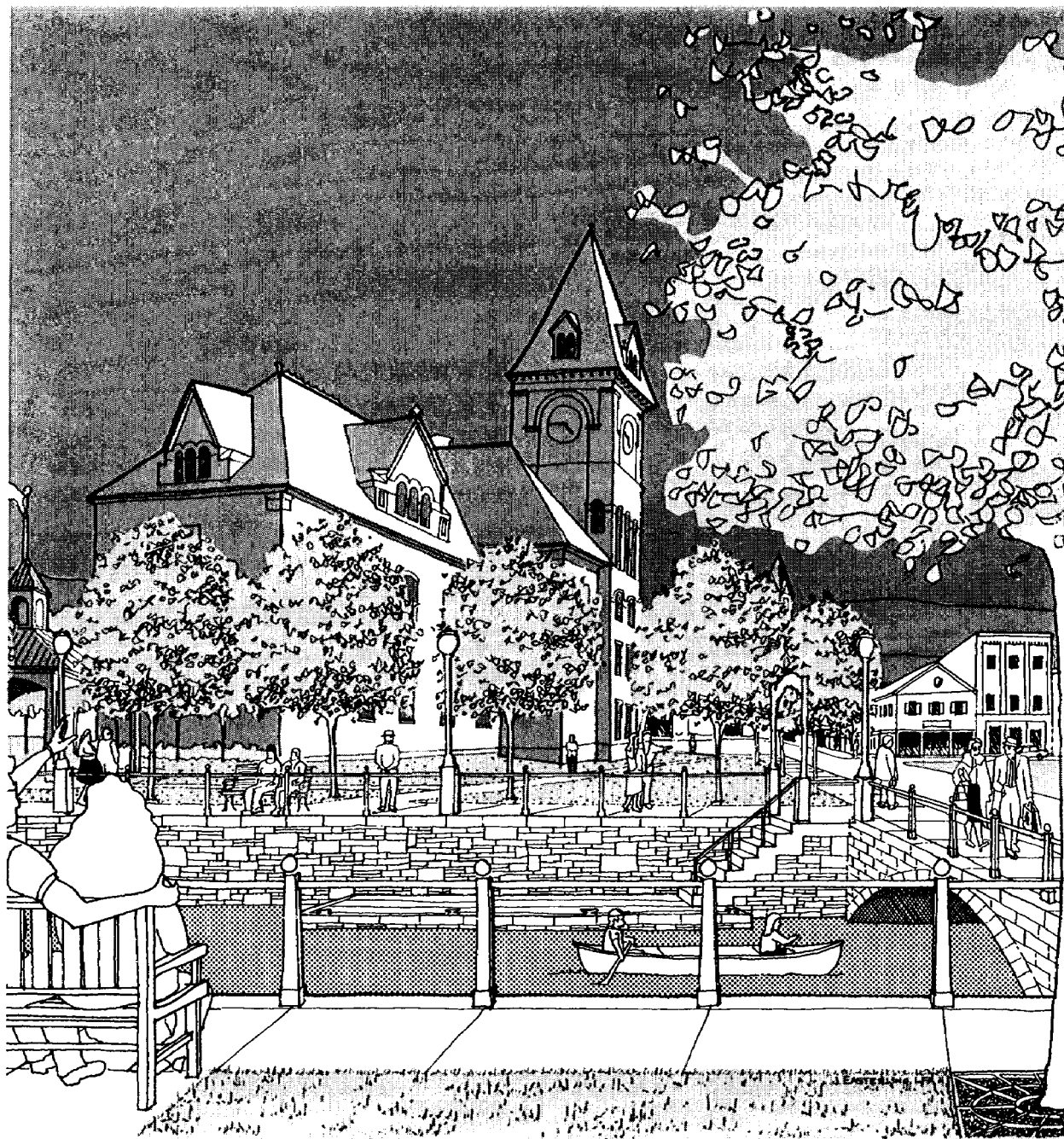
mer O&W roundhouse across the river, bring to life the era when anthracite markets relied upon the vast network of railroads that crossed Carbondale.

The **restored town square**, fronted by the historic city hall, and nearby riverbanks with century old stone embankments offer a sense of living history for visitors, enhancing interpretation of urban settlement in Carbondale, its relationship to the Valley and early gravity railroads. Figure 115 shows the concept plan for Carbondale Center and Figure 116 shows the view of the center from the riverfront. The Carbondale Center effort could include renovation of the theatre in Carbondale as a visitor center/media presentation site which could show a film to visitors. From a downtown visitor center, interpretive walks and bus tours would be available to explore culm landscapes, remains of coal mines and breakers, and to return visitors to Scranton. A railroad depot would be developed creat-

ed for on and off loading passengers of excursion trains from Steamtown. Additionally, improvements could be made to render the river more accessible at this location. Nearby, a culturally significant cemetery dating from the earliest settlement of the Valley, the final resting place of its most prominent families, sits on a hilltop and offers a glimpse back in time and views of the town and surrounding landscape.
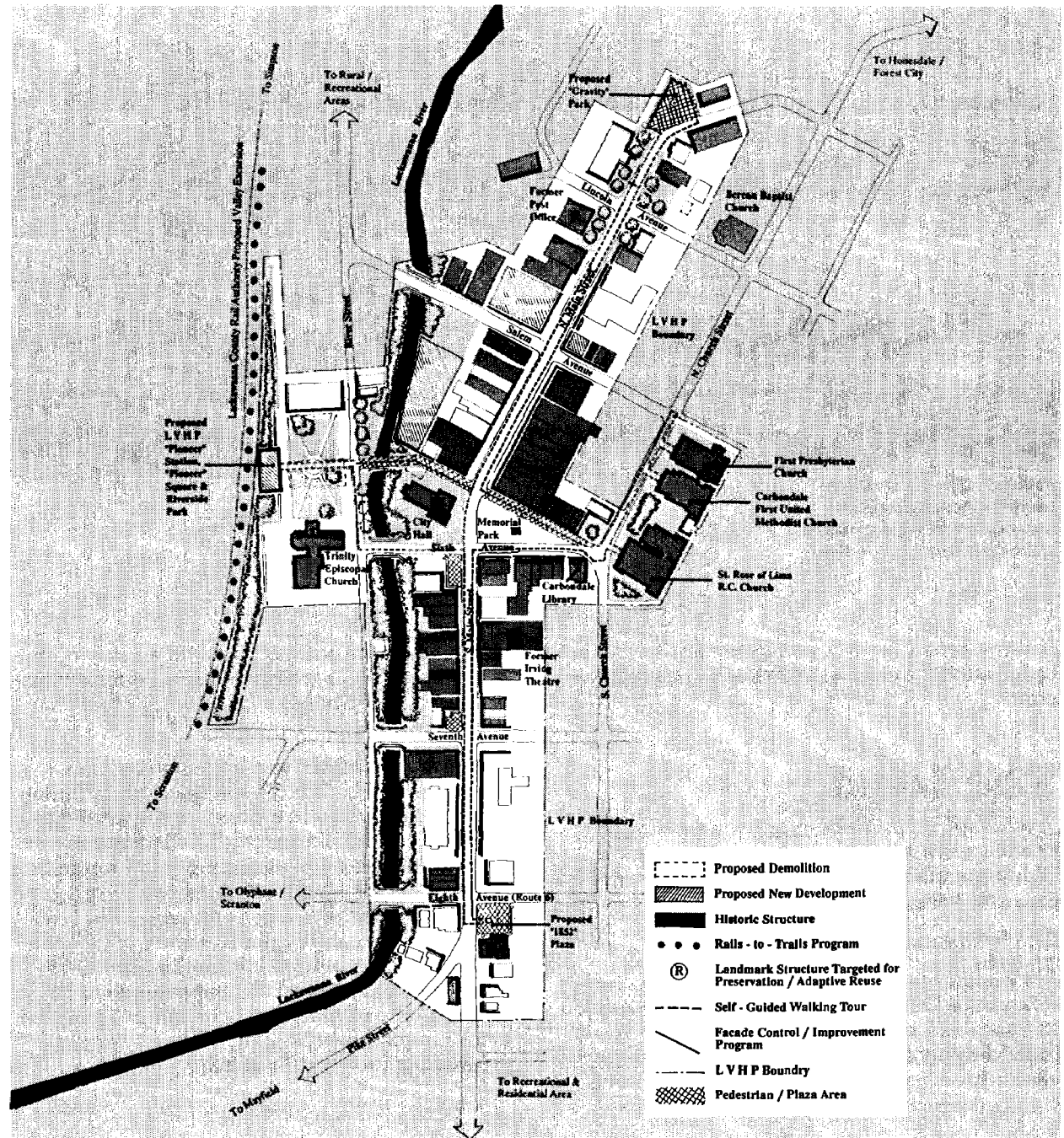
Other Park and Recreation Areas

In the southern section of the Valley, in Duryea, a park could be created at the site of a mine acid water outfall. These spectacular locations -- both tranquil and disturbed -- are an opportunity to both interpret the legacy of industrial pollution and its after-effects as well as to preserve natural sites of real beauty and value.

In the long term, as part of the ultimate Valley development, more expansive open spaces might be created, although these are not recommended for implementation in the immediate future. Major opportunities include new active recreation areas to provide relief from the adjacent city, focused on the River corridor and building on the rail and trail connections to the upper and lower portions of the River Valley. For example, one area with long term potential would be Slocum Hollow Park which could extend from Nay Aug Park to the confluence of Roaring Brook and the Lackawanna River and encircling downtown Scranton. This project would provide an enhanced setting for related historic resources including Steamtown, the P.G.&W. Gas Works, the Iron Furnaces, as well as other recreational and community resources such as Nay Aug Park, the University of Scranton, and former rail stations to the east and west of downtown. A park in this location could extend into the Lackawanna River gorge, using catwalks and bridges to allow visitors to appreciate the power of natural forces which made the valley and enabled its industry and settlement.

Figure 116: View of Carbondale Riverfront, with modifications to make the river visible from the town square.
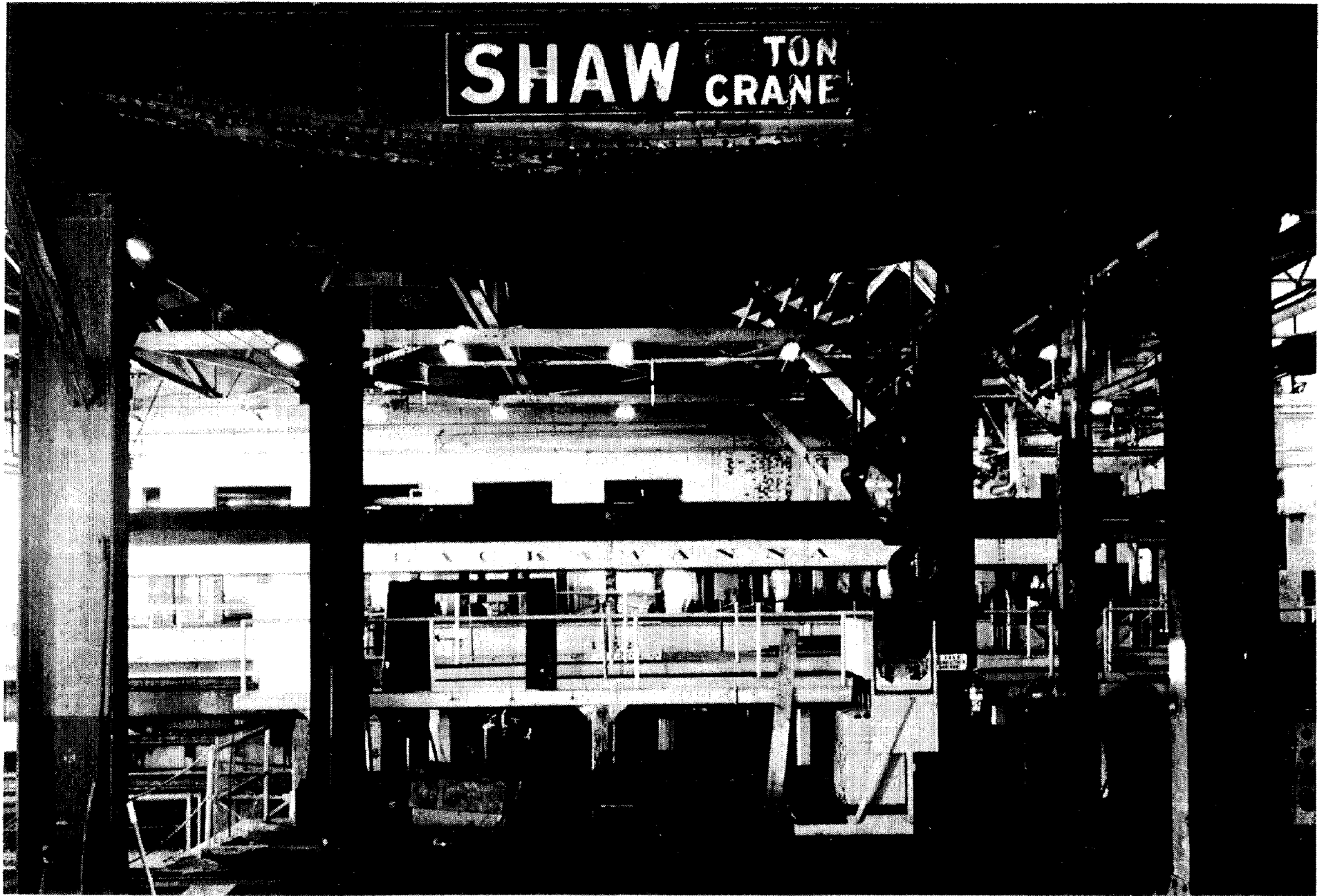
Figure 117: Steamtown; the locomotive repair shops.

4. Implementation Agenda

Scope of the Project

Figure 118: Boundary of the Lackawanna Heritage Valley.

The Lackawanna Heritage Valley ("the Valley") would be jointly recognized by the municipal, county, Commonwealth and federal governments as a new type of cooperative heritage area. The boundary of the Valley is shown in Figure 118. This special heritage area would be eligible for technical assistance and other support from the Department of the Interior and other federal agencies; these federal agencies should be asked to insure that their actions are consistent with the Plan. At such time as a system to designate national heritage areas is developed, the Valley should be designated for its nationally important natural, cultural, and historic values. Individual sites and districts would be nominated and designated for the National Register of Historic Places as a continung part of the Valley's heritage and natural conservation programs. Commonwealth designation would be through definition of the Lackawanna Heritage Valley as the first unit of the Commonwealth's Pennsylvania Heritage Park System.

County and local designation would occur through their adoption of the Plan and in legislation establishing an authority to oversee the implementation of the Plan. The Valley would become the focus of programs to preserve its historic, cultural, recreational and natural resources, interpret their lessons to residents and visitors, reclaim devastated or abandoned industrial areas, and encourage sensitive economic development and productive use of the region's assets. This Plan recommends two levels of implementation and management, each with a unique purpose:

o An **Infrastructure for Interpretation and Education** will be established, consisting of a series of sites, related settings, and linkages where the Valley's story will be told, focusing on the primary themes of the **Industry, the People, and the Land**. The primary interpretive sites will be tightly focused, oriented towards historic properties
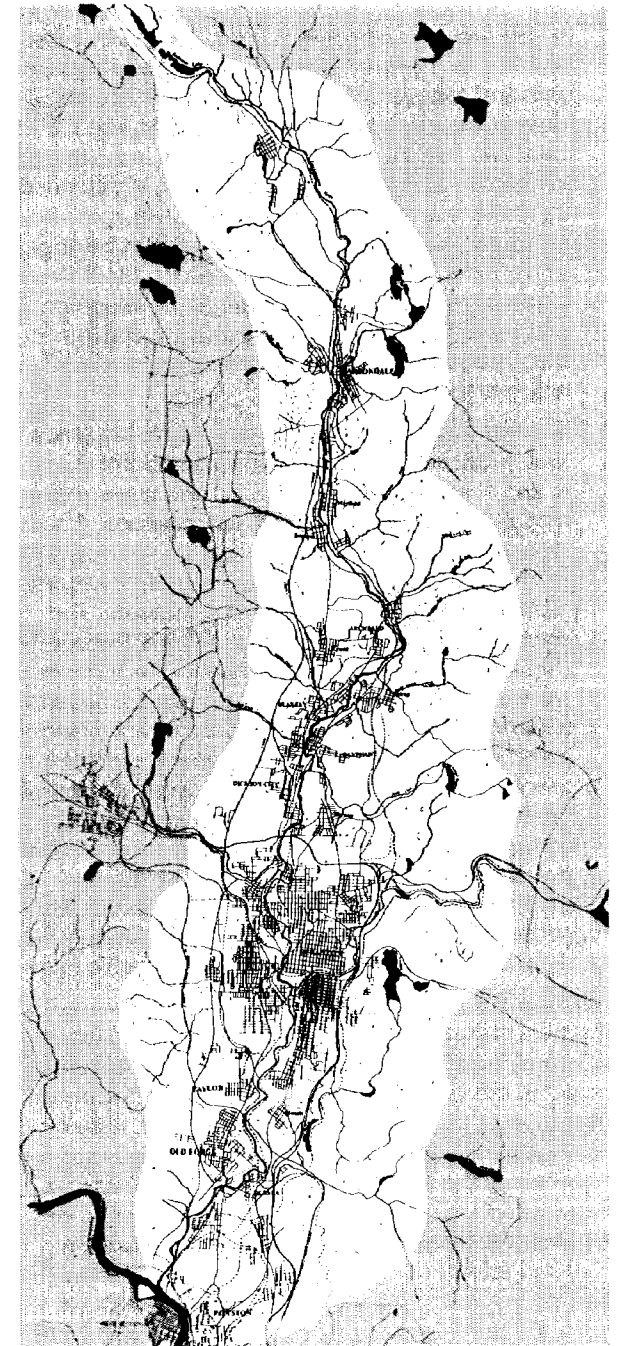
which are currently owned and operated by federal, state, and county government. Several of the sites and settings will involve districts within the downtown areas of Scranton, Olyphant, and Carbondale, requiring the cooperation of local governments. Linkages between sites will be provided by trolley bus, auto and pedestrian trails, and steam rail, utilizing operating stock which belongs to the federal government, through the Steamtown National Historic Site. Accordingly, development and management of the interpretive and visitor infrastructure will require a cooperative, intergovernmental approach.

o **Stewardship programs** will enable long term, Valley-wide management and leadership of historic and cultural preservation, land and water reclamation, and conservation/recreation efforts. These stewardship programs will also require an intergovernmental approach, requiring creation of new entities to achieve public/private cooperation. The establishment of the Lackawanna Valley Partnership and the Environmental Reclamation Institute will enable a new and clear focus on the long term needs of the overall Valley environment and landscape, creating a critical mass of energy and talent to solve problems at a Valley-wide level. As part of the Plan, both entities would be charged with accomplishment of initial projects to demonstrate the potential benefits of coordinated approaches to the Valley's landscape and culture. However, the particulars of each long term program can only be defined in broad brush, as they would evolve in response to future circumstances and needs.

This dual implementation and project structure would be complementary, as the educational and interpretive impact of the visitor facilities would increase the public awareness of the Valley's history and culture, thereby expanding the constituency for longer term stewardship efforts. The Lackawanna Valley Partnership (the "Partnership"), a new regional authority created under state law, receiving federal, Commonwealth, county, local and private funding support, would take an active role in the coordination of both the stewardship and interpretive/education programs. The presence of the Partnership as a central coordinating mechanism
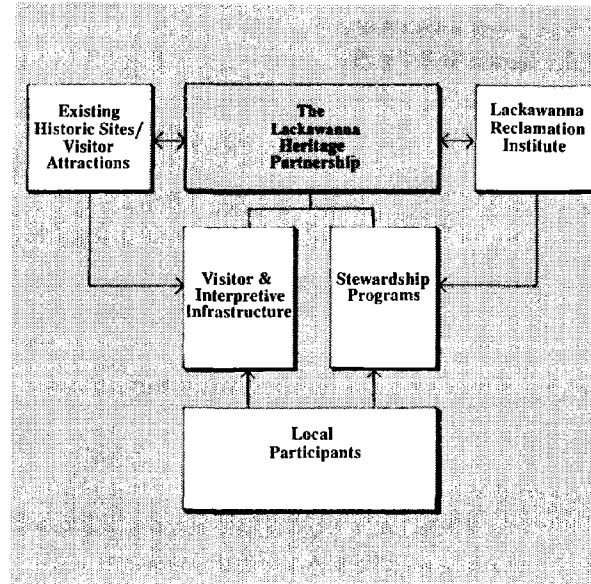

Figure 119: Organization of the Partnership.

will enable cooperative agreements among the several levels of governments and the private sector which will both maintain project focus and draw the appropriate expertise and resources from each participating agency.

Property adjacent to publicly-owned interpretive sites would remain in private ownership; incentives to sites within historic settings and buffer zones will help insure appropriate development and/or preservation. Within the entirety of the Valley, ownerships and jurisdictions would remain unchanged, except for the establishment of special incentives by the Partnership in designated demonstration areas of critical concern.

The Partnership

A new public entity would be created called the **Lackawanna Heritage Partnership (The Partnership)**. The Partnership would recognize the cooperative and intergovernmental nature of the Lackawanna Heritage Valley by including representatives of federal agencies, state, county, and local governments, as well as the Lackawanna Heritage Valley Task Force and the private sector. The Partnership would provide overall coordination of the multiple actors and funding sources involved with the project, while recognizing that most "bricks and mortar" investments and activities will be done by individual agencies. Its general responsibilities and organization are shown on Figure 119 and would be as follows:

o **Infrastructure for Interpretation and Education** -- the Partnership would coordinate improvement programs by federal, state, and local agencies to insure a single, quality product for the sites, settings, and linkages. In this effort, the Partnership will work closely with the National Park Service to complete Steamtown and, as part of its contribution to the Lackawanna Heritage Valley project, take a lead role in providing interpretation, preservation, technical assistance, and linkages between sites.

o **Stewardship programs** -- the Partnership would provide a central staff capability to develop and coordinate Valley-wide stewardship programs for historic and cultural heritage preservation and recreation/open space, as well as forming a liaison with ERI's reclamation efforts (see below for expanded description of ERI organization and mandate). As part of these efforts, the Partnership would facilitate funding and program involvement on the part of federal, state and county agencies whose ongoing programs are complementary to the project goals and would provide technical assistance to local governments and other public and private entities in support of stewardship programs.

An important aspect of the Partnership will be its ability to take advantage of governmental funding at all levels, harnessing conventional single-purpose grants sources to the Valley's collective mission. The special national and state recognition of the Lackawanna Heritage Valley, as well as the direct federal and Commonwealth involvement with the project, will expedite applications for governmental grants and assistance to accomplish the Partnership's interpretive and stewardship missions.

