




Guide to the Lackawanna River Heritage Trail and the D&H Rail-Trail





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Lackawanna River Heritage Trail and the D&H Rail-Trail



Lackawanna Heritage Valley
National and State Heritage Area

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Greetings

Welcome to the Lackawanna River Heritage Trail, including the D&H Rail-Trail. This storied route stretches more than 70 miles, passing through the heart of the Lackawanna Heritage Valley National and State Heritage Area. The Lackawanna Heritage Valley is located amid the mountains of Northeastern Pennsylvania where the waters of the Lackawanna River flow.

The trail is an artery that connects more than 30 communities through Luzerne, Lackawanna, Susquehanna and Wayne County. The trail also reaches into the heart and soul of the place that is known for its friendly people, rich cultural traditions, delicious ethnic foods and magnificent natural resources. The Valley is dotted with vestiges of a great industrial past, authentic historic sites, beautiful civic, religious and residential architecture, notable educational institutions and a special sense of community. This is a place with a unique personality that sets it apart.

Whether you are here for business, to visit friends and family, for recreation or rest, we welcome you with the hope that your time here will draw you back again and again.



Lackawanna Heritage Valley

A National and State Heritage Area

The Lackawanna Valley's anthracite coal, railroads, and iron works fueled the nation's industrial expansion. These and other industries in the valley waged some of the great battles between capitalism and social responsibility. Its people—the thousands of immigrants who came here to build a new life—ended up building a new nation.

In 1991, Governor Robert P. Casey recognized the significant history, culture, and natural resources in the Lackawanna River watershed with the creation of Pennsylvania's first State Heritage Park. Today, it is one of 12 heritage areas across the Commonwealth, each of which represents the events, industries, and traditions that have shaped Pennsylvania. In 2000, the U.S. Congress designated the Lackawanna Heritage Valley as a National Heritage Area, recognizing the region's important contributions to our national story.

Today, the Lackawanna Heritage Valley (LHV) is entrusted with fostering partnerships that conserve and promote the region's heritage and natural resources and improve its economic vitality. The LHV supports the work of local communities, organizations, and historical attractions, and it brings together a wide variety of public and private entities in pursuit of a collaborative regional vision.

LHV receives major funding to carry on its initiatives from the National Park Service and the Pennsylvania Department of Conservation and Natural Resources.



The Rail-Trail Council of NEPA

The Rail-Trail Council is a non-profit organization dedicated to developing recreational trails in northeastern Pennsylvania. The Council manages the 38-mile D&H Rail-Trail from Simpson to the New York border, the 8-mile O&W Rail-Trail from Simpson to Stillwater Dam, and the 10-mile Endless Mountains Trail in the Montrose area. The office is located in the borough of Union Dale, Susquehanna County, in the Cables Store Building, alongside the D&H Rail-Trail.

For more information and membership opportunities:

www.lhva.org or 570.963.6730

www.nepa-rail-trails.org or 570.679.9300



America's Heritage

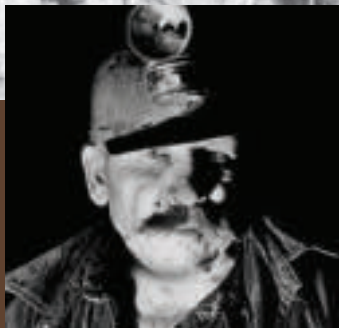
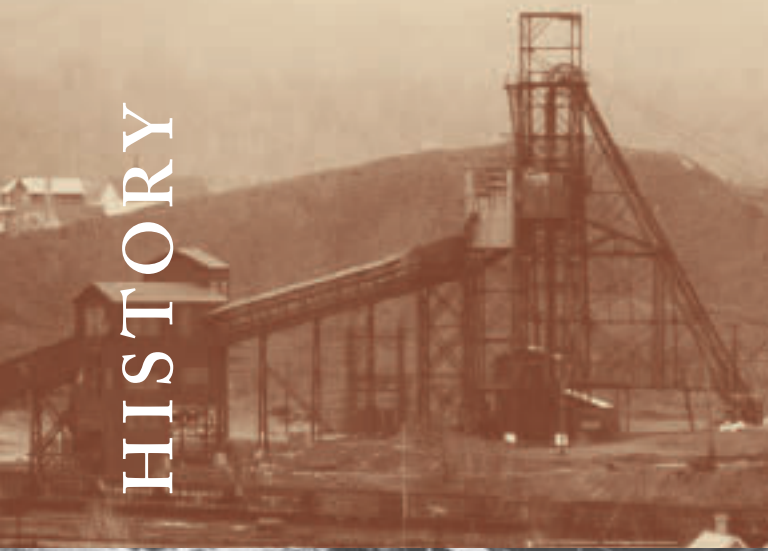
History of the Region