The Partnership will be a regional authority formed by the County, enabled under laws of the Commonwealth of Pennsylvania. Although several different structures were considered for the entity, including a Federal Commission similar to that used for other heritage areas, the community and the partners felt that a state-enabled regional authority would best suit the area's needs and would facilitate strong linkages to county and local governments as well as the private sector. Further, regional authorities have been used successfully for many types of special purposes in the Lackawanna Valley, including public transportation, the Lackawanna County Multi-Purpose Stadium and rail services.

The Partnership would receive operating support from the U.S. Department of the Interior, in recognition of its oversight role for this important resource and its strong linkages to the Steamtown National Historic Site, and from the County and local municipalities. The Partnership would be managed by a Board of Directors, with all members being formally appointed by the Lackawanna County Commissioners, in accordance with state enabling laws. Board members would be selected to achieve a geographic balance across the major sections of the Valley. A suggested Board representation is as follows:

o   one member representing Lackawanna County

o   one member representing the City of Scranton

o   one member representing the Chamber of Commerce

o   the Chairperson of the Lackawanna Heritage Valley Advisory Task Force (see below)

o   three members to include citizens and/or local officials knowledgeable about economics, history, design, government, and culture of the region. At least one of these at-large members should be from the up-Valley area and at least one from the mid-Valley area.

o   five ex officio members representing the Pennsylvania Department of Community Affairs, Pennsylvania Historic and Museum Commission, the Pennsylvania Heritage Affairs Commission, the Pennsylvania Department of Environmental Resources, and the Pennsylvania Department of Education.

o   one ex officio member representing the National Park Service.

Other ex officio members representing interested federal agencies may also be appointed to the Board.

The Partnership will formalize the cooperation of key federal, state, and local agencies and actors to deal cooperatively with the implementation and management of the Lackawanna Heritage Valley project. The roles of each Partner are summarized in Figure 120.

The **Lackawanna Heritage Valley Task Force** established during the planning process will continue to provide guidance for the Partnership and a forum for public comment. The Chairperson of the Task Force will be appointed by the Chairman of the County Commissioners to serve as a Partnership Board member. In addition to local officials appointed to the Board, a local government advisory committee will be formed to ensure representation of all municipal interests in the plan.

The powers and responsibilities of the Partnership should include, but not necessarily be limited to, the following: to acquire by fee simple purchase, easement, donation or interagency transfer, lands, buildings, or other property interests; to improve properties to which the Partnership holds title; to sell, lease, or otherwise dispose of real and personal property; to enter into contracts, leases, cooperative agreements and other transactions with public agencies and private entities; to receive funds from public agencies and private

sources; to disburse funds to public agencies and private entities; and to hire staff and to accept personnel from public agencies as required to fulfill its mandate and purposes. Specific management responsibilities are indicated in the Sections below and in Figure 121.

Roles of the Partners:

Federal:

NPS

1. Technical assistance
2. Operational funds and support
3. Excursions & linkages
4. Development support

Other Agencies

1. Capital funds through existing programs
2. Technical assistance from existing agencies
3. Project review to insure consistency with the Plan

State:

Pennsylvania Heritage State Park Program

1. Planning and design funding
2. Project capital funding

New Initiatives

1. Establish and support the Environmental Reclamation Institute

Other Agencies

1. Capital funds through existing programs
2. Technical assistance from existing agencies
3. Project review to insure consistency with the Plan

County:

1. Annual funding support to Partnership
2. Bonding to support capital development projects and to establish preservation loans fund
3. Support for rail and bus services through COLTS and LCRA
4. Implementing agency for establishment of Authority for the Partnership

Local:

Communities

1. Contribute to capital costs
2. Cooperate with Partnership to protect key resource areas through appropriate zoning and land use controls

Chamber of Commerce

1. Facilitate tourism development
2. Use existing capacity to facilitate economic development

Task Force

1. Advisory support to the Partnership
2. Develop the Valley-wide constituency
3. Initiate and develop projects and studies

**Figure 121:** *Partnership Management*
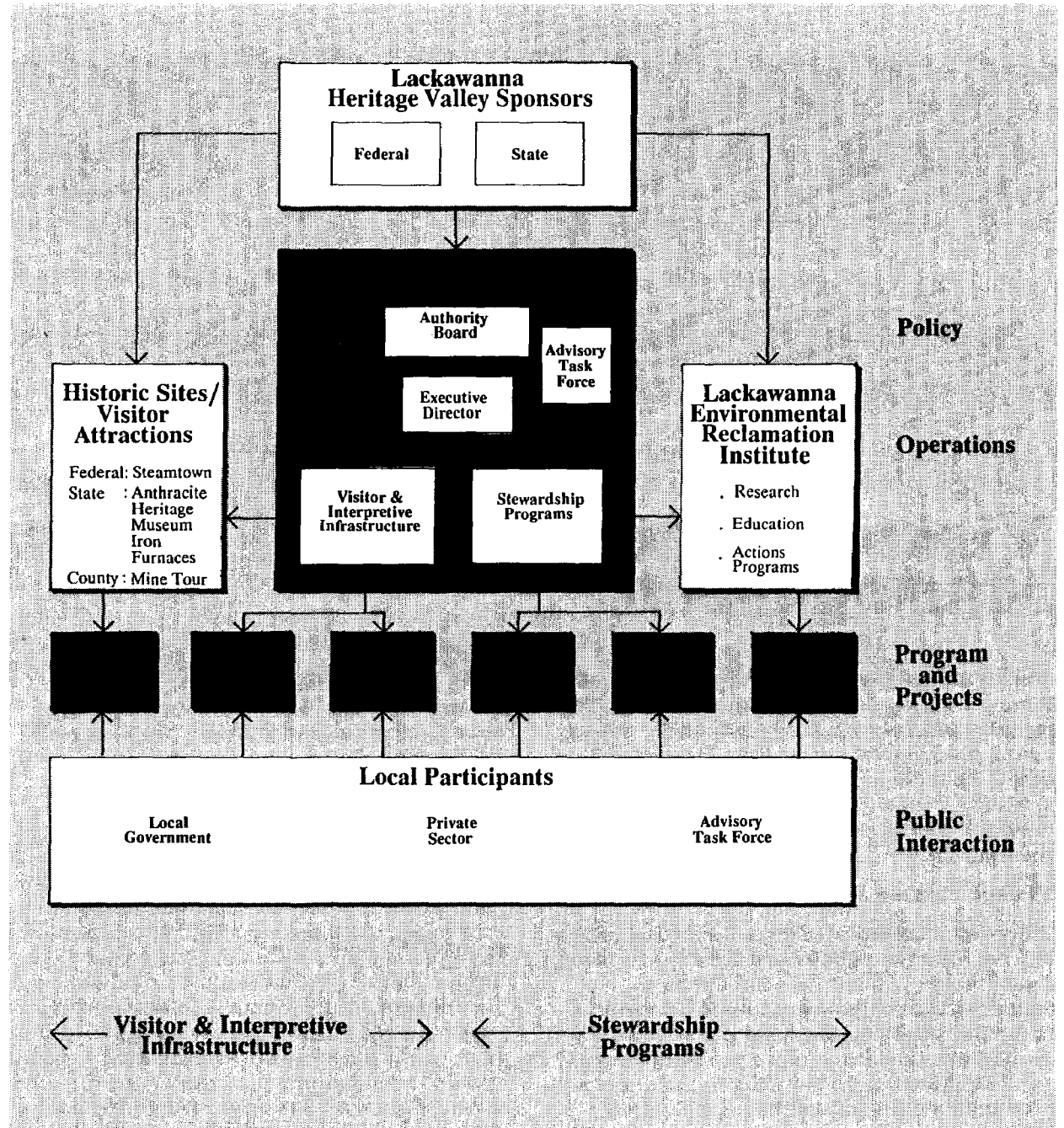
Visitor/Interpretive Project Management

Site and linkage projects which comprise the overall visitor and interpretive infrastructure would be coordinated by the Partnership, but typically funded through various governmental sources, including special allocations to the Lackawanna Heritage Valley project from its federal and state sponsors. Sources for improvements and operations are defined below for each site and component.

Visitor Center and Services

The preferred site for the visitor center for the Heritage Park and Valley would be located in the former Jersey Central Freight Terminal, near the entrance to Steamtown and on the banks above the Lackawanna River. The center would be developed as a cooperative public/private venture, with a portion of the structure to be utilized for the Visitor Center and a portion to be used for private offices. If acceptable arrange-

ments cannot be achieved with the property owner, other alternate sites near Steamtown or the Trolley Museum could also be considered. The "lead" entity for the public efforts in this project would be taken by the Partnership. It is anticipated that the structure would remain in private ownership, with a long term lease for the public use portions to serve as the visitor center. To make the project feasible for development, capital grant support would be sought for facade restoration as well as exterior site improvements from a combination of sources, including the Pennsylvania Heritage State Park program, the Pennsylvania Department of Community Affairs, and the federal Economic Development Agency. Significant private owner investment would also be anticipated. Technical assistance with interpretive materials and exhibits would be provided through cooperative agreement with the National Park Service. Support for interpretative personnel and visitor center operations would be furnished
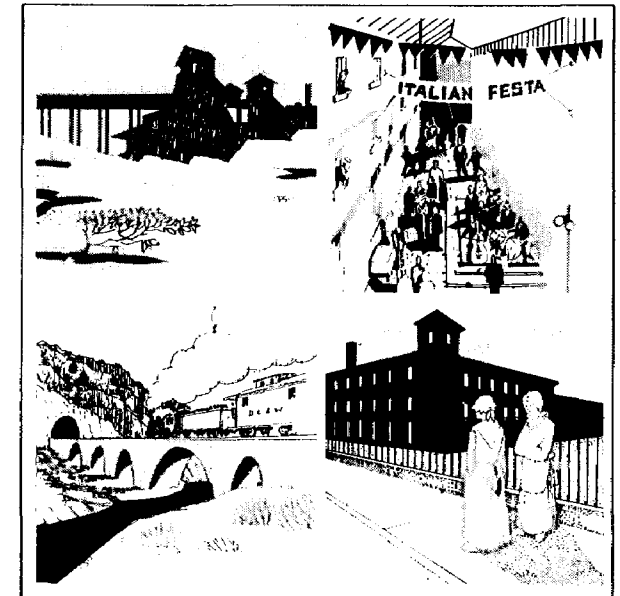
through cooperative agreement between the NPS, the Greater Scranton Chamber of Commerce, the Visitor's and Convention Bureau, and its potential successor, the joint Lackawanna/Luzerne Counties Tourist Promotion Agency.

Interpretive Program, Sites and Exhibits

As part of the federal contribution to the Lackawanna Heritage Valley project, the National Park Service (NPS) would establish objectives and standards for the overall interpretive program to be developed within the Valley. Of the participating agencies, NPS has the highest level of expertise in interpretation and exhibit design, and also manages the largest visitor attraction in the region, Steamtown. NPS would then work with the Partnership and its members as well as other agencies such as Lackawanna County, the Lackawanna

County Railroad Authority, and the County of Lacka-
wanna Transit Authority (COLTS) to ensure implemen-
tation of interpretive sites, exhibits and linkages.

As described in Chapter 3, the interpretive program
should interpret and link sites which illustrate the key
historic periods and themes of the Valley, combining a
set of existing and new attractions. Each theme should
be represented by at least one site. In general, Scran-
ton will be the focus of exhibits relating to industrial
themes; Olyphant will be developed to interpret the
people themes; and Carbondale will illustrate the land
themes. Key elements of the interpretive program are
already in place or in the process of expansion, partic-
ularly in Scranton; these form the cornerstone of the
interpretive program. Key responsibilities for interpre-
tive sites include:

The Industry

o **Railroads and Transportation theme** -- will be
interpreted and centered at Steamtown National
Historic Site, developed by the National Park Serv-
ice. Exhibits at the site would interpret the history
of transportation with specific reference to the
Lackawanna Valley, from the early development of
canals and gravity railroads to Scranton's emer-
gence as a major rail center for the distribution of
coal. The transportation theme would also be in-
terpreted through excursions and train rides to Val-
ley sites accessible from Steamtown. Interpretation
would be provided directly on the trains -- each
link focusing on a different aspect of the valley sto-
ry. An overview of the Heritage Park transporta-
tion network would be provided at Steamtown a-
long with descriptions of what there is to see and
do in the valley.

o **Coal Mining theme** -- would be centered at
McDade Park with the Commonwealth's Anthra-
cite Heritage Museum and the Lackawanna Coun-
ty Coal Mine Tour. Accordingly, the "lead" agen-
cies would be the County and the Pennsylvania
Historical and Museum Commission (PHMC).
Three types of improvements to interpretation are
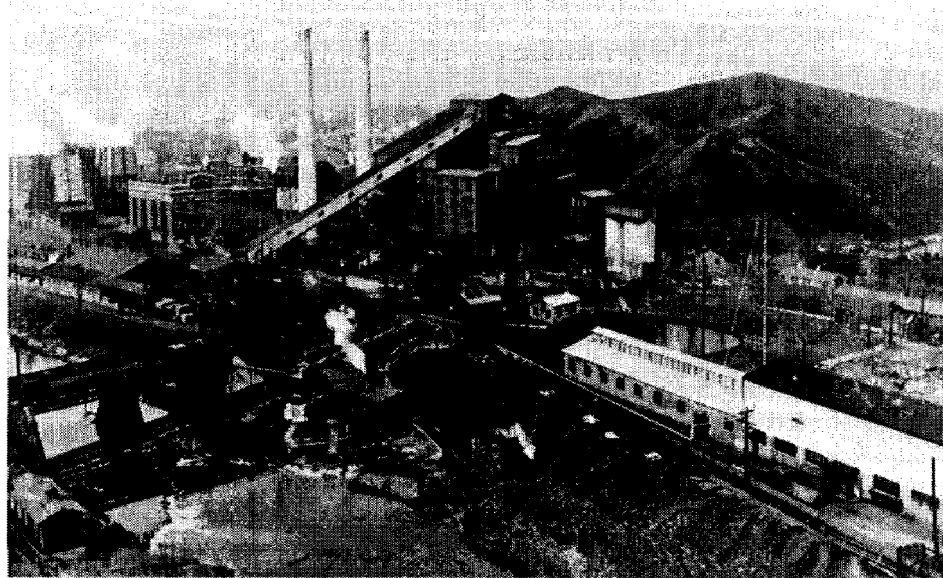
*Figure 122: The Plan will
both celebrate and address the
industrial landscape of the
Valley.*

envisioned: (1) the County Mine Tour will be ex-
panded to include a second entrance, allowing
greater visitation; (2) New outdoor mining ma-
chinery and other exhibits will be added between
the second entrance and the Anthracite Heritage
Museum, and; (3) the PHMC will improve the entry
to the Anthracite Heritage Museum and its connec-
tion to the County Mine Tour. In addition to fund-
ing from the County and PHMC, these improve-
ments will require grants from the Pennsylvania
Heritage Parks program as well as other federal
and state sources. Planning and construction of
improvements will cost approximately $3.15 mil-
lion.

o **Iron and Silk theme** -- would be focused at sites
in and around the Scranton Iron Furnaces, which
would be expanded to house major new interpre-
tive exhibits on the valley's industry and new exhib-

its inside the furnaces. These improvements would
be coordinated by PHMC, the site's owner, with
technical support from NPS, and capital costs from
the Pennsylvania Heritage Park Program, the Com-
monwealth bond program and other state and fed-
eral grant sources. ($3.5 million is programmed
with $2.0 million in the capital program.) Nearby,
the former Lackawanna Train Station (Royce Ho-
tel) would house exhibits on the entrepreneurs and
diverse industries of the Valley which made it a
great manufacturing center. Technical assistance
for exhibits would be provided by NPS, with capital
funding to be sought from private and foundation
sources. New exhibits at the Anthracite Heritage
Museum, already funded by the Commonwealth
and the National Endowment for the Humanities,
will interpret the roll of textile mills in the lives of
women.

The People

The ethnic heritage theme will be interpreted at the Anthracite Heritage Museum in McDade Park and at a new Center in Olyphant. The Anthracite Heritage Museum plans a major new static exhibit, funded from state and federal sources, which will document immigration and the relationship of anthracite industries to the people who worked in them.

The proposed Olyphant Folklife Center will have three primary functions: research and documentation of the living culture of the Valley; providing appropriate support for the Valley's cultural resources; and providing a facility for education and interpretation where the Valley's many ethnic and folklife stories can be experienced firsthand. A project to document and inventory ethnic and work place history and living cultural resources would be used as the basis to determine the scope and nature of folklife conservation and apprenticeship programs. Depending on the results of these efforts, and the needs of the people who will be affected, a sensitively designed Ethnic Folklife Center will be created. The Center could house cultural conservation programs, apprenticeship programs, local or regional folklife coordinators, archives, exhibit space, venues for performance and educational space. A key function of the center's program would be to preserve, enhance and educate the public about ethnic and folklife traditions, and to sponsor, program and market cultural events and festivals throughout the valley, integrating new and existing projects into a framework of year long activities.

This project, which includes both interpretive and stewardship aspects, is envisioned as a cooperative effort between the Pennsylvania Historical and Museum Commission and the Anthracite Heritage Museum, the Pennsylvania Heritage Affairs Commission, the Partnership and local groups. Financial support for such improvements could come from federal National Endowment for the Arts (NEA) and National Endownmwnt for the Humanities (NEH) grant programs, the Pennsylvania Heritage Park Program (construction), the Pennsylvania Council on the Arts as well as other public and private sources. Initial actions would include preparation of cultural contexts for the anthracite region, preparation of a cultural survey for the valley, an ongoing program of documentation and inventory, potential designation of folklife resources, and programming and design of the center itself. Eventually, a separate entity, perhaps following the model of Texas Folklife Resources, a private not-for-profit agency, would be established to manage ongoing documentation, assistance and programmatic elements.

The Olyphant downtown and surrounding neighborhood would receive special preservation attention as representative of the many strong ethnic neighborhoods of the valley and to provide an appropriate setting for the ethnic folklife center and associated activities. Technical assistance for these efforts could be provided through the Partnership's preservation programs, which are described in more detail in the Stewardship section of this chapter.

The Land

The **Natural environment** would be interpreted at the Environmental Education Center of the Environmental Reclamation Institute. The Institute will be a state level project developed in conjunction with the state university system and the Department of Environmental Resources with assistance from the Partnership, as described below. The Education Center would be operated as a satellite to the Environmental Reclamation Institute, to be located at the nearby Vo-Tech school in Carbondale. This plan proposes that the Center be located at an abandoned breaker in Simpson; the site stands adjacent to an exposed cut where the geology of the valley is laid bare. Its site will also include a large area of conserved mine waste adjacent to the breaker, where discovery tours into the man made landscape could be offered. The Center would offer special curriculum based programs for the region's schools, coordinated through the Commonwealth's Northeast Intermediate Unit.

The **Man-made landscape** and the interaction of the land and people in the patterns of settlement in the Valley would be illustrated in downtown Carbondale,

Figure 123: Project Team members inspect the condition of the County rail line, going from Steamtown to Carbondale.

where the Partnership would take the lead in orchestrating a coordinated set of interpretive programs and facility improvements. A former theatre could be acquired and restored to feature showings of an interpretive film on the discovery and settlement of the valley and the growth of towns interspersed with coal waste and industry. To provide a setting for the theme, the downtown square and Lackawanna Riverbanks would receive special preservation attention, restored to illustrate the interconnection of built and natural landscapes. These efforts could be funded by a combination of sources, including NPS (technical and preservation assistance), the Pennsylvania Heritage Parks Program, federal and state rails to trails programs, the Commonwealth's Department of Environmental Resources and EPA grants for river bank restoration, and the Commonwealth's capital development program for the renovation of City Hall (already included in the capital program.) Public investment

Figure 124: Buildings and spaces in downtown Scranton portray a quality of finish and detail which could not be reproduced today.

would be supplemented by private reinvestment in the theatre and other interpretive structures. Technical assistance for area preservation and interpretation would be provided by NPS.

Transportation and Linkage

The transportation network links interpretive sites via Trolley/Bus, auto and pedestrian self-guided tours, pedestrian connections between the Iron Furnace and Steamtown; rails to trails conversions, steam rail using historic rolling stock, and designation of the proposed industrial highway as a Scenic Byway. A number of organizations and partners are actively involved in pursuing options for linkage.

o **Downtown trolley bus loop** -- the Plan recommends creation of a downtown bus loop which can both link attractions and sites within Scranton (Steamtown, Iron Furnaces, Trolley Museum, and McDade Park, and also provide service across Scranton's downtown. This type of service, which could be simply run to a defined schedule by COLTS, could benefit visitor mobility and reinforce activities within the downtown. The project will be funded and managed by COLTS, and is estimated to cost $180,000 to implement.

o **Auto and Pedestrian self guided tours** -- would be created to highlight important valley themes. The Lackawanna Heritage Valley Task Force Subcommittee on Culture and History is currently preparing a Downtown Scranton walking tour brochure, to NPS unigrid standards, as an early action project. Other specialized tour brochures

planned include special focus tours on religious landmarks, industrial landmarks, architectural landmarks, and natural features; neighborhood tours; walking tours of Olyphant and Carbondale; and an audio tour cassette tape describing the history of the Valley, it significance and sites. Planned self-guided tours would be augmented by guided tours, led by volunteers and interpreters from key interpretive points. Published brochures will be coordinated with other published materials. Funding for brochure production will be provided by NPS, the Pennsylvania Heritage Parks Program, the County and local Tourist Promotion Agencies, and is expected to be approximately $200,000.

o **Pedestrian connections** -- pedestrian connections between Steamtown and the Iron Furnaces, from the Iron Furnaces to downtown, and between the Visitor Center and downtown will be

completed. These are typically integrated with the individual project elements earlier described.

o **Rails to Trails** -- The Lackawanna County Rails to Trails Task Force, with assistance from NPS, has completed a draft assessment of rail to trail corridors in the Lackawanna Valley, and is beginning an in-depth study to determine the feasibility and anticipated cost of completing a demonstration rail to trail project. The Task Force is focusing on Rail/ Trails which will complement the Heritage Valley concept, linking sites in downtown Scranton along the Lackawanna River. More exact cost estimates and funding sources will be developed in the feasibility study. However, the plan assumes a cost of approximately $2.4 million to convert approximately 20 miles of trails. Project sponsors would include NPS (technical assistance), the Pennsylvania Heritage Parks Program Rails to Trails Program (DER and DCA), RIRA, Lackawanna County and the Lackawanna River Corridor Association, a local not-for-profit that has earmarked $100,000 for the project.

o **Steam Rail Links** -- will build upon the current rail excursions operating from Steamtown. NPS is currently undertaking a feasibility study which will look at all the potential excursion routes in the Valley, their capital and operating costs. If feasible, expanded service would be developed through cooperative agreements between the NPS, the Lackawanna County Rail Authority and private operators. In addition to the Nicholson excursion already operated by NPS, and the proposed new excursion to Moscow over NPS-owned track, the transportation network will include two new elements: a link from Steamtown to the Iron Furnaces and a Valley excursion to Carbondale. The Steamtown/Iron Furnace link, a high season steam shuttle between the two closely linked sites, will be undertaken in the next fiscal year, as a partnership between Steamtown, the Scranton Iron Furnace, and LCRA, with capitol funding for areas outside the Steamtown boundary provided by the Pennsylvania Heritage Park Program and Lackawanna County. The second link between the Visitor Center and Carbondale would utilize the active Lacka-

wanna County Railroad line which extends from Duryea to Simpson. Initially, special excursion trains could be run on peak weekends between Steamtown and Carbondale, operated by Lackawanna County with on-board interpretation by the NPS and stops at key interpretive sites in Providence, Olyphant, Carbondale and the Simpson Center. Original depots survive at Providence and Olyphant which would be acquired by the county and restored for interpretive use through cooperative agreement with the NPS. Regular service will require track and crossing upgrades, and careful coordination with LCRA's freight schedule.

Other rail excursions which are not immediately feasible, but which may have long term potential include:

o **Service between McDade Park and Steamtown** -- In the long run, subject to the positive outcome of feasibility studies by NPS, it is proposed to utilize existing active rail lines to a location near the park, in a cooperative effort between NPS, who would potentially operate an excursion service, and the Lackawanna County Rail Authority, who with Federal support, could secure permission to use the lines and to upgrade to operating standards.

o **Montage connection** -- a continuation of the connection between Steamtown and the Iron Furnaces, the ultimate goal would be to restore service to Montage via the historic Laurel Line interurban tracks, part of the nation's first electrified inter-urban trolley system. Because this line runs through the mile long Laurel Line tunnel, steam motive power is not feasible. The line would operate utilizing existing tracks, which would need to be refurbished and extended. Initial studies of the tunnel show that it is structurally sound, and will need only minor repair; a bridge must be replaced to connect two parts of the line. The project sponsor would be Lackawanna County, through the Lackawanna County Rail Authority.

To facilitate Steamtown's excursion operations, the legislation recognizing the LHV should extend the Steamtown National Historic Site's boundary to include potential Valley excursion lines.

In addition to the recommended improvements, serious consideration should be given to the long term goal of re-establishing an excursion rail connection to New York City from Scranton. Although this is not proposed in the recommended Plan, it could play an important part of future Valley development, and service between the former Lackawanna Stations in Scranton and Jersey City would offer an unparalleled scenic and educational experience restoring one of the 19th century's most popular routes. Such a link could open the Valley to major international tourism, with major economic benefits.

The proposed industrial highway can also contribute to Valley interpretation. Proposed plans to connect Scranton to Carbondale via hillside routes which traverse large coal extraction sites and offer potential panoramic views of the Valley. Development of the highway as a Scenic By-Way, which could protect hillside vegetation while providing an interpretive experience unavailable elsewhere in the Valley, could eventually become an important link. Cooperation between the County, PennDOT and the Scenic Byways program would be required.

In order to make the best use of these links, a Signage Program must be developed. The Pennsylvania Heritage Parks Program is investigating a comprehensive signage system, which would provide for highway signage, interpretive signage, wayside exhibits in historic areas, and signage for cooperating sites. The Lackawanna Heritage Valley should cooperate with other heritage planning areas to investigate the potential for a comprehensive signage system, and, depending on the outcome of that study, should prepare a detailed signage plan. Design, placement and maintenance of directional signage should be coordinated through PennDot's local District 4 Engineer.

The Pennsylvania Heritage Parks Program

Promotion and Marketing Strategy

The Pennsylvania Heritage Parks Program requires potential heritage areas to prepare a detailed promotion and marketing plan. To assist the Valley in determining the needs to be addressed and the components of such a strategy, Economic Research Associates surveyed Valley tourism trends and assessed it strengths and weaknesses. Detailed information is found in the Economic and Business Conditions Inventory. Key points include:

Lackawanna County ranks 23rd in tourism in the state, and the industry employs 2200 people in the Valley;

The Valley shows the potential for growth in this sector, because of its location and the estimated size of the potential pass-through market -- 4.5 to 6.7 million potential visitors;

The Valley could derive additional economic benefit from its existing cultural resource attractions if it could increase the percentage of overnight visitors;

Potential market segments which could be better targeted include: train enthusiasts, ethnic social and religious groups; themed motor coach tours; international travelers; marketing visits to the Valley as an add-on to Poconos trips; through travelers on I-81 and I-84; winter sports enthusiasts.

ERA and the Project Team have suggested that the Promotion and Marketing Plan include:

A coordinated **media campaign** to promote the region, including brochures, print, radio and TV;

Packaging tours that explain the Valley's history and the relationship between industries to increase visitation;

Joint ticketing to encourage multiple stops and overnight stays in the Valley

A **coordinated Signage Program**, including improved directional signage

Linking the region with other areas, including the Poconos, the Delaware and Lehigh Navigation Canal, The Delaware Water Gap, the Upper Delaware River, the Eckley and Ashley units of the Anthracite Heritage Complex, Susquehanna River and Schuylkill River mining communities, and historic sites in nearby counties;

A program to educate residents and leaders of the County about their history;

Emphasize the **Steam Rail Excursion** System, an unusual feature of the Valley's interpretive system;

Coordinated displays at each interpretive site explaining the Lackawanna Heritage Valley;

The study also suggests that the Lackawanna Heritage Valley take advantage of local tourist promotion agencies (TPA), including the proposed joint Lackawanna/Luzerne County TPA; utilize Commonwealth programs which provide funding for tourism promotion; and consider links to Pennsylvania and regional promotional strategies.

Finally, the Partnership should work with the Greater Scranton and Carbondale Chambers of Commerce, local communities, economic development agencies and businesses to develop a comprehensive plan to provide services for visitors, based upon the visitation estimates and commercial/hotel needs projected in the economic benefits section of this chapter.

Stewardship Program Management

The stewardship mission of the Partnership will be to create an intergovernmental capacity for programs to preserve the Valley's history and culture, to reclaim the Valley's landscape, and to conserve and create open space and recreation opportunities. The staff of the Partnership should have the capability to advance both planning and action projects related to each type of program:

o **Planning** -- An initial effort of the Partnership will be to develop detailed plans for each stewardship element which involve the participation of local governments and citizens. This planning will constitute a cultural and environmental conservation agenda for the Valley. The Partnership will identify areas of critical concern in the Valley related to preservation, reclamation, and recreation objectives. These areas would be the focus of incentive programs to encourage appropriate stewardship by local municipalities and private response. Goals and objectives and guidelines for these areas would be developed in cooperation with individual Valley communities.

o **Action Projects** -- Beyond its broad brush and process mission, the Partnership will, through its coordinating mechanism, be charged to expedite the implementation of demonstration programs in each of its spheres of influence. During its initial two (2) years of operation, the Partnership shall advise the Secretary of the Interior, the Governor of the Commonwealth and the Lackawanna County Commissioners of the scope and nature of its demonstration stewardship projects, enabling designation of conservation subareas within the Valley which will be eligible for special assistance and review. The local designation of such areas would be a prerequisite for certain types of incentives.
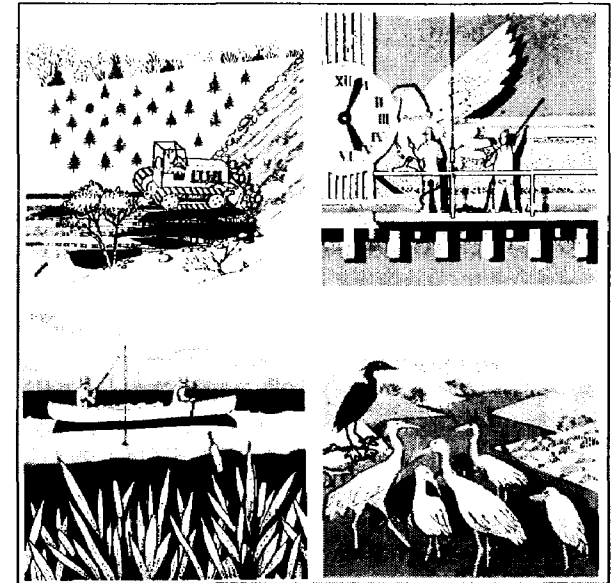
Additionally, the Partnership, due to its staff capacity and its intrinsic intergovernmental nature, should be able to facilitate applications for project funding through normal state and federal channels.

The stewardship function of the Partnership is seen as transitional, as management of the valley environment would pass to existing agencies or new entities to be nurtured by the Partnership. Once this capacity is in place, lodged at the appropriate governmental level, the Partnership will revert to an advisory role. The scope of each stewardship program is discussed below.

Programs to Preserve History and Culture

The Partnership will, with assistance from NPS, the Pennsylvania Department of Community Affairs (PHPP), the Pennsylvania Historical and Museum Commission and the Pennsylvania Heritage Affairs Commission coordinate preservation assistance programs, Valley-wide, including:

o   Assisting localities to develop and adopt preservation ordinances and development standards. To facilitate good preservation planning decisions, the Partnership will, through the PHMC, provide context studies for the anthracite region and its subareas; update existing inadequate surveys and complete systematic borough- and city-wide surveys of historic resources; begin a systematic nomination of sites and districts to the National Register of Historic Places, as appropriate; and undertake HABS/ HAER documentation of significant industrial related sites. The Partnership will be responsible for creating sample ordinances, helping communities determine districts which are eligible for some type of designation, and helping municipalities become Certified Local Governments and thus eligible for special preservation grants. National Register nominations, where appropriate, should become a priority because designation will permit private owners to take 20% investment tax credits (ITC's) for certified rehabilitations. NPS will provide technical assistance to the Commonwealth and the County, and funding for contexts, surveys and National Register nominations could be provided by NPS or through the PHMC's Preservation Grant Programs.

o   Work with Lackawanna County, local banks and the Pennsylvania Heritage Park Program to provide below market loans for preservation and adaptive reuse, initially targeted to areas surrounding interpretive and visitor sites in Scranton, Olyphant, and Carbondale, but potentially expanded over time throughout the Valley. The combination of low interest loans and ITC's has the potential of making marginal restorations feasible, encouraging economic development of Main Streets and neighborhoods. The program, made possible through a $5,000,000 County bond issue, should be combined with SBA and federal and state Department of Commerce grant programs which provide start-up funds for new commercial businesses in historic areas. One goal of the partnership would be to work with business leadership and local banks to encourage risk-share loan pools between Valley banks.

o   Enable the most productive use of federal and Commonwealth programs, including the Main Street Program, the Circuit Rider Program, and neighborhood conservation programs to create a preserved spine of historic development. This program could also be expanded to key buildings and sites of historic significance. The proposed funding source for these grants would be the Commonwealth, including PHMC, the Pennsylvania Department of Community Affairs, local governments and the private sector.

o   Develop a Cultural Conservation Program at the Ethnic Folklife Center, working cooperatively with PHMC, the Anthracite Heritage Museum, and the Pennsylvania Heritage Affairs Commission. This program has been described previously in this chapter.

o   Develop Educational Programs for school-age children, college students, valley residents and visitors. The Partnership, working through the Commonwealth's Northeastern Intermediate Unit, should create a system of curriculum based education programs that use the Valley as a laboratory for the study of Pennsylvania history, science and

Figure 125: Typical "Main Street" in Hyde Park.

Programs to Reclaim the Valley Landscape

technology, earth science, geology, environmental science and other related topics. The Partnership should work with school districts, local universities and interpretive facilities to develop and provide coordinated lesson plans, teaching packets, and specialized training which will count toward teacher certification. The Partnership should help coordinate and make existing programs within the Valley available to the widest number of students. An inventory of existing education programs should be prepared, with the assistance of local school districts, the Northeastern Intermediate Unit, local universities and institutions. After the inventory is completed, a coordinated education program should be designed. Funding for such programs should be available through the Pennsylvania Heritage Parks Program, NFS grants, NEA grants and other special purpose sources.

Two new educational components, the Ethnic Folklife Center and the Environmental Education Center, will provide venues for cultural and environmental education. These centers and their missions are described elsewhere in Chapter 4.

The Lackawanna Heritage Valley Task Force Education Subcommittee and Leadership Lackawanna have made education of Valley residents about their history and the significance of the region early action projects. The Task Force is completing an educational video and a scripted slide show about the Valley, and Leadership Lackawanna is planning a campaign to introduce the concepts discussed in this plan to Valley audiences.

Although the Partnership would play an oversight role in regard to all stewardship programs, the Plan recommends establishment of a parallel entity to take leadership on reclamation issues, inasmuch as this topic may have far wider prominence at a national and international level and has strong potential for related research. The Plan recommends establishment, by the Commonwealth of Pennsylvania, of the **Environmental Reclamation Institute (ERI)**. ERI would be charged with creating and implementing ways to reclaim the exploited face of the Valley, preferably in affiliation with a state university system and the Department of Environmental Resources. In doing so, it would work with local and county governments to craft land policy while actively participating in demonstration developments. While using the Valley as a laboratory, the Institute would be national, even international in scope, a center for innovation and research

Figure 126: Junkyard debris litters the area adjacent to the historic D & H Powerplant in Carbondale.

Figure 127: Abandoned breaker in Simpson, sited next to hillside showing layers of coal and other mineral deposits.

on the growing worldwide problem of reclaiming industrial environments. ERI could play an important role in demonstrating new approaches to reclamation which would be useful to communities in the valley, to Pennsylvania's other coal-mining regions, and to the EPA in addressing comparable problems of national scope.

ERI's role in preserving the quality features of the Valley environment and reclaiming exploited land will encourage needed growth and development. Techniques to accomplish these tasks cannot rely on "off the shelf" solutions. Significant research and testing will be needed to make this vision a reality. The Lackawanna Valley could become a national model for renewal of the physical and human resources left in the wake of our transformation from an industrial to an informational economy. The need for such intervention
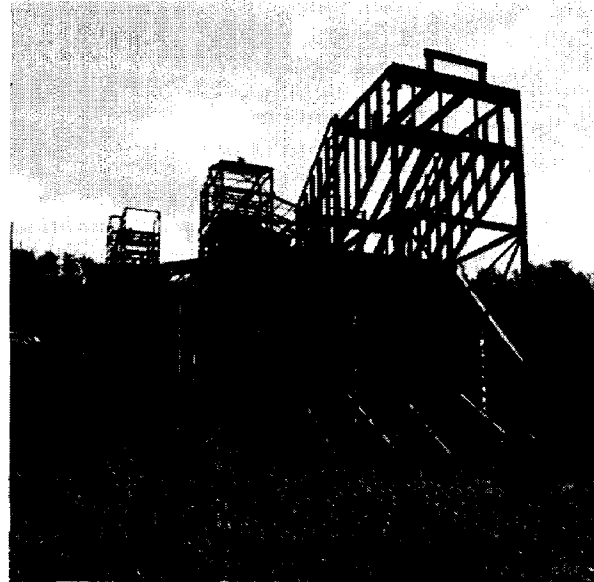
is growing on a national, even a world wide scale, as major industrial regions are abandoned, or as they continue to function while simultaneously degrading their environments. Beyond the Lackawanna Valley, areas in the Midwest's "rust belt" are in need of this knowledge, as are major industrial regions of Eastern Europe.

Among the challenges facing ERI will be that it must not only work to achieve its objectives within the Valley, it must simultaneously develop the knowledge and the tools to do so, since they do not exist. Efforts at reclamation and research are now scattered across the country in a number of ad-hoc places. The means must be available to seek out innovative approaches being taken throughout the world, as well as invent new technical and policy solutions to reclamation. This argues for an entity with on-going research and development capability. Affiliation with the state uni-

versity system would be a particularly powerful advantage, as would national recognition through association with the EPA and other federal agencies involved with environment and reclamation issues.

It is proposed that ERI be established administratively as a component of a major state university system, with initial Commonwealth support and annual contributions to operating costs. Governed by a board of trustees to include, among others, principal U.S. and Commonwealth agencies associated with the environment and reclamation issues, the EPA, Bureau of Mines, DER, etc. who would contribute to the endowment and commission the Institute to tackle major research questions. Depending upon the level of vision, a strong potential would exist for major international as well as private sponsors.

ERI activities should include:

o   **Scientific Research** -- into ways of dealing with large scale pollution and other major environmental problems in the wake of decline in traditional industries. Hydrology and subsidence are two key issues in the Lackawanna Valley, for example. The entity could be, in part, a branch research location, or provide facilities for visiting scientists, in addition to its own research agenda, using the valley as a testing ground.

o   **Education** -- About the uniqueness of the valley, and ways to reclaim and redevelop such ecologies. Education would take the form of conferences and seminars on major physical problems and opportunities of industrial transition; transfer of knowledge to visiting policy makers, scientists, and professionals coping with similar problems elsewhere on an international scope; curriculum development for secondary and college courses on the subject; on-site exhibits and explorations on the valley to teach visitors which could provide part of the attraction base to tell the story of the valley.

o   **Development Policy and Action** -- to grapple with conservation, land use and other planning issues raised by the transition to diversified economies and the devaluation and turnover of major tracts of land and buildings. Ways for individual

Figure 128: A goal of the Heritage Valley effort should be to improve use of the River.

communities and the county to achieve development needed for economic growth, while conserving and enhancing the natural beauty of the valley, is crucial. The Partnership will work with local communities on model ordinances which encourage desired development patterns and discourage continued exploitation, and with developers and funding agencies to demonstrate high quality reclamation of mine waste, junkyards, and other degrading land uses. Sources of development subsidy may be needed, and will be coordinated through existing granting agencies.

o **Technology Transfer/Business Innovation** -- Working through local Chambers of Commerce, the business community and the SBA, programs should be developed to transfer innovative reclamation technologies to the private sector. The Valley already has a core of business related to reclamation, recycling and reuse of anthracite culm; it can build upon this base to produce an important new industrial sector in the Valley.

Conservation and Recreation Programs

The Partnership will provide assistance to localities in conserving important open space and environmentally significant properties and in creating new recreational opportunities which enhance the Valley setting. Focusing on the hilltops and the Lackawanna River, these programs should include:

o **Conservation Action Programs** -- focused on sites and areas identified by the Partnership as being of critical concern for their visual or ecological quality, or for their relationship to the overall Valley setting. Designation of such sites and provision of incentives for conservation would encourage local municipalities to enact easements or land management programs, perhaps through the creation of a land trust, a Valley conservancy, or with the collaboration of the Pennsylvania Game Commission and other agencies. An initial step to facilitate this program would be the completion of a Lackawanna County Natural Areas Inventory.

An early candidate for such designation should be the verdant hilltops which provide a visual frame and physical boundary for the Valley. For the ridgetops it would be appropriate, in the Plan, to determine guidelines for development, setting elevation limits for where such guidelines would apply and exploring mechanisms for preservation of this recreational and visual resource. Perhaps the limits could be designated as extending from the ridgetops to the limit of Coal Measures -- a level ranging from 1100 feet to ±1370 ft.

Such an action program might also administer conservation tools such as tax incentives, voluntary agreements, as well as arrange for cooperative recreational use of such lands. Opportunities for involvement of supportive local organizations should be plentiful, including the Sierra Club, Audubon Society, Boy Scouts, Lackawanna River Corridor Association, and others already active in the area.

o **Identification of long range conservation opportunities** -- these might include the lower end of the valley, at the confluence of the Lackawanna and the Susquehanna rivers, where a major passive recreation area could be created. This area would provide a strong link to The Susquehanna River and The Chesapeake Bay Region. Another potential area is near the Stillwater Dam, at the headwaters of the Lackawanna River where a pristine natural setting could be preserved and enhance opportunities for gamelands and other recreation, providing the basis for a potential link to the Upper Delaware and the Appalachian Trail System.

o **Encouraging expansion of parks and open spaces along the Lackawanna River** -- the Lackawanna River serves as a backbone for the entire Valley, and represents a corridor where expanded open spaces can relate to the Valley's formative waterway and to a heritage corridor which crosses every municipality. The Partnership could be an advocate group for such open space expansion efforts, and could put together funding from various public sources to encourage action projects, which would build upon the valley trail system along the River to be developed as a demonstration project of the Partnership (see next section, below). Many candidate sites have been identified during the preparation of this Plan, which could be investigated by the Partnership under this category of program. For example, a more extensive river front park in the Blakely / Olyphant area, could be developed in a 1.5 mile stretch of land bordering the Lackawanna River. This would link River Street Park in Blakely with Candella Park in Olyphant. Pedestrian paths and landscaped areas would be improved, along with a new pedestrian bridge connecting the recreational areas in the vicinity of former gravity railroad abutments.