A twist of geologic fate created the Lackawanna Valley and the prosperity upon which it was built – a bed of pure anthracite coal lay just beneath the surface. Anthracite provided clean-burning fuel in a compact and transportable form. It was essential to the iron industry and steam-powered transportation, two developments that led to the rapid industrialization of America in the 19th and early 20th centuries. Of the four anthracite fields in Northeastern Pennsylvania, the Northern Coal Field that extended beneath the Wyoming and Lackawanna Valleys was the largest.

Coal mining, railroading, iron works, and a host of industries spread across a once-tranquil landscape with the hunger and ambition of a young nation. The Lackawanna Valley's economic promise drew laborers and capitalists. Immigrants from across the country and across the ocean flooded the Northern Coal Field, a microcosm of the waves of settlement that marked many eastern cities. In mine and mill, Italians, Slavs, Welsh, Poles, Lithuanians, and Irish, along with dozens of other nationalities, worked side by side. Ethnic neighborhoods formed near the workplace, each a reflection of Old World origins.



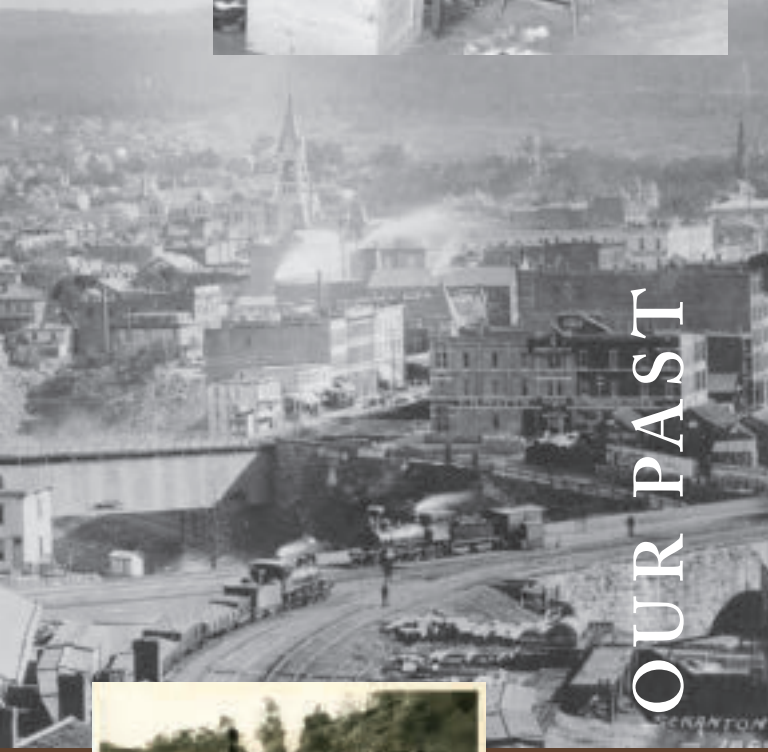
HISTORY



Anthracite and the industries that surrounded this gift from the earth have been both a blessing and a curse for the Lackawanna Valley. The extraction of coal brought intense development, pockets of great wealth, and opportunities for thousands of immigrants to make a living and a new life. Industry and transportation sustained the economy of the region for more than a century.

But the price of industry has been high. The land was utterly devastated. The river served as an outlet for industrial and residential waste. Rail lines and roads cut through the natural habitats of the region's diminishing wildlife. By the 1940s, when the coal breakers began to fall silent, moonscapes of culm and red ash were left behind.