Demonstration Projects

An important part of the stewardship programs would be to pursue demonstration projects to show valley communities procedures and results from stewardship efforts. It is recommended that the Plan incorporate means and resources to accomplish three initial demonstration projects which will pave the way for successor efforts throughout the valley. The initial demonstration projects should deal with problems which will have high impact, deal with critical resources, and/or could be replicated elsewhere in the Valley. The Plan recommends the following set of demonstration projects to be undertaken by the Partnership or, in the case of reclamation efforts, ERI:

o **Mine reclamation** -- among the most pervasive blights on the landscape are the many culm piles, abandoned strip mines, and other mineral extraction sites which, having fulfilled their resource exploitation purpose, have been left, often adjacent to existing settled areas. These areas are not only unsightly, they often pose dangers of pollution, subsidence, and other use hazards for those living nearby. Moreover, due to the pattern of mining, where access to coal shafts was close to the settled floor of the Valley, many of these sites, if reclaimed, would have real value for reuse as developed property, open space, and other productive uses which could support the historic settlement pattern. Accordingly, ERI would have the mandate to identify a prototypical mine reclamation project, with the potential for positive impact, with the active cooperation of the municipality in which the property is located. Dozens of opportunities for such an effort exist in the Valley; Figure 35 indicates one such demonstration site candidate along the Lackawanna River adjacent to Dickson City, where mine wastelands could be reclaimed to achieve both flood protection and development, accommodating urban expansion.

o **Junkyard recycling and reuse** -- junkyards are scattered throughout the Valley; some are a-
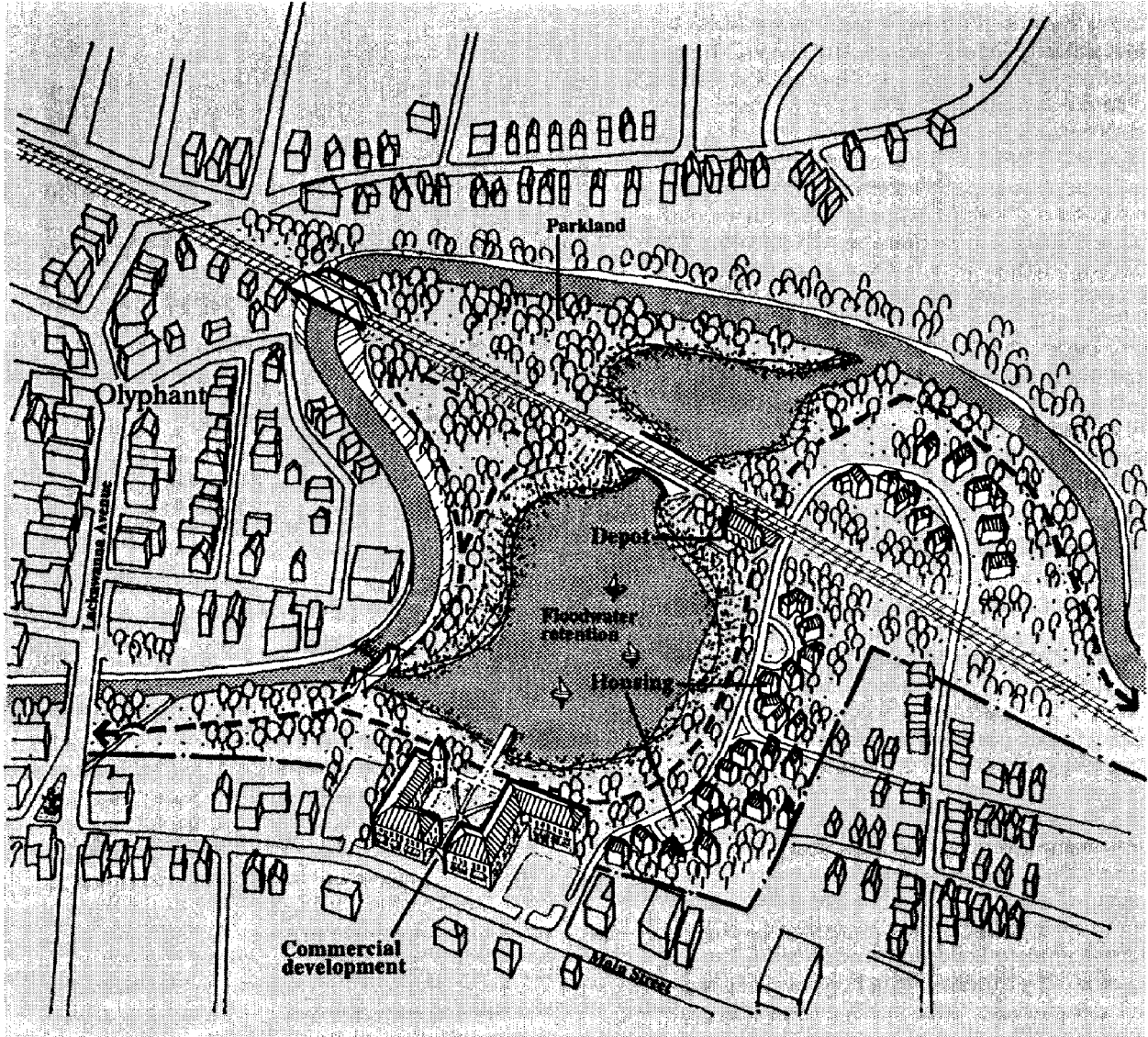

Figure 129: At Dickson City, the potential exists to reclaim surplus minelands into open space as well as new housing and commercial development.

mong the most prominent visual images of the Valley for passers by on the interstate system. These uses symbolize generations of neglect and a lack of community ability to handle waste products in an environmentally appropriate way. Recycling and reusing a prominent junkyard would send an important message to Valley communities that the environment has real importance and that the existing situation can be changed. For this reason, ERI would have the mandate to pursue one such project, in cooperation with the municipality and, if feasible, working in cooperative fashion with the land owner. Among the many potential sites, an illustration is shown in Figure 129 of a site near Dickson City where abandoned mine lands could be reused, perhaps in combination with flood protection programs, to accommodate new park land and development.

o **Historic structure adaptive reuse** -- many landmark structures within the Valley have been identified as significant to the historical evolution of the region. Many of these structures are of significant size, and would lend themselves to adaptive reuse for productive social and economic purposes. Unfortunately, for the larger structures, impediments of financing and risk often thwart development efforts. The Plan recommends that the Partnership identify, on a competitive basis, a major landmark structure for adaptive reuse and provide incentives and well as coordinated public improvements to encourage such private investment. For example, the Sauquoit Mill, a former silk mill along the Lackawanna River, might provide an opportunity for neighborhood expansion through adaptive reuse to housing and addition of new infill housing. The structure would be physically well-suited to such use, while retailing small industrial operations in a portion of peripheral buildings. Such structures may also provide the opportunity to provide affordable housing close to urban neighborhoods.
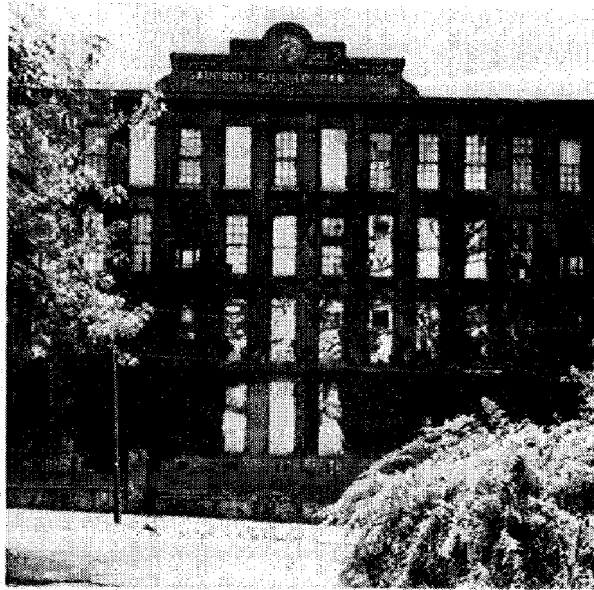

Figure: 130: *The Sauquoit Mill, a strong candidate for adaptive reuse.*

o **The Valley trail** -- an important demonstration project, as part of the conservation and recreation efforts, would be completion of the Valley trail, through conversion of rails to trails along the Lackawanna River. This effort would be a priority demonstration to secure public access along the linear length of the Valley, providing incentives to encourage related conservation and land use improvements along this area of critical concern. This program should be implemented by the Partnership, in cooperation with participating municipalities, with funding from NPS and Commonwealth Rails to Trails programs.

Phasing

The recommended plan includes the Visitor and Interpretive Infrastructure and Stewardship Programs described in Chapters 3 and 4. This includes both the development of the capacity for stewardship program management and the assumed implementation of a series of demonstration action projects. However, the "ultimate" plan will look far different than the physical bricks and mortar described above, inasmuch as the stewardship programs will take on a life of their own, resulting in the definition of multiple projects and resource commitments which are now difficult to envision.

During the planning process, one alternative was developed which has some of the characteristics of an Ultimate Plan, although its particulars might not match those which might evolve from the real activities of the

Partnership and ERI. This was termed Alternative 5 and was a composite of several predecessor plans which emphasized, respectively, cultural attractions, reclamation, and open space. In many respects, Alternative 5 motivated the planning team and public participants to seek the recommended form of this Plan, in that it represented a comprehensive vision of the future of the Valley. Indeed, the concept of stewardship programs is the planning team's response to put in place the capacity which might lead to such an "ultimate" plan without necessarily including every single resource commitment implied in that type of Plan. For illustrative purposes, Alternative 5 is included in this report as Figure 131, as it represents a full vision of the Valley. Among the aspects shown are multiple reclamation projects throughout the valley, expanded park and recreation systems along the Lackawanna River and Roaring Brook, completed hillside conservation zones, and a complete Main street preservation program throughout the Valley. In the following section discussion of the impacts of an "Ultimate" plan use this model portrayed in Alternative 5 as a point of departure for the analysis.
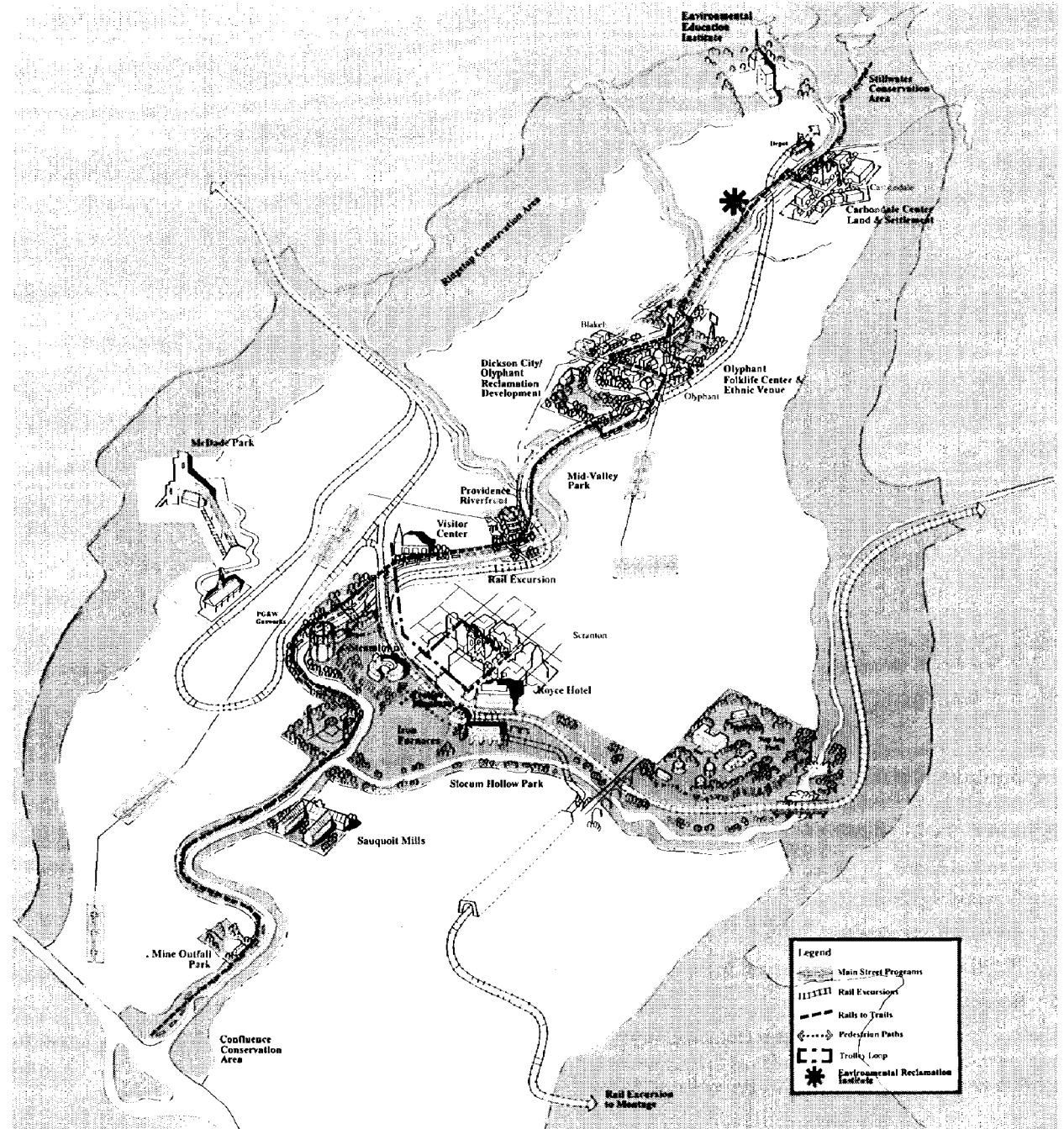

Figure 131: *The Ultimate Scheme*

Benefits and Costs

Evaluation of the costs and benefits associated with the implementation of the Lackawanna Heritage Valley project takes account, at a broad level of detail, of several major impact categories:

o **Capital Costs**

o **Operating Costs**

o **Economic Impacts**

o **Physical and Environmental Impacts**

o **Social Impacts**

Each of these impact categories is discussed below in reference to the costs and benefits of the recommended Plan and an "ultimate" long range scheme, assum-

ing a full scope of stewardship programs. More detailed information is provided in Appendix E: Cost Data.

Capital Costs

The estimated capital costs for the Lackawanna Heritage Valley are approximately $37 million for the recommended scheme and $57 million for the ultimate scheme. These costs are almost equally distributed across the various activities within the interpretive and stewardship infrastructures:

o **Education/Interpretation** -- including exhibits, signage and printed/media materials;

o **Development and Use** -- including attractions and linkages

o **Preservation/Conservation** -- including building and land acquisition, easements, exterior/interior restoration and rehabilitation, and preservation grants and loans;

o **Reclamation** -- including building and land aquisition for the Environmental Institute, building and site improvements and program development support;

o **Recreation** -- including landscaping and site improvements at interpretive sites, river trail, pedestrian areas, neighborhood parks, and linkages between sites.

In addition, capital costs are distributed relatively evenly across levels of governments and the private sector with 24% Federal (5% from NPS and 19% from other existing federal sources), 43% State (including the Pennsylvania Heritage Park Program and other existing Commonwealth sources), and 33% County, local and

	Preferred Alternative	Ultimate Scheme
Education/Interpretation	$7,458,597	$10,511,378
Development and Use	$7,192,155	$8,797,056
Preservation/Conservation	$9,588,429	$15,537,527
Reclamation	$6,755,875	$10,187,666
Recreation	$5,864,465	$12,115,105
Total	$36,859,521	$57,148,731

Figure 132: Capital Costs for Recommended and Ultimate Scheme

private. An implementation agenda by year and indicating source is found in Appendix E, Table E-4.

The following is a breakdown of capital costs by activity category for both the core and the ultimate schemes.

Operating Costs

As a part of the planning process, estimates of operations and maintenance expense have been prepared. Estimated yearly operational expense for the Partnership is estimated to be $250,000. These costs are itemized in Appendix E-5. The plan calls for half of the operational expense of the Partnership to be supplied by NPS, and the other half supplied through a local match.

Operations and maintenance expense for the interpretive and stewardship elements of the plan have been prepared. Once the recommended plan is fully implemented, operational expenses will be approximately $1,000,000 per year, dropping to $750,000 per year after the Partnership sunsets.

Although the majority of these operational expenses will be borne by the agency-owners of interpretive sites, over $250,000 in new funds must be found to support the operation of the Visitor Center, Trolley Museum and Folklife Center. Currently, there is no source of funds available to the Lackawanna Heritage Valley for these operational expenses.

The plan recommends that the Pennsylvania Heritage Park Program, Lackawanna County and the Partnership work together to investigate mechanisms to provide consistent long term operational funding for these

elements. Mechanisms that capitalize upon the positive financial impacts of the plan should be considered, and include: local hotel-motel taxes in Commonwealth heritage areas; use of Tax Increment Financing districts; user fees; joint ticketing/packaging fees, and; foundation funding.

Economic Impacts

The economic impacts of the Plan will be very positive for the entire Valley. The proposal will have particularly positive impact in the downtown areas where it will add streetlife, enhance retail facilities, and contribute overall to the attractiveness of the downtown as a place to visit, shop, recreate and work. Economic Impacts of the Plan include Tourism, Jobs Creation, Regional Spending, Tax Generation, and Related investment, including downtown Scranton. All impacts are expressed as a range, where the low is the recommended plan and the high is the "ultimate" plan, referred to in the previous section on Phasing.

Tourism

The Plan will have a significant positive impact on tourism. The plan is expected to attract between 860,000 and 1,310,000 visitors a year to the Lackawanna Valley. Steamtown already atracts an estimated 100,000 visitors a year. It will still serve as the primary attraction in the Valley, though the additional elements of the park will serve to attract additional visitors to the region and increase the length of stay of visitors. Most of the tourism related development is contained in the core scheme, though the additional community improvement, revitalization, community parks and linkage programs of the ultimate scheme will also enhance visitation. Annual visitor spending is estimated to be $12 million.

Job Creation

The proposed project would create construction related employment as well as other types of employment in the area. Direct construction related costs would generate direct and induced employment of 1,430 to

2,650 jobs, with an average annual direct and indirect employment of between 180 and 330 over a ten year period. Permanent jobs would be created for park operations and management, the environmental institute, and jobs related to expansion of Scranton's downtown area through retail and service jobs.

Regional Spending

The construction-related spending for the Plan will generate additional investment in the regional economy by filtering through the economy and creating a "multiplier" effect. This effect is referred to as a "Leverage Ratio". The leverage ratio would be between 2.14 and 2.58, creating a total induced development figure of between $79,351,767 and $147,170,302.

Tax Generation

The project will generate sources of fiscal revenue during its development and operating stages. These revenues include state income and local wage taxes and state sales taxes. Taxes during the development phases of the project will generate approximately $250,000 in annual revenues. State sales taxes generated by direct expenditures by visitors will be approximately $368,000, and taxes attributable to employment will be approximately $147,500.

Related Investment

The Plan will have direct and indirect impacts on the downtown area of Scranton, enhancing street life, retail and service opportunities, and contributing to the overall attractiveness of downtown for development and use activities. Most of these impacts will be tied to implementation of the park through increased retail sales and hotel room occupancy, although opportunities for adaptive reuse projects will also occur. An important link between the Plan and the commercial development of the downtown is the proposed connection of the Mall and Steamtown. In addition, less direct connections to other retail, restaurant and service business in the downtown can be expected. The project is forecasted to attract 145,000 to 150,000 visitor nights once implemented, enough to support the occupancy of 500 hotel rooms in the area.

Economic Development

The infrastructures for education and visitation, and the stewardship strategies embrace not only preservation and interpretation, but also economic development. The primary beneficial impact of the implementation of the plan will be stimulation of the economy at all levels of commerce in the Valley. The interpretive infrastructure proposed will stimulate the tourism, retail and service sectors of the Valley's economy, generating, among other things, commercial development in various downtown locations. The stewardship infrastructure proposed will stimulate the institutional sectors of the Valley's economy, especially in the educational community. Ultimately, these stewardship programs will create an entirely new industry for the Valley, centering on research and delivery of leading-edge reclamation technologies.

Figure 133: Lackawanna River, where potential assets could be used for community-wide benefit.

Physical and Environmental Impacts

The implementation of the Plan will have significant positive impacts on both the natural and man-made environments of the Valley. Historic structures and settings will be restored and revitalized through the infusion of new uses. The natural environment, both in its degraded and pristine states, will be reclaimed and stabilized, becoming a significant resource for the future economic and recreational life of the Valley. Significant portions of the green Valley hillsides, and much of the river corridor, would be preserved. Demonstration projects would provide positive examples for sensitive reuse of significant historic, cultural and natural resources.

2,650 jobs, with an average annual direct and indirect employment of between 180 and 330 over a ten year period. Permanent jobs would be created for park operations and management, the environmental institute, and jobs related to expansion of Scranton's downtown area through retail and service jobs.

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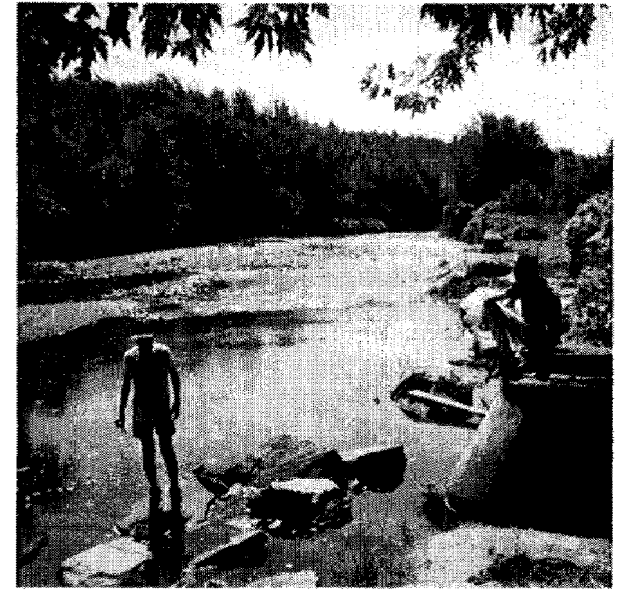

Figure 133: Lackawanna River, where potential assets could be used for community-wide benefit.

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The implementation of the Plan will have significant positive impacts on both the natural and man-made environments of the Valley. Historic structures and settings will be restored and revitalized through the infusion of new uses. The natural environment, both in its degraded and pristine states, will be reclaimed and stabilized, becoming a significant resource for the future economic and recreational life of the Valley. Significant portions of the green Valley hillsides, and much of the river corridor, would be preserved. Demonstration projects would provide positive examples for sensitive reuse of significant historic, cultural and natural resources.

Figure 134: *View of hills, river, and landscape.*

Social Impacts

The Plan has potential positive social aspects. The Valley will become an important educational resource on a local and national level. Implementation of the plan will instill a sense of pride for residents and visitors alike in the industrial and ethnic heritage of the region. The stewardship programs will ensure an increased a-wareness and appreciation of the man-made and natu-ral resources of the Valley, producing long-term com-mitments to the protection of these environments. Stewardship programs will help buffer ethnic neighbor-hoods, small main streets, and other important social use zones from the potential negative impact of in-creased visitation and use. In addition, long term im-provements in the built and natural environments will increase residents' enjoyment in the use of these re-sources. Additional information on impacts is included in Appendix C: Alternatives and Appendix D: Cost Data.

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Appendices

Appendix A
List of Technical
Reports

Appendix B
Cultural
Resources List

Appendix C
Alternatives and
Environmental
Assessment

Appendix D
Cost Data

Appendix A List of Technical Reports

Lackawanna Heritage Valley Notebooks

Lackawanna Valley Project Team
Lackawanna Task Force Membership

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Memorandum of Understanding, NPS
Project Description, NPS

Task 4: Goals Workshop
Lackawanna Heritage Valley Goals, NPS
Slideshow and Questionaire, LVT
Newsletters: Task Force Update, NPS

Task 5: Inventory
Administrative and Jursidicitional Survey
Environmental and Ethnographic Assessment, NPS
Lackawanna Development Timeline, NPS
Histories of Lackawanna Valley Communities, NPS
Ethnic Compostition of the Lackawanna Valley, NPS
Ethnic Organizations and Unions of the L. V., NPS
Calendar of Yearly Events in the L. V., NPS
Industrial Sites Survey Summary, LVT
Industrial Sites Final Report, LVT
Industrial Sites Data Analysis Report, LVT
Urban Design Inventory, and Findings, LVT
Inventory of Economic and Business Conditions, ERA
Analysis/Synthesis of Existing Conditions, LVT
Preliminary Statement of Significance, NPS
Thinking about Developing the Plan, LVT

Task 6: Analysis
Analysis/Synthesis of Existing Conditions

Tasks 7-10: Alternatives and Final Plan
Framework for Heritage Park Alternatives, LVT
Alternatives, LVT
Newsletter and Survey, NPS
Final Plan, LVT
Implementation Plan, LVT

Additional Information Available

Endorsements
Economic Impact Analysis,ERA
Community Participation
Lackawanna Heritage Valley Task Force
List of Subcommittees
Pennsylvannia Heritage Parks Program Requirements
Bibilography
List of Endangered or Threatened Species
Cultural Resources List (complete listing)
Public comment on Alternatives

Appendix B
List of
Cultural
Resources

This list analyzes and summarizes the findings of three cultural resources studies conducted by the Study Team: the **Environmental and Ethnographic Assessment**, the **Industrial Sites Survey** and the **Urban Design Assessment of Scranton**. The chart also summarizes data used by the Team from two previous studies: the 1979 Historic Sites Survey of the City of Scranton. and a partial survey of residential and commercial resources, produced by Lackawanna County for the Pennsylvania Historic and Museum Commission. Information from previous studies was verified wherever possible by field reconnaissance completed by the Team.

Only resources dating from the key period, 1840 to 1930, and noted as having average or better integrity were includied in this listing. Significance information was gathered from three sources: the **National Register of Historic Places**, the **Pennsylvannia Historical Commission's Inventory of Historic Places**, and the **City of Scranton Landmark Registry**. Ratings in parentheses denoted Pennsylvania Historic Commission suggestions. **NHL** indicates that the property is a National Historic Landmark; **NHS** indicates that the property is a National Historic Site.

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	THEME People	Ind
Lackawanna County					
Scranton: Central City					
Designated Resources (Individual)					
Glen Alden Coal (O'Hara Hall)	MINING	local		X	
Central RR of NJ Freight Station (14)	RR	NR-local			X
DL&W RR ROW	RR	NR-national			X
DL&W RR Yards-Steamtown (6)	RR	NHS			X
DL&W Car Shops-Chamberlain (4)	RR	NR-national/(NHL)			X
Harrison Avenue Bridge	RR	NR-local			X
Royce at Lackawanna Station (8)	RR	local (NR-national)			X
Dickson Manufacturing Co.-Stacor (21)	IRON/STEEL	NR-state			X
ICS Admin Building-Finch Building (19)	IND-OTHER	NR-national(NHL)			X
Scranton Times (18)	IND-OTHER	local (NR)			X
Ad-Lin Building	COML	NR-state			X
Bank Towers of Northeast Bank	COML-FIN	local	X		X
Casey Hotel	COML	local			X
Casey Hotel Garage	COML	local			X
Century Club	COML	local		X	
Chamber of Commerce	COML	local		X	
Courtyard Mall	COML	local			X
Dime Bank Building (1890-91)	COML-FIN	NR-State	X		
Electric Building	COML	NR-local			X
The Globe Stores-119 Wyoming Ave	COML	NR-local			X
Hoban Hardware	COML	local			X
McHale Building	COML	local			X
PA Gas and Water Co.	COML	local			X
Quint's Army Navy Store	COML	local			X
Scranton Life Building	COML	local		X	
Watres Armory	COML	NR-state		X	
Masonic Temple	CMTY-OTHER	NR-national(NHL)		X	
Scranton Public Library-Albright Memorial	CMTY-OTHER	NR-local		X	
Grand Army of the Republic Building	FRAT	NR-state		X	
Keystone City Residence (Scranton Elks)	FRAT	local		X	
Scranton Club	FRAT	local		X	
Federal Building	GOV-FED	local		X	
Lackawanna County Courthouse	GOV-LOCAL	local (NR-state)		X	
Lackawanna County Administration Bldg	GOV-LOCAL	local (NR-local)		X	
Scranton Central City Fire Headquarters	GOV-LOCAL	NR-state		X	
Scranton City Hall	GOV-LOCAL	NR-state		X	
First Church of Christ Scientist (Scranton Childrens' Library)	CHURCH	NR-local		X	

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	THEME People	Ind
Elm Park Methodist Church	CHURCH	local (NR)		X	
St. Luke's Episcopal Church	CHURCH	local		X	
St. Mary's Greek Catholic Church	CHURCH	local		X	
St. Peter's Cathedral Complex	CHURCH	NR-state		X	
Scranton Central High School	SCHOOL	local		X	
Scranton School District Admin. Building	SCHOOL	local		X	
Scranton Technical High School	SCHOOL	local		X	
Jefferson Hall, U. of Scranton	SCHOOL	local		X	
Duckworth Apartments	RES	local		X	
Florence Apartments	RES	NR-local			X
Woolworth Residence	RES	local		X	
Jermyn Hotel (1894)	RES	NR-local		X	
Designated Resources (Districts)					
Lackawanna Avenue Historic District	COML-RET	NR district			X
(The district contains 88 commercial buildings; 60 are considered significant or contributing)					
Potential Resources (Individual)					
Pine Brook Breaker (106)	MINING	(NR-regional)			X
Sprague & Henwood (97)	MINING	(NR-local)			X
Von Storch Breaker-2 structures (117)	MINING	(NR-regional)			X
D&H RR Freight Depot (23)	RR	(NR-regional)			X
Laurel Line Power Station (10)	RR	(NR-regional)			X
Laurel Line RR Freight Station (9)	RR	(NR-regional)			X
NY Ontario & Western RR shops (39)	RR	(NR-national)			X
Klots Silk Throwing Mills	TEXTILE	(NR-regional)			X
Lackawanna Knitting Mill (83)	TEXTILE	(NR-local)			X
Scranton Silk Co. (149)	TEXTILE	(NR-national)			X
Dickson Locomotive Co. (7)	IRON/STEEL	(NR-regional)			X
Lackawanna Iron & Coal Co. (5)	IRON/STEEL	(NR-national)			X
Railway Steel Spring Co. (111)	IRON/STEEL	(NR-national)			X
Scranton Stove Works (142)	IRON/STEEL	(NR-local)			X
Capouse Warehouse Co. (99)	IND-OTHER	(NR-local)			X
International Correspondence School	IND-OTHER	(NHL)		X	
Lackawanna Cold Storage (22)	IND-OTHER	(NR-regional)			X
Scranton Electric Company (26)	IND-OTHER	(NR-local)			X
Potential Resources (Districts)					
Scranton Downtown Commercial District	COML-IND	(NR-state)		X	X
(This district contains 106 potentially contributing structures, including 15 potentially individually eligible structures, 69 contributing commercial buildings, 14 contributing church, ethnic and community resources and 18 contributing industrial structures.)					
Scranton Downtown Industrial District	IND	(NR-local)			X
(This district, identified by the 1990 Industrial Sites Survey, is bounded by Sanderson, Wyoming and Poplar, and includes textile and other industrial structures, including 1 potential NHL)					
Potential Resources (Interpretive Monuments)					
Battleship Main	MONUMENT			X	
Christopher Columbus	MONUMENT			X	
Civil War	MONUMENT			X	
Dante Memorial	MONUMENT			X	
Duffy Monument	MONUMENT			X	
Ebenezer Slocum	MONUMENT			X	
Gateway to Scranton Coal Monument	MONUMENT			X	
General Casimir Pulaski	MONUMENT			X	
General Philip Sheridan	MONUMENT			X	
George Washington	MONUMENT			X	
Isaiah F. Everhart	MONUMENT			X	
John Mitchell	MONUMENT			X	
Moses and the People	MONUMENT			X	
President William Mckinley Memorial	MONUMENT			X	
Veterans Monument	MONUMENT			X	

Appendix B: Cultural Resources

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Scranton: Neighborhoods					
Designated Resources (Individual)					
Terrence Powderly Home	RES	NHL		X	
Catlin House-232 Monroe Avenue	RES	local (NR)		X	
James L. Crawford Estate	RES	NR-state		X	
G. Jenkins House, 921-931 Green Ridge	RES	local		X	
Jesuit Residence-Scranton Estate	RES	local		X	
Silkman House	RES	NR-local		X	
Von Storch Residence	RES	local		X	
Tripp Family Homestead	*RES*	*NR-state*		X	
Church of the Good Shepherd, Green Ridge	*CHURCH*	*local*		X	
Westminster Presbyterian Church/Rectory	*CHURCH*	*local*		X	
The Pioneer RR Car at Nay Aug	*RR*	*local*			X
Potential Resources (Individual)					
Hyde Park Breaker Complex (127)	MINING	(NR-regional)			X
Marvin Washery-various structures (79A)	MINING	(NR-regional)			X
Coal Co. (155)	MINING	(NR-regional)			X
D&H RR Station & Coal Yards (38)	RR	(NR-regional)			
D&H RR Repair Shop (115)	RR	(NR-local)			X
Laurel Line Tunnel (11)	RR	(NHL)			X
NJ Central RR Roundhouse & Turntable	RR	(NR-local)			X
Scranton Transit Co. (37)	RR	(NR-regional)			X
Sauquoit Industries (1)	TEXTILE	(NHL)			X
Scranton Button Co. (2)	TEXTILE	(NHL)			X
Scranton Lace Co. (30)	TEXTILE	(NHL)			X
Mill (145)	TEXTILE	(NR-local)			X
St. Stanislaus Polish National Church	CHURCH	(NHL)		X	

Potential Resources (Industrial Districts)

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Green Ridge Industrial District	IND	(NR-local)			X

(This area, identified in the 1990 Industrial Sites Survey, includes mining, railroad and other resources, and is bounded by Mylert Avenue and East Market Streets)

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
South Scranton Industrial District	IND	(NR-regional)			X

(This area, identified in the 1990 Industrial Sites Survey, includes Saquoit Silk Mill—a potential NHL—the Scranton Button Company, and Lackawanna Mills; the area is bounded by Cedar, Brook and Cherry Streets)

Potential Resources (Residential Districts)

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Green Ridge Residential District	RES	(NR-regional)		X	

(This high style neighborhood, was built between 1880 and 1930 to house wealthy English and Welsh mining and RR owners and managers, and has generally excellent integrity. Over 100 potentially contributing structures have been surveyed; several are listed individually on the National Register.)

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Hill Section Residential District	RES	(NR-local)		X	

(This vernacular neighborhood, begun in 1860, includes large homes built for managers and business owners. More than 200 potentially contributing structures have been surveyed, including residences, churches, schools, many individually designated resources and the Everhart Museum in Nay Aug Park.)

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Hyde Park Neighborhood	RES-IND	(NR-local)		X	X

(This vernacular ethnic Welsh neighborhood dates to 1840, and has maintained a high degree of integrity. The more than 100 potentially contributing structures include worker owned and built housing, remnant mine and breaker complexes, railroad resources, textile mills, many churches and an active main street)

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
North Scranton	RES-IND	(NR-local)		X	X

(This vernacular ethnic neighborhood, begun in 1840, was built around the Marvin Breaker and other collieries, and contains industrial sites and worker housing.)

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Providence	RES-IND	(NR-local)		X	X

(The site of the Munsee settlement of Capoose, and the area first adopted by Europeans, the area contains vernacular housing clustered around industrial sites including mining complexes, foundries, silk textiles and other industrial uses)

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
South Side	RES-IND	(NR-regional)		X	X

(These vernacular ethnic Irish, Italian, German and Polish neighborhoods cluster around industries, including silk textile mills considered as potentially nationally significant or potential NHL's by PHMC, collieries and other industries. Identifiable sections of railroad worker-built housing, small areas of company-built housing, and ethnic enclaves including residences, church and fraternal organizations remain, including the Polish neighborhood that developed and still houses the mother church of the Polish National Catholic Church, St. Stanislaus, considered a potential NHL.)

Other Potential Resources
- Bellevue Neighborhood
- East Mountain Neighborhood
- High Works Neighborhood
- Keyser Valley DL&W shops and yards
- Lincoln Heights
- Minooka
- The Notch
- Petersburg
- Pine Brook
- The Plot
- Tripp Park Neighborhood

Valley Communities

Abington

Potential Resources (Individual)

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Clarks Summit State Hospital	HOSPITAL	(NR-State)		X	

Archbald

Potential Resources (District)

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Archbald Historic District	RES	(NR-local)	X	X	

(Archbald is a contained ethnic Welsh residential community of excellent integrity built primarily between 1870 and 1930. Important resources include St. Thomas Church, Rectory and School, fraternal organizations, and other textile and related resources. Archbald is also the site of the Archbald Potholes State Park, the second largest glacial potholes in the World and the largest in the Americas; it is a Pennsylvania outstanding Geologic Feature and is considered a potential NNL.)

Blakely

Potential Resources (District)

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Blakely Historic District	RES-IND	(NR-local)		X	X

(Blakely is a primarily English and Welsh vernacular residential community with related silk textile and railroad resources.)

Carbondale

Designated Resources (Individual)

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
D&H Gravity RR ROW	RR	NR-national(NHL)			X
Dalton House	COML-RES	NR-state		X	
Carbondale City Hall	GOV-LOCAL	NR-local		X	
Potential Resources (Individual)					
D&H Car Shop (86)	RR	(NR-national)			X
Silk Mill (Gentex-48)	TEXTILE	(NR-regional)			X
Carbondale Mills (87)	TEXTILE	(NR-local)			X
Silk Mill (Gentex-56)	TEXTILE	(NR-local)			X

Potential Resources (Districts)

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Carbondale Industrial District	IND	(NR-state)			X

(A significant grouping of pre-1915 industrial structures, including the Hendrick Manufacturing Company, the Van Bergen Foundry company store and office, Klots Throwing Mill, Cross Perf Products Plant and the D & H Roundhouse and Powerhouse.)

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Carbondale Downtown Commercial District	COML	(NR-local)			X

(Carbondale Main Street contains contributing commercial structures, severally individually designated structures, including Carbondale City Hall and monuments delineating the beginning of the D&H gravity Rail ROW and the location of the first anthracite mine in the Valley. The area also includes Church Street, the location of several ethnic churches, including the St. Rose of Lima Irish Catholic Church.)

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Carbondale Residential Districts	RES	(NR-local)		X	

(Carbondale contains several distinct intact residential neighborhoods, including a small area of high-style housing, and Irish, Welsh, and Slovenian vernacular neighborhoods.)

Childs

Potential Resources (Individual)

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Powderly Breaker Archaeological Site (57) and small area of associated patch housing	MINING	(local)		X	X

Dickson City

Potential Resources (Individual)

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
D&H RR Depot (77)	RR	(NR-regional)			X
Gravity RR Station at Valley Junction (67B)	RR	(NR-regional)			X

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	THEME People	Ind
Potential Resources (Districts)					
Dickson City Historic District	RES-COML	(local)		X	X

(Dickson City is a Polish neighborhood traditionally associated with the Von Storch Colliery and other industrial resources; Main Street, and vernacular neighborhoods incorporating churches and ethnic associations remain.)

Dunmore

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Potential Resources (Individual)					
PA Coal Colliery #5 (113)	MINING	(NR-regional)			X
PA Coal Co. Offices (147)	MINING	(NR-regional)			X
Scranton Coal Co. (150)	MINING	(NR-regional)			X
DL&W RR Yards & Turntable (44)	RR	(NR-national)			X
Erie RR Dunmore Shops (41)	RR	(NR-local)			X
PA RR Gravity RR ROW (42)	RR	(NR-national)			X
PA RR Gravity RR Tunnel (43)	RR	(NR-national)			X
Carbondale Grate Bar Foundry (40)	IRON/STEEL	(NR-local)			X
PA Silk Throwing Co. (139)	TEXTILE	(NR-local)			X
Keystone Brewing Co. (129)	IND-OTHER	(local)			X
Pennsylvania State Oral School	SCHOOL	(NHL)		X	
Marywood College	SCHOOL	(NR-regional)		X	
St. Joseph's Hospital	HOSPITAL	(NR-local)		X	
Potential Resources (District)					
Dunmore Historic District	RES	(local)		X	

(Dunmore was closely associated with the growth of Scranton and was the site of the Pennsylvania Coal Company, and many rail-related resources. Large Irish and Italian neighborhoods remain, often associated with industrial or archaeological sites.)

East Jermyn

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Potential Resources Districts					
East Jermyn Historic District	RES	(local)		X	

(East Jermyn is a small intact vernacular Russian neighborhood, including mine worker owned and built housing and the neighborhood Russian Orthodox Church. Only 1 structure in the potential district is intrusive. The east edge of the community is bounded by archaeological remains of the Jermyn Colliery of the Hudson Coal Company and the D & H Gravity RR Stone Crusher.)

Fall Township

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Potential Resources (Individual)					
Morss 1829 Tannery/Sawmill (51)	IND-OTHER	(local)			X

Jermyn

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Potential Resources (Individual)					
Miller Casket Co. (63)	IND-OTHER	(NR-local)			X
Moosic Powder Mill Co. (64)	IND-OTHER	(NR-regional)			X
Potential Resources (District)					
Jermyn Historic District	RES-COML	(local)		X	X

(Jermyn has identifiable Welsh, Irish and Italian sections, with associated church, ethnic and fraternal resources, including one of the oldest churches in the Valley.)

Jessup

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Potential Resources (District)					
Jessup Historic District	RES-COML	(local)		X	

(Jessup has two identifiable intact vernacular ethnic neighborhoods, one Italian and one Slovenian. Main Street is the site of the Annual St. Ubaldo Day Race of the Saints.)

Mayfield

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Potential Resources (Individual)					
D&H RR Right of Way (58)	RR	(NR-national)		X	
NY Ontario & Western Roundhouse (59)	RR	(NR-regional)		X	X
Potential Resources (District)					
Mayfield Historic District	RES	(local)		X	

(Mayfield is a contained, intact vernacular residential district which includes both Russian Orthodox and Polish sections.)

Moosic

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Potential Resources (District)					
Moosic Residential Historic District	RES	(local)		X	

(Moosic has a small, primarily Polish and Italian historic residential area, containing approximately 30 contributing residential structures.)

Olyphant

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Potential Resources (Individual)					
Underwood Breaker (84)	MINING	(NR-regional)			X
D&H Gravity RR Terminal (67)	RR	(NR-regional)			X
D&H Freight Depot (68)	RR	(NR-regional)			X
D&H RR Bridges (70)	RR	(NR-regional)			X
Potential Resources (Districts)					
Olyphant Historic District	RES-COML	(local)		X	

(Olyphant contains an unusually rich concentration of ethnic neighborhoods, a commercial main street, and a downtown church district which contains, among others, the Saints Cyril and Methodius Ukrainian Catholic Church, the St. Michael's Polish Catholic Church, All Saints Russian Orthodox Church, St. Patrick's Irish Catholic Church, and the St. George Episcopal Church.)

Old Forge

PHMC's Lackawanna County Historical Survey did not include Old Forge, but the area contains a large Italian settlement, many ethnic restaurants and organizations, and a commercial main street.

Peckville

PHMC's Lackawanna County Historical Survey did not include Peckville, but the area contains what appears to be a vernacular neighborhood in good condition, probably of English and Welsh origin.

Simpson

PHMC's Lackawanna County Historical Survey did not include Simpson. However, the small community is a cohesive, intact Russian and Slovenian vernacular neighborhood surrounded by the Blue Coal Breaker and its 6 to 8 story tall conical culm piles. Five different Roman and Orthodox churches are clustered near the Lackawanna River. One of the oldest homes in the region, the Morss Mansion, is found in Simpson.

Taylor

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Potential Resources (Individual)					
Moffit Coal Co. Breaker (46)	MINING	(NR-national)			X
Tipple (46)	MINING	(NR-regional)			X
Pyne Breaker (154)	MINING	(NR-national)			X

Throop

Throop contains a significant Slovenian neighborhood, built largely between 1920 and 1960.

Luzerne County

Pittston

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Potential Resources (Individual)					
Pittston Post Office	GOV	(local)		X	
Pittston Apparel Building	TEXTILE	(local)			X

West Pittston

RESOURCE	BLDTYPE	SIGNIFICANCE	Land	People	Ind
Potential Resources (Individual)					
516 Exeter Ave., c 1800	RES	(local)		X	

Appendix C Alternatives and Environmental Assessment

The Need for a Plan

The Lackawanna Heritage Valley project was suggested by the Comprehensive Management Plan for the Steamtown National Historic site, which was created as a result of Public Law 99-591. The Plan will guide the future actions of NPS and other agencies and units of government in cooperatively conserving, interpreting and managing important natural, cultural and recreational resources of the Valley. The Congress of the United States appropriated $ 175,000 in 1989 and $150,000 in 1990 to accomplish this work.

This report proposes the joint recognition, by local communities, Lackawanna County, the Commonwealth of Pennsylvania, and Congress, of the Lackawanna Heritage Valley. The Lackawanna Heritage Valley will have two primary functions: to capture the story of the valley for its residents and the nation by creating an infrastructure for interpretation and education; and to establish a framework for stewardship which will preserve significant historic features, reclaim abandoned land and buildings, and conserve and enhance the Valley's natural, cultural, educational and recreational assets. The Lackawanna Valley is one of the few, and perhaps the only, places in America which possess the resources and integrity to tell the story of anthracite coal in America. This report will serve as the National Park Service recommendation to Congress and the Commonwealth of Pennsylvania's Heritage Park Program Management Action/Implementation Plan.

Environmental and Cultural Compliance

This plan is subject to compliance requirements under both the National Environmental Policy Act of 1969 (NEPA) and Section 106 of the National Historic Preservation Act of 1966, as amended. Section 106 and regulations promulgated by the Advisory Council on Historic Preservation (36 CFR Part 800) require that the National Park Service seek to avoid or to mitigate any possible adverse impacts on cultural resources within any park or within any districts or sites listed on the National Register of Historic Places. The State Historic Preservation Officer was a co-producer of this plan, and has been consulted at every stage of the process.

The National Environmental Policy Act of 1969 (NEPA) and the regulations and procedures issued by the Council on Environmental Quality (40 CFR Parts 1500-1508) direct that the federal government consider the impacts of projects which includes federal actions. The technical assistance and operating assistance to the partnership outlined in this plan may constitute such action. Therefore, the National Park Service has prepared this Environmental Assessment which outlines alternatives considered and evaluates their effects on the environment. This information is provided to assist public officials and members of the public in their review of the Plan during the public review period.

Agencies and Individuals Consulted

Agencies reviewing or providing information for this assessment include: Pennsylvania Historical and Museum Commission; Pennsylvania Council on the Arts; Pennsylvania Department of Environmental Resources; Pennsylvania Department of Commerce; Pennsyl-vania Department of Education; Pennsylvania Heritage Affairs Commission; Pennsylvania Department of Transportation; Pennsylvania Department of Community Affairs; Pennsylvania Heritage Parks Program; Pennsylvania Natural Diversity Inventory; The Nature Conservancy; Lackawanna County; The Cities of Scranton, Carbondale and Olyphant; and the Mid-Atlantic Region of the National Park Service.