OUR PAST

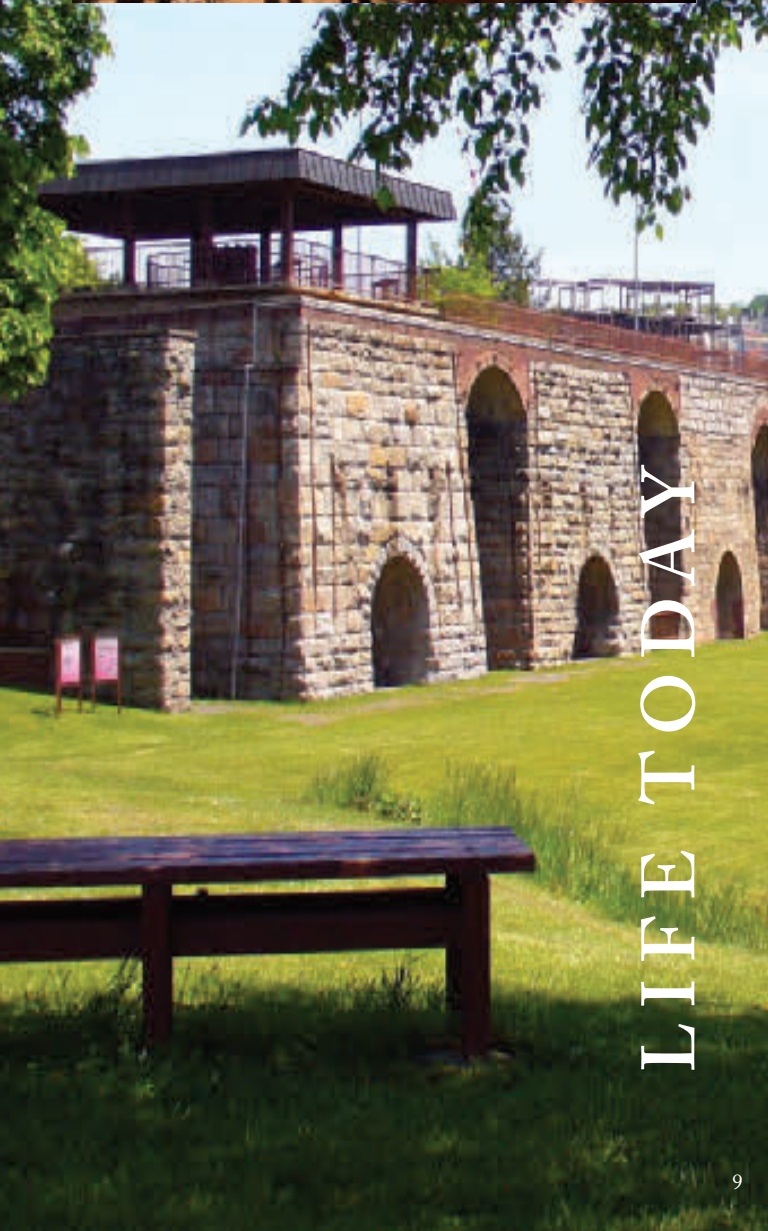


Today, both nature and people are working to reclaim a healthy environment. Left alone, some areas are seeing the return of native flora and fauna. In other places, the work of individuals and organizations is paying off, from river clean-ups to pollution mitigation planning, to the use of new technologies that turn coal waste into energy. While much remains to be done, dedicated citizens are growing a greener future for the Lackawanna River Valley.

A sense of renewal permeates the region's communities as well. Many historic sites highlight the struggles and successes of industry and the people who supported it. Across the region, creative uses have been found for old mine, mill, and railroad properties. Communities, businesses, and residents have worked together to build a new economy on the foundations of the past.

The past and the present sit comfortably side by side in the towns that line the Lackawanna River. A landscape scarred by industry grows greener each year, and mines, rail beds, and architectural gems share the stories of the past. Traditions of the region's immigrant groups are alive and well, celebrated in daily life and vibrant community festivals. At the heart of it all, the Lackawanna River Heritage Trail offers a chance to explore history and enjoy the present.





LIFE TODAY

About the Trail

The Lackawanna River Heritage Trail, including the D&H Rail-Trail, stretches 70 miles from the Borough of Pittston north to the New York border, passing through more than a dozen communities along its storied route. In general, the trail parallels the Lackawanna River, winding through the once-tranquil Lackawanna Valley that rose to economic and industrial prominence in the latter half of the 19th century. Along the trail, the valley's history is writ large—culm piles, coal breakers, roundhouses, thousands of miles of track, and communities steeped in ethnic traditions embody the region's history. And yet, there is a new history on display here as well—an environmental story in which the landscape is healing itself and people are working to help the valley and the waters that flow through it to overcome the industrial degradation of the past.