Consideration of Alternatives

The Plan outlines the planning process and presents the recommended course of action for the Lackawanna Heritage Valley. Alternatives regarding the NPS role were explored during the Steamtown CMP process. The suggested role is primarily one of technical and financial assistance.

Two sets of alternatives were prepared and reviewed extensively by the public in the process of evolving this Plan. This environmental assessment reviews the second set of five alternatives plus a no action alternative. The preferred alternative is essentially Alternative I, with the addition of demonstration projects from Alternatives 2, 3 and 4. Information on the alternatives is presented in the charts on the following pages. Copies of newsletters and written public comment are available from the study team.

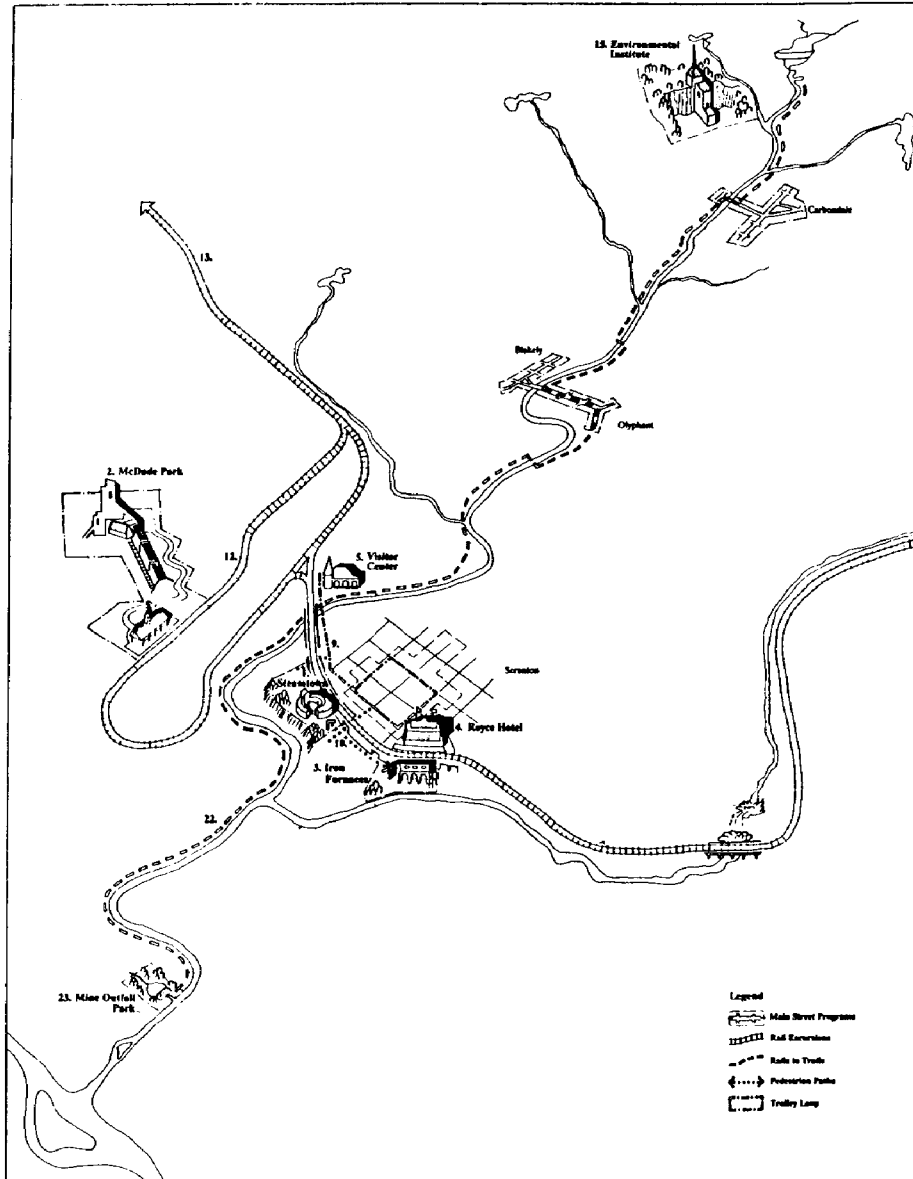# Comparison of Alternatives

	ALTERNATIVE 1 The Core Scheme	ALTERNATIVE 2 Cultural Sub-Centers	ALTERNATIVE 3 Environmental/Development Demonstration	ALTERNATIVE 4 The Valley Park	ALTERNATIVE 5 Combined Approach
Concept	To provide the minimum infrastructure necessary to assure the preservation and interpretation of cultural resources, and the stewardship of the Valley's natural and cultural resources. All elements of the Core Scheme are incorporated in Alternatives 2 - 5.	In addition to the Core Scheme, to add additional cultural resource attractions and to provide an historic setting for interpretation of each park scheme.	In addition to the elements of the Core Scheme, to reclaim historic buildings, settings, abandoned mine lands and other devastated Valley resources to demonstrate conservation/reclamation techniques with representative projects	In addition to the elements of the Core Scheme, to emphasize the conservation and the development of parklands along the Lackawanna River, the development of rails to trails and the protection of hillside conservation areas	Combines all elements represented in alternatives 1 - 4 to provide maximum preservation and conservation with concurrent development of cultural attractions, environmental and reclamation demonstration projects, all in a park-like setting.
Cultural Attractions	Enhance exhibits and facilities at the Lackawanna County Coal Mine, the Scranton Iron Furnaces, the Anthracite Museum and Steamtown to interpret the anthracite story. Provide a Lackawanna Heritage Valley Visitor Center at the New Jersey Central Station.	In addition to Core Scheme elements, add an Folklife Center in Olyphant and a Land and Settlement Exhibit in Carbondale. Further enhance existing facilities.	Same as the Core Scheme (alternative 1)	Same as the Core Scheme (alternative 1)	Same as Alternative 2
Linkages	Provide a Downtown Bus/Trolley Loop connecting all major cultural resource with downtown Scranton; connect Steamtown, Iron Furnaces and the Royce with a pedestrian path; provide self guided motor and walking tours; and link via Steam Rail Steamtown and McDade park.	In addition to the elements included in the Core Scheme, provide Steam Rail links to Carbondale and Montage Mountain	Same as Core Scheme (Alternative 1)	Same as Core Scheme (alternative 1)	Same as Alternative 2
Reclamation/Preservation	Create a research/education/ policy/incubator reclamation program at a new, state sponsored/university connected Lackawanna Reclamation Institute. Provide a valley-wide Main Street Program and Preservation program	In addition to the elements of the Core Scheme, add a Folklore/Folklife Preservation program	In addition to the elements included in the Core Scheme, complete at least one demonstration project of each type--mine reclamation, building reuse, clean-up of nuisance sites, and river restoration. Add an entrepreneurial capacity to the Institute, as well as an educational facility.	Same as Core Scheme (Alternative 1)	Includes all elements in Alternatives 1 - 3
Recreation	As a demonstration project, convert a section of the abandoned rail right of way along the Lackawanna River at Steamtown in Scranton into a pedestrian and bicycle path. Create a new environmental learning park at Duryea.	In addition to the elements included in the Core Scheme, open additional Rail to Trail segments and river parks at Olyphant and Carbondale	In addition to the elements included in the Core Scheme, develop new park lands and trail links as a part of each demonstration project	In addition to the elements included in the Core Scheme, create a Riverfront Protection Zone, a new Mid-Valley Park, Ridgetop Conservation zones, a Confluence Conservation Park, and a Stillwater Conservation Area.	All elements in alternatives 1 - 4 are included.
Management	Create a Lackawanna Heritage Valley Partnership at the state level, with federal endorsement, to accomplish the major goals of the Core Scheme	Same as Core Scheme (alternative 1)	Same as Core Scheme (alternative 1)	Same as Core Scheme (alternative 1)	Same as Core Scheme (alternative 1)
Funding	All project jointly funded, with funding equally divided among federal, state, local and private sources	Same as Core Scheme (alternative 1)	Same as Core Scheme (alternative 1)	Same as Core Scheme (alternative 1)	Same as Core Scheme (alternative 1)

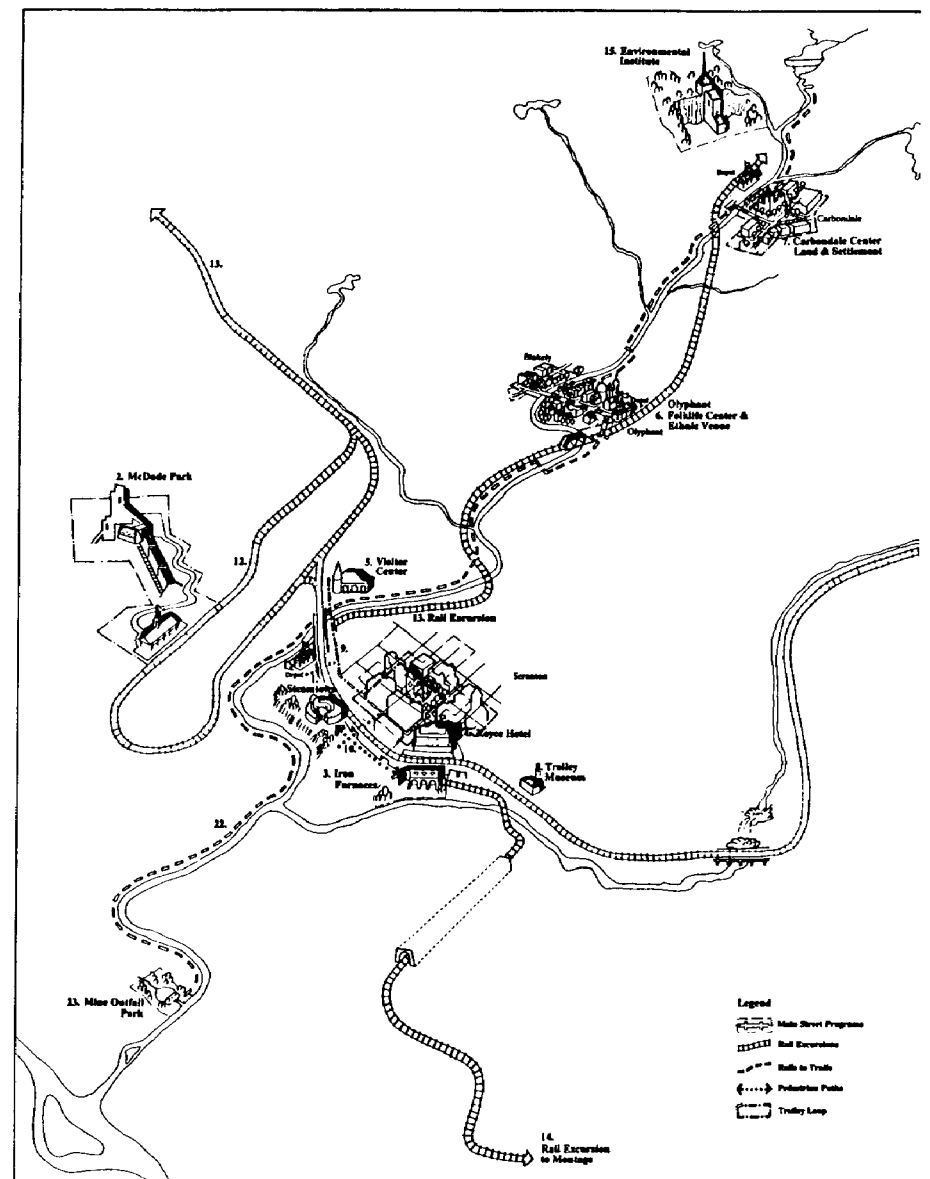# Appendix C: Alternatives

Impact of Alternatives

	ALTERNATIVE 1 The Core Scheme	ALTERNATIVE 2 Cultural Sub-Centers	ALTERNATIVE 3 Environmental/ Development Demonstration	ALTERNATIVE 4 The Valley Park	ALTERNATIVE 5 Combined Approach	NO ACTION ALTERNATIVE
Natural Resources General Impacts	Several abandoned and degraded industrial sites will be reclaimed; sections of the river, abandoned rail lines and open space around Steamtown and Scranton will be restored. A new environmental preservation park is created at the natural mine outfall in Duryea.	Same as Alternative 1, with additional reclamation of sections of the river and abandoned rail lines at Olyphant and Carbondale.	Significant numbers of historic buildings, setting, abandoned mine lands and river zones will be reclaimed, by the Institute and the private sector. Eventual reclamation of 70 to 80 % of the River and abandoned mine lands.	Same as alternatives 1-3, with the additional creation of a linear Valley river park along the length of the Lackawanna River and the preservation of 80 % of the remaining undeveloped hillside lands.	Combination of all elements	Degraded condition of land base and river corridor will continue unabated.
Floodplains	Floodplains around interpretive facilities will be protected from development, and existing abandoned rail rights of way within floodplain boundaries will be converted into trails.	In addition to the floodplains protected in Alternative 1, additional floodplain areas within the city limits of Carbondale and Olyphant will be protected.	In addition to the floodplains protected in Alternative 1, selected portions of floodplain areas associated with reclamation projects along the Lackawanna River Corridor, especially at Providence, in and around the Saquoit Mills, and below Olyphant, would be protected.	In addition to the floodplains protected in Alternative 1, significant portions of the Lackawanna River, especially in the 15 miles between the STEA NHS and Simpson, would be protected from development.	All floodplains protected in Alternatives 1 - 4 would be protected in Alternative 5.	No additional floodplains would be protected
Wetlands	Most wetlands associated with the Lackawanna River and its floodplains have been destroyed by coal extraction. No additional wetlands would be destroyed by the creation of the interpretive network.	Same as Alternative 1	As appropriate, recreation of historic wetlands and wildlife habitats will be recreated as a part of reclamation demonstration projects. A relatively large area of wetlands would be recreated below Olyphant.	Recreation of the river bank environment, historic wetlands and wildlife habitats will be recreated throughout the valley as a part of the creation of a linear river greenway. In addition, hilltop wetland areas would be protected from development.	All wetlands protected or created in Alternatives 1 - 4 would be protected or created in Alternative 5.	No historic wetlands would be re-created.
Endangered/Threatened Species	One Species with Global Status, (G1, Critically Imperiled Globally), and proposed for Federal Endangered or Threatened Status, the Northern Bulrush *(Scirpus anclstrochaetus) and one* Community ranked G2G3, Imperiled Globally, rare and vulnerable to extinction, Pitch Pine Scrub Oak/ Ridgetop Dwarf tree forest, are found in the Valley. Neither would be affected by any action.	Same as Alternative 1	Same as Alternative 1	Same as Alternative 1	Same as Alternative 1	
Hydrologic, Waste and Pollution Conditions	Valley Stewardship programs would be developed to help reclaim abandoned mine sites, restore the river environment and preserve valley hilltops. Programs would develop the technology and expertise to begin to solve some of the Valley's most critical problems.	Same as Alternative 1	Demonstration programs would reclaim wastelands: e.g., reclaiming a junkyard, restoring the river's edge and cleaning up an old, problem dump; turning a culm bank into a non-structural flood control system to replace proposed channelization of the river; recreating historic wetlands; and mitigating acid mine runoff.	Conservation zones along the river and the hillsides would encourage sensitive re-development of devastated coal lands and river environments while protecting hillside zones, eventually encouraging the re-connection with the river of creeks which currently disappear into culm banks.	All actions in Alternatives 1 - 4 would be combined in Alternative 5.	

	ALTERNATIVE 1 The Core Scheme	ALTERNATIVE 2 Cultural Sub-Centers	ALTERNATIVE 3 Environmental/ Development Demonstration	ALTERNATIVE 4 The Valley Park	ALTERNATIVE 5 Combined Approach	NO ACTION ALTERNATIVE
Cultural Resource Impacts	Preservation of Scranton's historic structures, downtown and neighborhoods and of neighborhoods and main streets in three to five demonstration communities. Preservation and conservation of historic settings around key cultural resources in the Valley. Enhanced facilities and improved interpretation at key federal, state and locally managed cultural sites. Preservation programs enhance protection of significant privately-owned sites and archaeological sites.	Same as alternative 1, with the additional preservation and conservation of the folklife of the Valley. Additional enhancements of existing cultural facilities, and additions of new cultural facilities at Olyphant and Carbondale. Preservation and conservation efforts for main streets and neighborhoods for all 19 valley communities.	Same as Alternative 1.	Same as Alternative 1	Same as Alternative 2.	

Economic Impacts

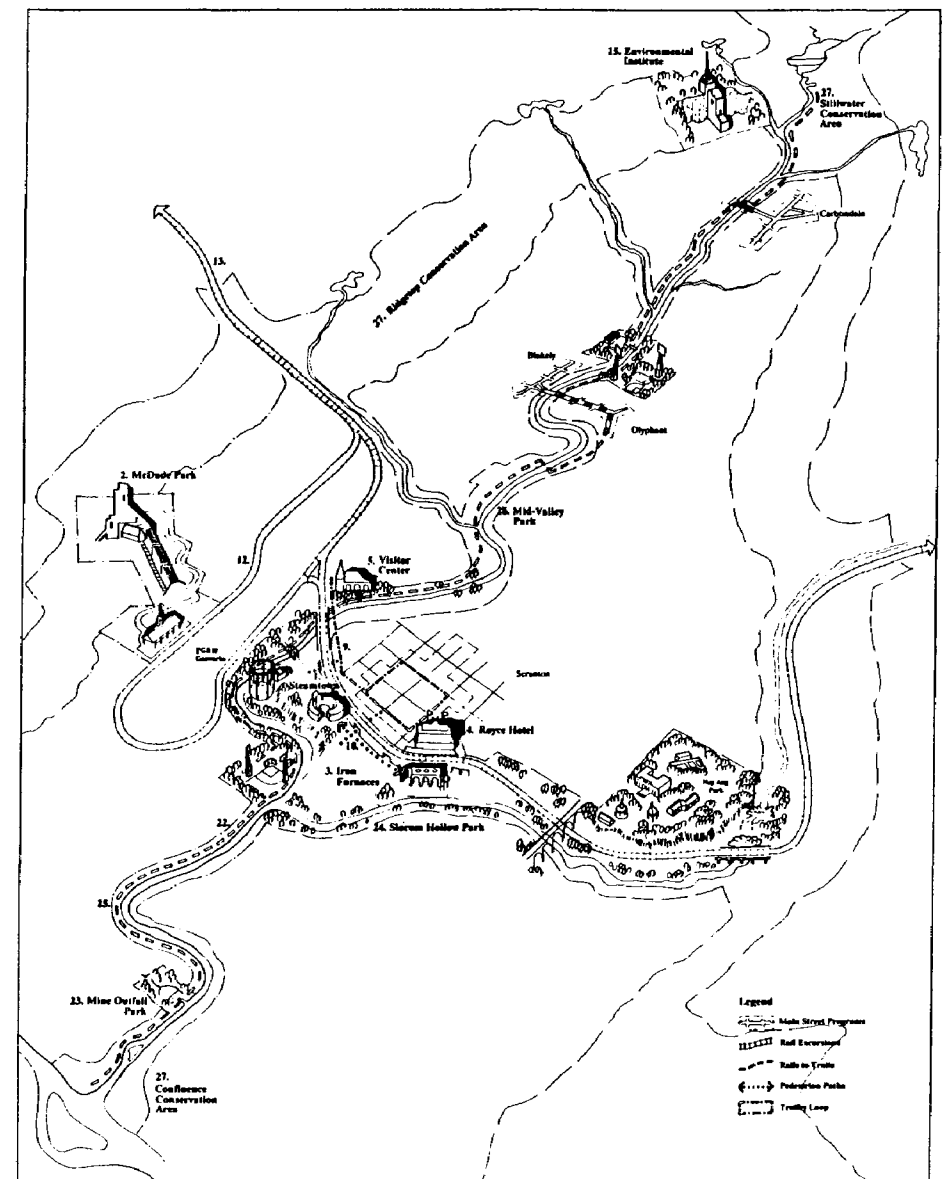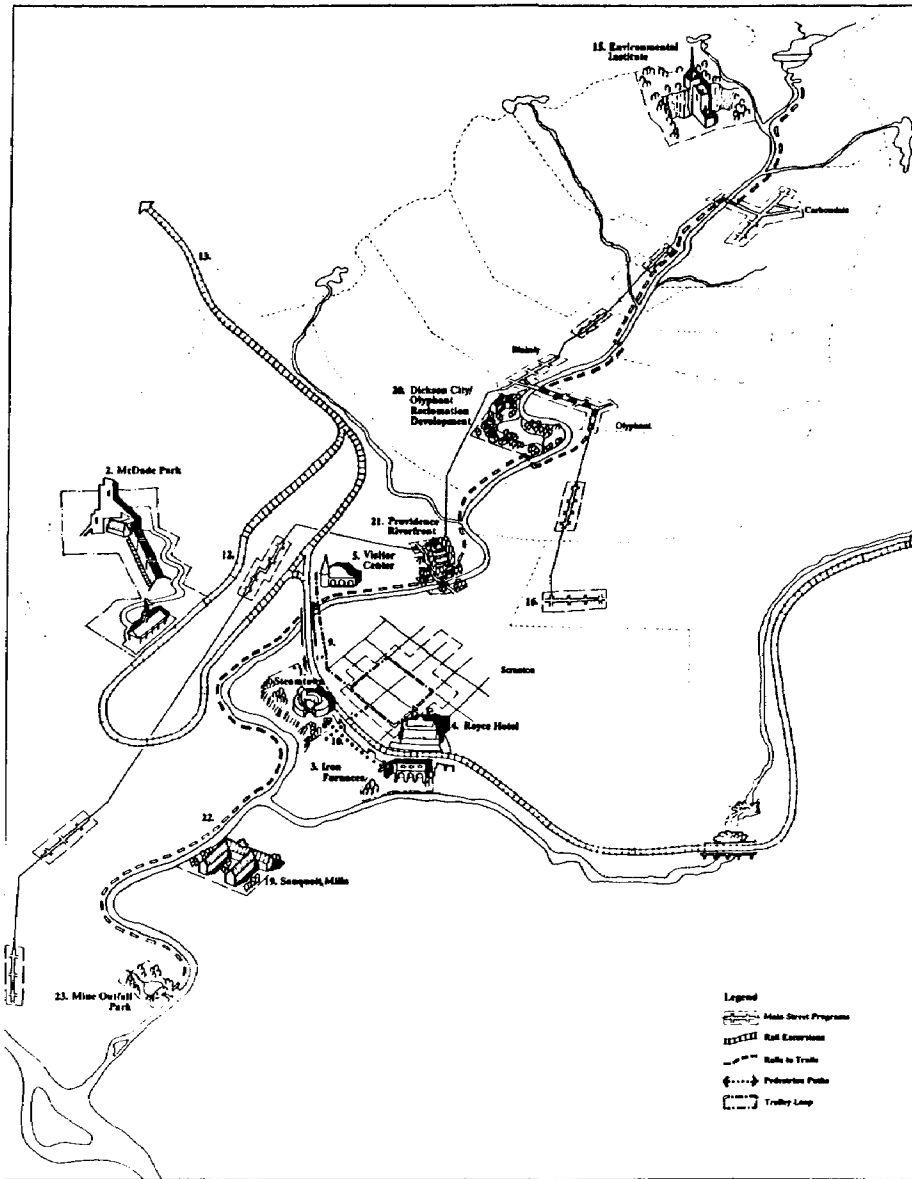|						
Total Capital Costs	$17.6 million	$24.7 million	$35.7 million	$25.5 million	$49.2 million	
Visitor Spending/Year	$8.5 million	$12.8 million	$8.5 million	$8.5 million	$12.8 million	
Private Sector Investment	$52.0 million	$73.0 million	$140.0 million	$63.0 million	$158 million	
10 Year Regional Investment Spending	$204 million	$293 million	$367 million	$220 million	$463 million	
Visitor Days/Year	500,000	650,000	500,000	500,000	650,000	
Visitor Nights/Year	50,000	150,000	50,000	50,000	150,000	
Construction Related Job Creation (person-years over 10 year period)	1,050	1,471	2,794	1,261	3,292	

LACKAWANNA VALLEY
HERITAGE PARK
THE LACKAWANNA VALLEY TEAM

Core Scheme — 1

LACKAWANNA VALLEY
HERITAGE PARK
THE LACKAWANNA VALLEY TEAM

Cultural
Sub-Centers — 2

Legend
- Main Street Programs
- Rail Excursions
- Rails to Trails
- Pedestrian Paths
- Trolley Loop

| LACKAWANNA VALLEY HERITAGE PARK | Environmental/ Economic Development Demonstration | 3 |

Legend
- Main Street Programs
- Rail Excursions
- Rails to Trails
- Pedestrian Paths
- Trolley Loop

| LACKAWANNA VALLEY HERITAGE PARK | The Valley Park | 4 |

LACKAWANNA VALLEY
HERITAGE PARK
THE LACKAWANNA VALLEY TEAM

Combined Scheme | 5

Appendix D Cost Data

Capital Costs

As part of the planning process, cost estimates of each element of the Plan have been prepared. Capital costs have been expressed in 1990 dollars, using appropriate square foot and unit costs for the current level of planning and design detail. Costs have included data from the project Team Partners to the extent such information has been available. Capital cost information is presented as follows:

o   Table D-1 presents itemized cost estimates for each capital cost element for both the the "recommended" and "ultimate" Plans. Annotations are provided to explain assumptions and cost items.

o   Table D-2 presents the summary costs for the Recommended initial Plan. These are summarized by element, and further summed by project goal. It is interesting to note that the allocation of costs is quite balanced across the five cost categories of conservation/preservation, education/interpretation, reclamation, development/use, and recreation. It is important to highlight that the estimates for "economic development" include only public sector investments towards development and do not include the substantial spin-off developments which are referred to in Chapter 4.

o   Table D-3 presents the summary costs for the "Ultimate" Plan. This includes all the defined elements, although it must be stressed that these costs do not include the wide variety of projects which would evolve in response to the Stewardship efforts.

o   Table D-4 presents the implementation agenda for the initial five years of the Plan, indicating projects within each year as well as the source of funds for each project. It should be noted that the distribu-

tion of responsibilities across levels of government is relatively even with 24% Federal (from NPS and other Federal sources), 43% State (including the Heritage State Park Program as well as other State sources, and 33% county and local. Distribution of responsibilities was based upon extensive discussions with cooperators and funding sources, and projected funding sources are based upon existing programs and funding history from previous years. It must be stressed that until funds are actually appropriated or grants are awarded, no dollars will be available. In addition, programs that are currently funded may not be funded in future years. However, it is the intention of the partnership to utilize existing funding sources, and the plan has been designed to be flexible enough to respond to changing funding priorities and availability.

Operating and Maintenance Costs

As part of the planning process, estimates of Operation and Maintenance Expense have been prepared. Operational expense has been expressed in 1990 dollars, using appropriate personnel and overhead costs. Itemized cost estimates for each operational unit are included and annotated. Agency responsibilities are noted, and lead agencies were consulted for cost estimates. It is hoped that operational expenses can be reduced from these estimates by sharing of office space, equipment and maintenance personnel between the partners and entities listed.

The cost of operating and maintaining the Interpretive Infrastructure and the Stewardship Structure will continue after the Partnership has continued its work. Therefore, it is vital to the continued success of the Lackawanna Heritage Valley that the partners find suitable funding sources for operations. Currently, operational funds are the most difficult funds to obtain; the Pennsylvania Heritage Park Program, and most other federal and Commonwealth grants, fund capital development projects and studies exclusively. Other agencies tend to have better access to construction funds

than to operational dollars. This plan recommends a local match for operational funds during the life of the partnership, with 100% of the operational expense carried by the Partnership's regional, local and private successors after the Partnership sunset.

This report recommends that the Pennsylvania Heritage Park Program, Lackawanna County, and the Partnership work together to investigate mechanisms to provide a consistent, long term funding source for operating the Lackawanna Heritage Valley. In addition, it should be noted that a secure funding stream could create bonding capability on the part of the Partnership, if it is constituted as an Authority. Mechanisms that capitalize upon the positive financial impacts of the plan should be considered. These include:

o   Institution of a local hotel-motel tax in heritage areas, with some percent of local revenue dedicated to the operation of Pennsylvania Heritage Parks;

o   Use of Tax Increment Financing Zones to dedicate some portion of increased property tax assessments to operations in areas developed under the aegis of the Partnership;

o   Income from joint ticketing and packaging of Heritage Valley sites

Each of these mechanisms will require cooperation between interpretive sites, taxing agencies and the Partnership and its successors.

Tables relating to operational costs include:

o   Table D-5 presents itemized cost estimates for each operational and maintenance cost element identified in the study. Annotations are provided to explain both assumptions and responsibilities.

o   Table D-6 presents the implementation agenda for the initial 6 years of partnership operation, as well as the source of funds for each project.

Table D-1: Cost Estimate

Lackawanna Heritage Valley Project

	NO.	ITEM	UNIT	QTY	UNIT $	COST	TOTAL	ANNOTATIONS: (ASSUMPTIONS)	
Element 1: Steamtown LVHP Exhibit	1.1	Exhibit	S.F.	1200	200	$240,000		1.1	Exhibits may include models and graphic panels describing the historic relationship between the former DL&W RR Yard, now Steamtown National Historic Site, and other significant sites throughout the Lackawanna Valley.
	1.2	A/E/Mgt.			20%	$48,000			
		Contingen			15%	$36,000			
	1.3	Operation By NPS @ Steamtown				$0		1.2	A/E fees are covered under SNHS planning.
							$324,000		
Element 2: Coal Mine Tour / AHM	2.1	Exc/Shor	L.F.	300	1000	$300,000		2.1/2.2	Excavation of a new shaft to accommodate a 10' x 10' x 300' steel tower that will support the elevator hoistway. The cab could hold 25 to 30 passengers at a time, thereby providing a second access point to the Coal Mine Tour.
	2.2	Elev/TWR	L.S.	1	lump sum	$285,000			
	2.3	Light/Sign	L.S.	1	lump sum	$10,000			
	2.4	Site Devp	acre	1	50000	$50,000			
	2.5	Inter EXH	allow	1	50000	$50,000		2.4	Additional site development is required to complete surface improvements for a circulation path that would connect the elevator site to the existing visitor/reception center.
	2.6	A/E/Mgt.			20%	$139,000			
		Contingen			15%	$104,250			
	2.7	AHM Design			lump sum	$210,000			
	2.8	AHM Construction			lump sum	$2,000,000		2.5	Supplementary signage & exhibits would be added on mineshafts, elevators and vertical mine transport.
	2.9	Operation by Coalmine Tour							
							$3,148,250	2.7/2.8	Planned improvements to Anthracite Heritage Museum
Element 3: Scranton Iron Furnaces	3.1	Site Devp	acre	4	30000	$120,000		3.1	Site development includes the construction of paved and landscaped areas that would connect the RR tracks stemming from SNHS (Steamtown) to the Roaring Book esplanade south of the Furnaces.
	3.2	New Bldg	S.F.	5000	100	$500,000			
	3.3	Exhibits	S.F.	4000	200	$800,000			
	3.4	Restoration	S.F.	3000	150	$450,000			
	3.5	Spec Exh.	allow			$500,000		3.2	New construction would focus on the visitor center appropriately designed in relation to its context and use as a visitor/exhibit venue.
	3.6	RR Conn	L.F.	5280	85	$448,800			
	3.7	A/E			12%	$338,256			
		Contingen			15%	$422,820		3.3	Exhibits should include descriptive models and graphic panels of industrial settings and manufacturing processes endemic to the Lackawanna Valley.
	3.8	Operation by PHMC				$0			
							$3,579,876		
								3.4	Particular attention must be given to the masonry restoration of the furnaces proper. A new vertical circulation system through the ovens could enhance the interpretive potential of the site.
								3.6	Rail connection to SNHS via the Brady head, presently owned by Con-rail, LRCA will assume ownership. It will require 2 crossings (stop & flag) and one switch plus one mile of track rehab.
Element 4: Royce Hotel Exhibits	4.1	Exhibits	S.F.	1000	150	$150,000		4.2	Improvement to the exhibition space may include power supply and distribution and appropriate lighting to support the exhibit requirements.
	4.2	Renovation	S.F.	1000	20	$20,000			
	4.3	A/E/Mgt.			20%	$34,000			
		Contingen			15%	$25,500			
	4.4	Operations by Royce Hotel Mgt.				$0			
							$229,500		
Element 5: LVHP Visitor Center	5.1	Site/Prep	acre	2	50000	$100,000		5.3	This allows parking spaces for 50 autos and 6 buses in close proximity to the visitor center.
	5.2	Site/Devp	acre	1	40000	$40,000			
	5.3	OG Parking	acre	1	120000	$90,000			
	5.4	Building	S.F.	6000	65	$390,000		5.4	The total building area is approximately 18,000 s.f. Only 6,000 s.f. of these (one level) would be occupied by the LVHP visitor center. The remaining area may be occupied by others in a public/private venture. The cost to improve the remaining space would be borne by the tenant/owner.
	5.5	Exhibits	S.F.	2000	200	$400,000			
	5.6	A/E/Mgt.			20%	$204,000			
		Contingen			15%	$153,000			
							$1,377,000	5.5	It is assumed that a part of the exhibit would be a major operating train model, portraying the layout and function of the Lackawanna Valley at its peak, probably developed, operated and financed in cooperation with private railroading groups.

COST ESTIMATES: LACKAWANNA HERITAGE VALLEY PROJECT

	NO.	ITEM	UNIT	QTY	UNIT $	COST	TOTAL	ANNOTATIONS: (ASSUMPTIONS)
Element 6: Olyphant Eth. Her. Ctr	6.1	Land Acq.	acre	2	15000	$30,000		6.1 Land acquisition is limited to 2 acres of land in the vicinity of the river and Lackawanna Avenue. Olyphant Main Street program is currently undertaking urban improvements including: sidewalks, underground utilities and lighting standards.
	6.2	RR Depot		1	100000	$100,000		
	6.3	Plaza		1	600000	$600,000		
	6.4	Exhibits		allowce		$150,000		
	6.5	A/E/Mgt.			20%	$170,000		
		Contingen			15%	$132,000		6.2 The proposed passenger depot is assumed to be built on LCRRA land at the East
							$1,182,000	end of Lackawanna Avenue. The depot would have a ticket booth small waiting area, toilet rooms and a modest roofed loading platform.
								6.3 The creation of an urban civic space in the heart of the community, that would serve as the focus of cultural and ethnic celebrations.
								6.4 A staff of 3 is projected for the first year of operations. Total operating costs are assumed to be 2.0 multiplier of direct labor.
Element 7: Carbondale Center	7.1	Land Acq.	acre	2	20000	$40,000		7.2 The passenger depot is to be built on the foundation of the original depot that burned a few years ago. The property, which would allow parking for 12 cars, is owned by the Lackawanna Rail Authority. Acquisition of this land will not be necessary.
	7.2	RR Depot		1	100000	$100,000		
	7.3	Plaza		1	250000	$250,000		
	7.4	Imprv Brg		1	50000	$50,000		
	7.5	Exhibits		allowce		$150,000		
	7.6	Site/DV/UR	acre	2	100000	$200,000		7.3 Improvements to the plaza will include landscape design including, planting, lighting paving and street furniture. Improvements to commercial properties surrounding the plaza will be necessary. The city is presently seeking funds to restore City Hall.
	7.7	Theatre		allowce		$500,000		
	7.8	A/E/Mgt.			20%	$250,000		
	7.9	Contingen			15%	$193,500		
							$1,733,500	7.4 Improvements to the 6th Avenue bridge will include: railings, lighting and resurfacing.
Element 8: Trolley Museum	8.1	Land Acq.	acre	3	25000	$62,500		8.1 The proposed site is presently under city ownership and serves as as a public parking lot. It may be possible for the U of S to donate the land as a contribution to the Trolley Museum project.
	8.2	New Const	S.F.	5000	100	$500,000		
	8.3	Site Devp	acre	2	100000	$200,000		
	8.4	Exhibits	S.F.	3000	150	$450,000		
	8.5	ELE/CTNRY	L.F.	8000	12.5	$100,000		8.2 The new visitor/exhibition center would provide space for indoor exhibits, public facilities and administrative spaces. A passenger depot that would serve both the Trolley Museum and the Scranton Iron Furnaces through gas-elec. vehicles.
	8.6	A/E/Mgt.			20%	$250,000		
		Contingen			15%	$196,875		
	8.7	Trol. Coll			L.S.	$1,500,000		
						$3,259,375		8.3 Site development would focus on the construction of parking facilities (20 cars, 2 buses), landscaped areas and the laying of trackage for the stationary exhibit of trolleys.
Element 9: Downtown Trolley Loop	9.1	St. Vehicle	+	1	180000	$180,000		9.1 There is a need to establish an operational budget for the staff and vehicle maintenance. The trolley must coordinate its schedule with SNHS and the CBD's retails hours. This service might be operated by C.O.L.T.S.
							$180,000	

COST ESTIMATES: LACKAWANNA HERITAGE VALLEY PROJECT

	NO.	ITEM	UNIT	QTY	UNIT $	COST	TOTAL		ANNOTATIONS: (ASSUMPTIONS)
Element 10: Pedestrian Path	10.1	Site/Prep	acre	3	50000	$150,000		10.2	The connecting path will include that portion of land defined by the "China
	10.2	Site/Devp	acre	3	100000	$300,000			Wall" (N), The Chamberline Plant (S), Washington Ave. (W), and Cedar Ave.
	10.3	Strs/Ramps	allow	2	50000	$100,000			(E),. Active tracks service the Chamberline Plant four times a week. These
	10.4	A/E/Mgt.			20%	$110,000			tracks extend to the Iron Furnaces, Poli-Hi Plant and beyond to the Montage
		Contingen			15%	$82,500			area through the tunnel. A pedestrian path following these tracks, may
							$742,500		someday connect the Core Scheme with the Roaring Brook Gorge and Nay-Aug
									Park. See Slocum Hollow Park, Element # 24.
Element 11: Self Guided Tours	11.1	Design/Imp.		allowce	$200,000			11.1	Design & implementation of six self-guided tours of important historic sites
							$200,000		include:
									a) allowance for printing of brochures.
									b) allowance for manufacture of descriptive panels at 30 locations.
									c) allowance for design of the tour interpretive sequence, narratives,
									graphics and descriptive panels.
Element 12: McDade Park Rail Link	12.1	Track	L.F.	42240	15	$633,600		12.1/12.3	Based on information provided by Lackawanna County Railroad Authority.
	12.2	Depot	allow	1	100000	$100,000			
	12.3	Track Acq.	allow		L.S.	$560,000		12.2	Small shelter at terminals; transportation will have to be provided between
	12.4	A/E/Mgt.			20%	$146,720			depot and Anthracite Museum/Coal Mine Tour and is not included in estimate.
		Contingen			15%	$194,040			
	12.5	Bus	1	1	120000	$120,000		12.4	High capacity vehicle; flexi-bus (75 passengers).
	12.6	Operation by				$0			
		NPS/LCRRA					$1,754,360		
Element 13: Valley Rail Excur.	13.1	Track Imp.	L.F.	95000	15	$1,425,000		13.1	Trackage improvement would allow passenger travel at 25 mph, making the 18
	13.2	Pas Depot	depot			$0			mile Valley Excursion 1.5 hours one way and 3+ hours round-trip.
	13.3	A/E/Mgt.			20%	$285,000			
		Contingen			15%	$213,750		13.2	Passenger depots are included in elements #6, Olyphant and element #7
	13.4	Operation by				$0			Carbondale.
							$1,923,750		
								13.4	Operations and maintenance of equipment and tracks is assumed to be provided
									by NPS and LRCA respectively. Note: Information provided by LRCA.
Element 14: Montage Rail Excur.	14.1	Track Imp.	L.F.	22000	48	$1,056,000		14.2	A passenger depot is proposed at the Montage site where other means of
	14.2	Tunnel			L.S.	$100,000			transportation would be required to transport passengers to Montage
	14.3	Pass Dep		1	100000	$100,000			Mountain, the stadium, etc.
	14.4	Staf. Av Brdg			L.S.	$300,000			
	14.5	Track Acq.			L.S.	$100,000		14.4	Penn Dot will re-open Stafford Avenue Bridge in collaboration with the City
	14.6	A/E/Mgt.			20%	$311,200			of Scranton. Laurel Line trackage is jointly owned F&L Realty.
	14.7	Contingen			15%	$248,400			
	14.8	Operation by				$0			a) Rail replacement_____$569,000
							$2,215,600		b) Raise, Line & Surface___ __
									c) Tie Replacement_____ $1,000,000

COST ESTIMATES: LACKAWANNA HERITAGE VALLEY PROJECT

	NO.	ITEM	UNIT	QTY	UNIT $	COST	TOTAL		ANNOTATIONS: (ASSUMPTIONS)
Element 15: Environmental Inst.	15.1	Land Acq.	acre	10	2500	$25,000		15.1	Land acquisition for the Blue Coal Breaker site including 10 acres of the property surrounding the abandoned breaker. The land adjacent to the Vo-Tech School (approx. 25 acres) is presumed to be owned by CLIDCO as a future industrial park.
	15.2	Build Imp.			L.S.	$500,000			
	15.3	Exhibits			L.S.	$100,000			
	15.4	Pgm. Devp			L.S.	$200,000			
	15.5	A/E/Mgt.			20%	$160,000			
		Contingen			15%	$123,750		15.2	Building acquisition from the Lackawanna County Vo-Tech School Authority.
	15.6	Build Acq.			L.S.	$4,500,000			
	15.7	Operation by PA System of Higher Education				$0		15.3	Building improvements will be limited to areas specifically requiring modifications for research activities and offices for non-profit organizations. All other spaces seem will suited for the intended purpose.
							$5,608,750		
								15.4	Exhibits at the Breaker site.
								15.5	A comprehensive curriculum, research and management program will be developed in conjunction with appropriate state and federal agencies and institutions of higher education.
Element 16: Main Street Program	16.1	Loan Prgm				$2,500,000		16.1	An operational budget must be established to meet the program's staff and organizational requirements. The staff's primary function would be to administer the program through guidelines established by the Pennsylvania Main Street Program as they apply to specific communities.
	16.2	SBA Loans				$1,000,000			
							$3,500,000		
Element 16A: Main Street Program Expanded	16.1	Loan Prgrm				$5,000,000			
							$5,000,000	16.2	SBA Grant Incubator Program for Small Businesses
								16.2	An operational budget must be established to meet the program's staff and organizational requirements. The staff's primary function would be to administer the program through guidelines established by the Pennsylvania Main Street Program as they apply to specific communities.
Element 17: Hist. Preserv. Pro.	17.1	Loan Prgrm				$2,500,000		17.1	An operational budget must be established to meet the program's staff and organizational requirements. Its primary function would be to administer the loan program adhering to a deign/use criteria consistent with LVHP objectives. These objectives would be defined through a comprehensive historic resource assessment leading to preservation strategy that would foster the effective reuse of underutilized resources into economically viable facilities within the Valley community.
							$2,500,000		
Element 18: Folklife Her. Pro.	18.1	Program		10 yrs	0	$0		18.1	The Educational/Cultural grants program allows $100,000 per year.
							$0	18.2	An operational budget must be established to meet the program's requirements for staffing and administrative capabilities. Capital budget needs would be determined after the program's first years of operation.
Element 19: Sauquoit Redevelop.	19.1	Site Pre	acre	2	50000	$100,000		19.1	Includes demolition and clearing of ancillary buildings and miscellaneous opportunances. Site grading and drainage, etc.
	19.2	Site Acq.	acre	2	20000	$40,000			
	19.3	Site Devp	acre	4	50000	$200,000			
	19.4	Building		180,000	10.7	$1,926,000		19.2	The building and site proper is assumed to be part of the current owners equity investment for the project. However, two additional acres of land to the North of the property would be required for additional green space and parking areas.
	19.5	Exhibits	S.F.	2000	100	$200,000			
	19.6	A/E/Mgt. (see note)			6%	$145,560			
		Contingen (see note)			15%	$369,900			
							$2,981,460	19.3	Site development includes creation of parking areas and courtyards for tenant use.
								19.4	Building rehabilitation includes approximately 180,000 S.F. of open space converted to a variety of uses. Priority would be given to those uses that would meet community needs and Enterprise Development Zone Benefits, as well as, Investment Tax Credits.

COST ESTIMATES: LACKAWANNA HERITAGE VALLEY PROJECT

	NO.	ITEM	UNIT	QTY	UNIT $	COST	TOTAL	ANNOTATIONS: (ASSUMPTIONS)	
Element 20: Dickson City/ Olyphant/Blak	20.1	Land Acq.	acre	24	10000	$240,000		20.1	This property is presently owned by Carrier Coal Co. The purchase of six hundred acres mine lands are currently in litigation. It is assumed the cost to be approximately $2500 per acre.
	20.1.1	Land Acq.	acre	16	10000	$160,000			
	20.2	Site Devp	acre		0	$0			
	20.3	Site Recl	acre	12	16000	$192,000		20.2	Site prep includes rough grading, trenching, etc. for the anticipated development. By private developer this could be used in matching dollars with various government agencies.
	20.4	Parkland	acre	6	10000	$60,000			
	20.5	A/E/Mgt.			20%	$50,400			
		Contingen			15%	$88,800			
							$791,200	20.3	Site development includes retainage pond and other hydraulic work regarding flood control.
								20.4	Site development as green space along river in conjunction with LRCA and R. to T. Program.
Element 21: Reclamation Grants	21.1	Land Acq.	acre	66	2500	$165,000		21.1	Land acquisition may be desirable in some instances. The recommended action plan will be a function of LCHP priorities and available funding. The assumed price of $2500/acre is based on the assumption that this land has limited market appeal and potential environmental problems.
	21.2	Env Study	acre	66	2500	$165,000			
	21.3	Land Prep	acre	66	25000	$1,650,000			
	21.4	Land Devp	acre	67	30000	$2,010,000			
							$3,990,000	21.2	In most cases there will be a need to carry out a comprehensive environmental assessment of the site. The cost for such a study is valued at $2500/acre. This does not include actual removal and disposal of undesirable materials.
								21.3	Site preparation includes, grading 6" of top soil, ground cover or seeding and appropriate drainage.
								21.4	Site development may vary according to the intended use an average cost of $30000 is anticipated.

Note: The 25 acres represent an allowance that may cover several junkyards throughout the valley.

	NO.	ITEM	UNIT	QTY	UNIT $	COST	TOTAL	ANNOTATIONS: (ASSUMPTIONS)	
Element 22: Rails to Rails	22.1	Site/Acq.	L.F.	15840	6	$95,040		22.1	Site acquisition includes 3 miles of the New Jersey Central R.O.W. stemming from the proposed LVHP visitor center through South Scranton to the Environmental Park in the vicinity of Taylor. It is anticipated that 100% of this land will be donated by the NJCRR Estate.
	22.2	Site/Acq.	L.F.	89760	6	$538,560			
	22.3	Site/Devp	L.F.	105600	12	$1,267,200			
	22.4	A/E/Mgt.			20%	$253,440			
		Contingen			15%	$285,120			
							$2,439,360	22.2	Site acquisition also includes 17 miles of Ontario and Western RR R.O.W. extending from the City of Scranton North to the Upper Valley. 50% of the estimated value is expected as a donation (tax incentive program) from present owners.
								22.3	Site improvements include clearing, debris removal with limited stone-aggregate paths and minimum landscaping.
								22.4	Planning & acquisitions to be coordinated with NPS, Mid-Atlantic office in Philadelphia and with the Lackawanna River Corridor Association.
Element 23: Environmental Park	23.1	Site/Acq.	acre	10	10000	$100,000		23.1	Site acquisition presupposes private ownership of the land. It estimates value at $10,000 an acre due to its location within the flood plain and limited development potential.
	23.2	Site/Devp	acre	10	10000	$100,000			
	23.3	Exhibits			L.S.	$50,000			
	23.4	A/E/Mgt.			20%	$30,000			
		Contingen			15%	$37,500		23.2	Site development is assumed to be limited to nature paths and a conservation policy.
							$317,500		

COST ESTIMATES: LACKAWANNA HERITAGE VALLEY PROJECT

	NO.	ITEM	UNIT	QTY	UNIT $	COST	TOTAL	ANNOTATIONS: (ASSUMPTIONS)
Element 24: Slocum Hollow Park	24.1	Land Acq.	acre	12.5	40000	$500,000		
	24.1.1	Land Est.	acre	60		$0		24.1 Land acquisitions include two important sites: the PG&W Maintenance yard (approx. 10 acres) off Bridge Street along the Lackawanna R. behind the Iron Furnaces, (Approx. 2.5 acres).
	24.2	RR Ease'T	L.F./ROW			$0		
	24.3	Site Devp	acre	23	50000	$1,125,000		
	24.3.1	Site Rec	acre	30	35000	$1,050,000		24.1.1/
	24.4	Site Cons	acre	40	5000	$200,000		24.2 Easements are required from PennDot, Pocono One RR Co, and Conrail (Laurel Lead). these properties comprise approx. 60 acres of land at the east end of the proposed park.
	24.5	Const'n			L.S.	$250,000		
	24.6	Sign/Exh			L.S.	$150,000		
	24.7	A/E/Mgt.			20%	$555,000		24.3 Site development includes both properties under item 24.1 and approx. 10 acres of the acreage included under item 24.1.
		Contingen			15%	$491,250		
							$4,321,250	24.3.1 The land comprised within the city owned Mt. Pleasant Breaker site will be developed by PennDot for the re-alignment of the Mulberry Street Bridge. The balance of the land will be targeted for private development. *This budget includes design and management costs.
Element 25: Riverside Park	25.1	Land Esm' Property		500	1000	$500,000		25.1 Obtaining easements from approximately 500 property owners requires '$1000/property for legal fees and title search, etc. 25.2. Maintenance of these properties will be the responsibility of local governments and other environmental groups. It is estimated that only '10% of the total park area (480 acres), will be cleared of bush and debris yearly basis. Therefore 48 acres of land shared by numerous municipalities would represent a modest cost to each.
	25.2	Land Imp.			L.S.	$600,000		
							$1,100,000	
Element 26: Mid-Valley Park	26.1	Land Est't			allow	$30,000		
	26.2	Ped. Bridge		1	150000	$150,000		
	26.3	Site Devp	acre	6	35000	$210,000		
	26.7	A/E/Mgt.			20%	$72,000		
		Contingen			15%	$58,500		26.3 Site development includes 6 acres at the Olyphant/Blakely site. Site preparation includes 6 acres at the Olyphant/Blakely site
							$520,500	
Element 26A: Providence River.	26A1.1	Land Acq.	acre	4	15000	$60,000		
	26A1.2	Bus./Acq./Relocation				$0		26A.1.1 Site acquisition of approx. 4 acres of land presently used as junk and scrap yards. It may be possible for the City of Scranton to purchase this land under the 16th or 17th year CDBG program.
	26A.2	Site Prep	acre	4	50000	$200,000		
	26A.3	Demolition	acre	4	12500	$50,000		
	26A.4	Envir Study	acre	4	2500	$10,000		
	26A.5	A/E/Mgt.			20%	$52,000		26A.2 Site development includes 4 acres at the Providence Riverfront Park. Also included is a reforestation program complete with the removal and disposal of all oil and impregnated soils, at the scrap yard site. An environmental study will be conducted to assess the situation and make recommendations.
		Contingen			15%	$48,000		
							$420,000	26A.3 Site demolition includes the removal of all junk and debris from 4 acres of land presently used as scrap yards.
Element 27: Conservation Zone	27.1	Land Esm't			L.S.	$20,000		27.1 Land easements for the purpose of budgeting it is assumed that each property would require $1000 for legal fees, title search, etc.
	27.2	Land Acq.	acre	2000	500	$1,000,000		
	27.3	Signage			L.S.	$50,000		
		Operation by PA/GA Commission				$0		27.2 PA State Game Commission recently paid $325 for 1000 acres of undeveloped land on West Mountain range in the vicinity of Blakely Twp. Information PADCA - Rep. Steiback State Representative Office.
							$1,070,000	
Element 28: Other Initial Std's	28.1	Misc. Plg/des.			L.S.	$139,000		27.3 Signage and markers at appropriate locations would define the conservation zone boundary, and list allowable public access points and uses.
							$139,000	
Element 29: NPS Techn. Asst.:	29.1	Various Projects			$150000/Yr	$600,000		
							$600,000	
TOTAL							$57,148,731	

Table D-2: Cost Data Preferred

Initial Scheme

ALLOCATION BY GOAL:

PROJECT ELEMENTS	TOTAL SCHEME	CONSERV'N & PRESERV'N	EDUCAT'N & INTERPR'N	RECLAM'N	DEVEL. & USE	RECREATION
#NAME						
1 Steamtown LVHP Exhibit	$324,000		$324,000			
2 Coal Mine Tour Entrance	$3,148,250		$3,148,250			
3 Scranton Iron Furnaces	$3,579,876	$571,500	$2,286,000			$722,376
4 Royce Hotel Exhibits	$229,500		$229,500			
5 LVHP Visitor Center	$1,377,000	$526,500	$540,000		$310,500	
6 Olyphant Eth. Her. Ctr	$1,182,000		$201,477			$980,523
7 Carbondale Center	$1,733,500	$671,899	$201,570			$860,031
8 Trolley Museum	$3,259,375				$3,259,375	
9 Downtown Trolley Loop	$180,000				$180,000	
10 Pedestrian Path	$742,500					$742,500
11 Self Guided Tours	$200,000		$200,000			
12 McDade Park Rail Link						
13 Valley Rail Excursion	$1,923,750				$1,923,750	
14 Montage Rail Excursion					$0	
15 Environmental Institute	$5,608,750			$5,608,750		
16 Main Street Program	· $3,500,000	$3,500,000				
16A Exp. Main St. Program						
17 Hist. Pres. Program	$2,500,000	$2,500,000				
18 Folklife Her. Program						
19 Demo. Reuse Project	$2,981,460	$1,490,730			$1,490,730	
20 Demo. Reclam. Project	$791,200			$791,200		
21 Reclamation Grants						
22 Rails to Trails	$2,439,360					$2,439,360
23 Environmental Park						
24 Slocum Hollow Park						
25 Riverside Park						
26 Mid-Valley Park						
26A Ademo. Junkyard Recycle	$420,000			$328,125		$91,875
27 Conservation Zones						
28 Misc. Tech. Studies	$139,000	$27,800	$27,800	$27,800	$27,800	$27,800
29 NPS Tech. Assist.	$600,000	$300,000	$300,000			
TOTAL	$36,859,521	$9,588,429 26%	$7,458,597 20%	$6,755,875 18%	$7,192,155 20%	$5,864,465 16%

Table D-3: Cost Data Ultimate Scheme

			ALLOCATION BY GOAL:			
PROJECT ELEMENTS	TOTAL SCHEME	CONSERV'N & PRESERV'N	EDUCAT'N & INTERPR'N	RECLAM'N	DEVEL. & USE	RECREATION
#NAME						
1 Steamtown LVHP Exhibit	$324,000		$324,000			
2 Coal Mine Tour Entrance	$3,148,250		$3,148,250			
3 Scranton Iron Furnaces	$3,579,876	$571,500	$2,286,000			$722,376
4 Royce Hotel Exhibits	$229,500		$229,500			
5 LVHP Visitor Center	$1,377,000	$526,500	$540,000		$310,500	
6 Olyphant Eth. Her. Ctr	$1,182,000		$201,477			$980,523
7 Carbondale Center	$1,733,500	$671,899	$201,570			$860,031
8 Trolley Museum	$3,259,375		$2,549,556		$709,819	
9 Downtown Trolley Loop	$180,000					$180,000
10 Pedestrian Path	$742,500					$742,500
11 Self Guided Tours	$200,000		$200,000			
12 McDade Park Rail Link	$1,754,360				$1,754,360	$0
13 Valley Rail Excursion	$1,923,750				$1,923,750	
14 Montage Rail Excursion	$2,215,600				$2,215,600	$0
15 Environmental Institute	$5,608,750			$5,608,750		
16 Main Street Program	$3,500,000	$3,500,000				
16A Exp. Main St. Program	$5,000,000	$5,000,000				
17 Hist. Pres. Program	$2,500,000	$2,500,000				
18 Folklife Her. Program				$0		
19 Demo. Reuse Project	$2,981,460	$1,369,827	$241,805		$1,369,827	
20 Demo. Reclam. Project	$791,200			232,991	$485,399	$72,810
21 Reclamation Grants	$3,990,000			$3,990,000		
22 Rails to Trails	$2,439,360					$2,439,360
23 Environmental Park	$317,500		$63,500			$254,000
24 Slocum Hollow Park	$4,321,250		$197,920			$4,123,330
25 Riverside Park	$1,100,000					$1,100,000
26 Mid-Valley Park	$520,500					$520,500
26A Demo. Junkyard Recycle	$420,000			$328,125		$91,875
27 Conservation Zones	$1,070,000	$1,070,000				
28 Misc. Tech. Studies	$139,000	$27,800	$27,800	$27,800	$27,800	$27,800
29 NPS Tech. Assist.	$600,000	$300,000	$300,000			
TOTAL	$57,148,731	$15,537,527 27%	$10,511,378 18%	$10,187,666 18%	$8,797,056 15%	$12,115,105 21%

TableD-4: Capital Program

ANTICIPATED FUNDING: ($,000) BY SOURCE AND YEAR

			FEDERAL		STATE		COUNTY AND LOCAL		
FY	ITEM	TOTAL COST	NEW NPS FUNDS	OTHER FEDERAL FUNDS	HERITAGE PARK FUNDS(1)	OTHER STATE FUNDS	COUNTY FUNDS	LOCAL FUNDS	PRIVATE FUNDS(2)
1991	Initial Design	$795 (3)	$145 (4)		$115	$460	$42 (6)		$33 (7)
	ERI Planning	$0				$0 (8)			
	Rail Link: St to Iron Furnace	$450	$110 (9)		$200		$95		$45
	Total, FY 1991	$1,245	$255		$315	$460	$137		$78
1992	Construction: Visitor Center	$1,173		$600 (10)	$200	$159 (11)	$55		$159 (12)
	Trolley Museum	$3,259			$200		$1,497 (27)		$1,563 (28)
	Steamtown LHV Exhibit	$324	$324 (13)						
	Downtown/McDade Trolley Loop	$180					$180 (22)		
	NPS Technical Assistance	$150	$150						
	Total, FY 1992	$5,086	$474	$600	$400	$159	$1,732		$1,722
1993	Construction: Iron Furnaces	$2,793		$593 (18)	$200	$2,000 (19)			
	Environmental Reclamation Institute	$5,609			$500 (20)	$5,109 (21)			
	Self-Guided Tours	$200	$50		$50		$50	·	$50 (23)
	Construction: Coal Mine/Ahmimp't	$2,799		$200 (14)	$200	$2,200 (15)	$200		
	Main St./Pres. Prog YR 1	$2,000		$333 (16)			$1,667 (17)		
	Demo. Junkyard Reclamation Project	$420 (24)		$140		$140	$70	$60	$10 (34)
	Rails to Trails (YR 1)	$813 (24)		$260		$260	$130	$130	$33 (34)
	NPS Technical Assistance	$150	$150						
	Total, FY 1993	$14,784	$200	$2,026	$450	$9,709	$2,117	$190	$93
1994	Path: St. to Iron Furnace	$743	$371 (25)		$200	$171 (26)			
	Royce Hotel Exhibits	$230							$230
	Demo. Reuse Project (Ind Site)	$2,981 (24)		$745		$745	$373	$373	$745
	Demo. Reclamation Project	$791 (24)		$198		$198	$99	$99	$198
	Rails to Trails (YR 2)	$813 (24)		$260		$260	$130	$130	$33 (34)
	Main St/Pres. Prog YR 2	$2,000		$333 (16)			$1,667 (17)		
	NPS Technical Assistance	$150	$150						
	Total, FY 1994	$7,708	$521	$1,537	$200	$1,374	$2,268	$602	$1,206
1995	Rail Excursion: Carbondale	$1,924		$962 (29)	$200	$570 (30)	$192 (31)		
	Carbondale Center	$1,734		$600 (9)	$200	$834 (30)		$100	
	Olyphant Ethnic Center	$1,182	$100 (32)	$353 (33)	$200	$353 (33)		$176 (34)	
	Rails to Trails (YR 3)	$813 (24)		$260		$260	$130	$130	$33 (34)
	Environmental Park	$318 (24)		$106		$106	$53	$53	
	Main St/Pres. Prog YR 3	$2,000		$333 (16)			$1,667 (17)		
	NPS Technical Assistance	$150	$150						
	Total, FY 1995	$8,120	$250	$2,614	$600	$2,122	$2,042	$459	$33
	Overall Total	$36,943	$1,700	$6,777	$1,965	$13,824	$8,296	$1,251	$3,131
	Percentage Distribution, By Source		5%	18%	5%	37%	22%	3%	8%

FEDERAL 23%   STATE 43%   COUNTY AND LOCAL 34%

Table D-5: Operation and Maintenance

ITEM	PERSONNEL	LEASE	EQUIP.	UTIL.	MAINT.	OTHER	TOTAL
Partnership Operations	$144,000	$12,000	$30,000	$11,000	$3,000	$50,000	$250,000

1. Assumes an Executive Director, a planner, a grants-writer/education specialist, and an administrative secretary; includes benefits. GS grade equivalents 12/13, 9, 9, and;
2. If possible, partnership will seek donated office space.

Visitor Center Operations	$95,000	$12,000	$10,000	$6,000	$14,000	$19,000	$156,000

1. Assumes a visitor center director, 1 full time and 4 part time staff. It is hoped that some existing staff from the VCB will staff site.
2. Assumes $4/sf/yr for 6,000 sq. ft.

Coal Mine Tour	$0	$0	$0	$0	$0	$0	$0

1. Assumes Coal Mine Tour will continue to operate profitably and will require no subsidy above ticket prices.

Anthracite Heritage Museum	$0	$0	$0	$0	$0	$0	$0

1. Per PHMC, Assumes that current staff will be sufficient to handle additional anticipated visitors.

Iron Furnaces	$95,000	. $0	$8,000	$24,000	$20,000	$13,000	$160,000

1. Includes full time site manager and interpreter/archivist; plus 4 part time employees for interpretation and maintenance.

Excursion Line Operations	$12,000	$0	$200,000	$0	$0	$18,000	$230,000

1. These costs assume that concessionaire can absorb costs of operations through ticket prices, but that the LHV will have to supplement maintenance costs for one steam engine to run on the Carbondale Line.

   Each additional operating line will require like subsidy.

Track Maintenance	$0	$0	$0	$0	$0	$0	$0

1. By Lackawanna County Rail Authority.

Trolley Museum	$45,000	$0	$18,000	$6,000	$2,000	$10,000	$81,000

1. Includes full time site manager and part time interpreter.
2. Assumes cost sharing with visitor center and Partnership.

Table D-6: Anticipated Funding Needs

			FEDERAL		STATE		COUNTY AND LOCAL		
FY	ITEM	TOTAL COST	NEW NPS FUNDS	OTHER FEDERAL FUNDS	HERITAGE PARK FUNDS	OTHER STATE FUNDS	COUNTY FUNDS	LOCAL FUNDS	PRIVATE FUNDS
1991	Excursion Line Study	$50.0	$50.0 (1)						
	Rails/Trails Feasibility	$27.0	$27.0 (1)						
	Promo & Marketing	$25.0	$5.0 (2)		$10.0		$5.0		$5.0
	Total, 1991	$102.0	$82.0		$10.0		$5.0		$5.0
1992	Partnership Operations	$250.0	$125.0				$100.0	$12.5	$12.5
	Preservation Program								
	Context Studies	$50.0 (30	$50.0						
	NR Nomination Program	$50.0 (3)	$50.0						
	Folklore/Folklife Program								
	Initial Studies	$100.0		$75.0 (4)		$25.0 (5)			
	Documentation	$25.0		$10.0 (4)		$10.0 (5)	$2.5		$2.5
	Total, 1992	$475.0	$225.0	$85.0		$35.0	$102.5	$12.5	$15.0
1993	Partnership Operations	$250.0	$125.0				$100.0	$12.5	$12.5
	Preservation Program								
	Context Studies-Subtheme	$50.0 (3)	$50.0						
	NR Nomination Program	$50.0 (3)	$50.0						
	Folklore/Folklife Program								
	Documentation	$150.0		$75.0 (4)		$50.0 (5)	$12.5 (6)		$12.5
	Plg/Center	$25.0			$23.0				$2.0
	OPS/MGMT, Visitor Center	$156.0						$120.0 (6)	$120.0 (4)
	OPS/MGMT, Trolley Museum	$81.0							
	Total, 1993	$762.0	$225.0	$75.0	$23.0	$50.0	$112.5	$132.5	$147.0

($,000) BY SOURCE AND YEAR

NOTES:

1   Funds already appropriated and studies ongoing
2   NPS funds already appropriated
3   Funds through NPS-CRM for studies to be managed by PHMC
4   NEA/NEH 45.015 and other NFC grants
5   PAC grants
6   Assumes innovative use of hotel/motel tax, TIF Districts, joint ticketing etc.,
    and cooperation of PHPP to develop management/operations financing options
7   Operation through PHMC

Table D-6 (Cont.)

Anticipated Funding Needs

			FEDERAL		STATE		COUNTY AND LOCAL		
FY	ITEM	TOTAL COST	NEW NPS FUNDS	OTHER FEDERAL FUNDS	HERITAGE PARK FUNDS	OTHER STATE FUNDS	COUNTY FUNDS	LOCAL FUNDS	PRIVATE FUNDS
1994	Partnership Operations	$250.0	$125.0				$100.0	$12.5	$12.5
	Preservation Program								
	NR Nomination Program	$25.0 (3)	$25.0						
	Folklore/Folklife Program								
	Documentation	$150.0		$75.0 (4)		$50.0 (5)	$12.5 (6)		$12.5
	OPS/MGMT, Visitor Center	$156.0						$120.0 (6)	$120.0 (4)
	OPS/MGMT, Trolley Museum	$81.0							
	OPS/MGMT, Iron Furnace	$160.0				$160.0 (7)			
	OPS/MGMT, AHM								
	OPS/MGMT, Coal Mine								
	Total 1994	$822.0	$150.0	$75.0	$0.0	$210.0	$112.5	$132.5	$145.0
1995	Partnership Operations	$250.0	$125.0				$100.0	$12.5	$12.5
	Preservation Program								
	NR Nomination Program	$25.0 (3)	$25.0						
	Folklore/Folklife Program								
	Documentation	$150.0		$75.0 (4)		$50.0 (5)	$12.5 (5)		$12.5
	OPS/MGMT, Visitor Center	$156.0						$120.0 (6)	$120.0 (4)
	OPS/MGMT, Trolley Museum	$81.0							
	OPS/MGMT, Iron Furnace	$160.0				$160.0 (7)			
	OPS/MGMT, AHM								
	OPS/MGMT, Coal Mine								
	Total, 1995	$822.0	$150.0	$75.0		$210.0	$112.5	$132.5	$145.0
1996	Partnership Operations	$250.0	$125.0				$100.0	$12.5	$12.5
	Preservation Program								
	NR Nomination Program	$25.0	$25.0						
	Folklore/Folklife Program								
	Center Operations	$150.0		$75.0 (4)		$50.0 (5)	$12.5 (6)		$12.5
	OPS/MGMT, Visitor Center	$156.0						$120.0 (6)	$120.0 (4)
	OPS/MGMT, Trolley Museum	$81.0							
	OPS/MGMT, Iron Furnace	$160.0				$160.0 (7)			
	OPS/MGMT, AHM								
	OPS/MGMT, Coal Mine								
	OPS/MGMT, Excursion Line	$230.0	$125.0				$100.0 (6)	$25.0	
	Total, 1996	$1,052.0	$275.0	$75.0		$210.0	$212.5	$157.5	$145.0

Lackawanna Heritage Valley Task Force:

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Reverend Joseph G. Quinn

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Kent Ahrens, Everhart Museum
Ada Amato, Downtown Scranton Business Assoc.
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Henry Belin IV
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