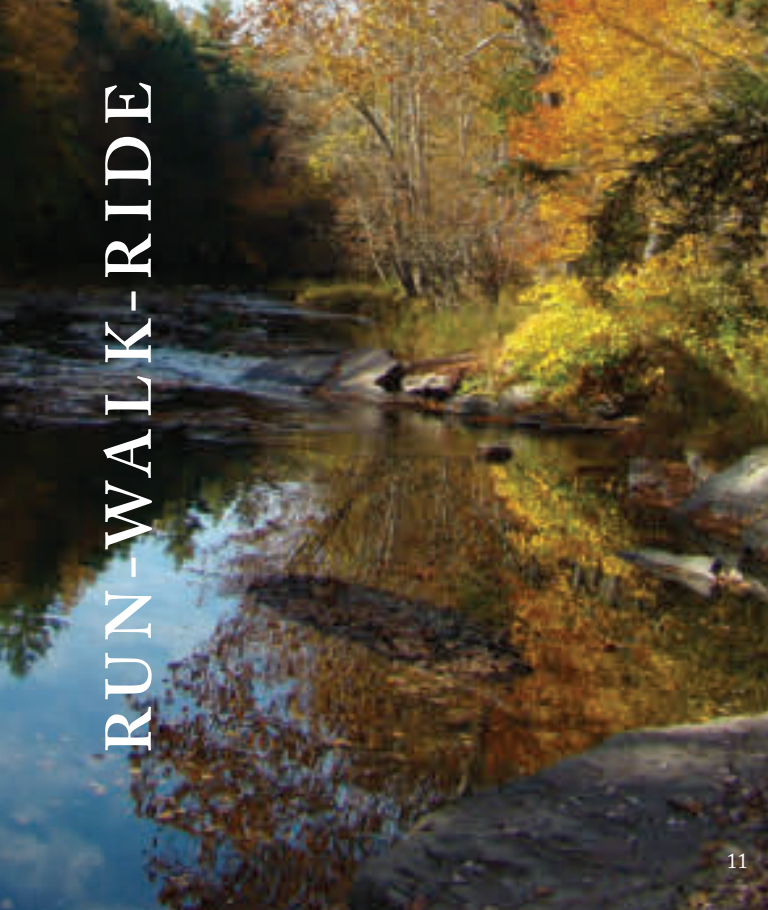
The experience of the Lackawanna River Heritage Trail encompasses both of these histories. It is an urban trail, one that runs through the heart of industrial and transportation hubs such as Scranton and Carbondale. It is a rural trail, one that rolls along the banks of the river and through the quiet forests above the Lackawanna's headwaters. Along the trail, wildlife and green passages share the spotlight with reminders of coal, railroading, and industry. It is a trail for many purposes—hiking, biking, walking, jogging, and equestrian use. It is a trail for all seasons—spring, summer, and fall for feet and (non-motorized) wheels, winter for cross-country skis, snowshoes, and snowmobiles.

The multi-purpose trail connects people and communities. It provides residents and visitors opportunities for wellness, alternative transportation, and social and recreational activities, including access to fishing, canoeing, and kayaking. The trail also serves as a linear interpretive park, educating trail users about the significant industrial, historical, cultural, and natural sites along the route.

RUN-WALK-RIDE



ENJOY



Using the Guide

This guide divides the Lackawanna River Heritage Trail into five distinct sections, each with its own character and history.

LRHT Lower Valley

LRHT Scranton

LRHT Mid Valley

LRHT Upper Valley

D&H Rail-Trail

The Lackawanna Heritage Valley Authority (LHVA) manages the four southern trail sections. The Rail-Trail Council of NEPA, Inc., manages the D&H Rail-Trail.

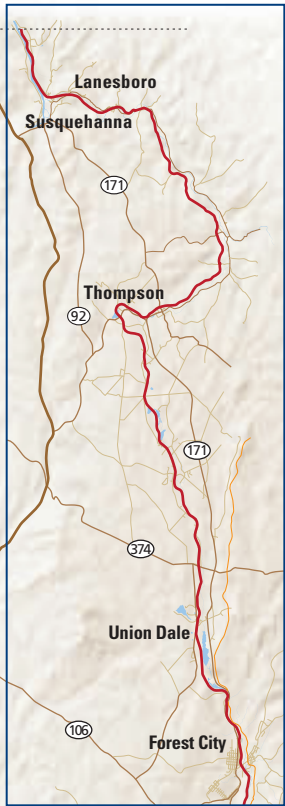
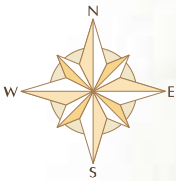
A regional map (opposite page) helps orient trail users to the entire 70-mile route. The five trail sections are color-coded on the regional map and are highlighted separately in dedicated chapters of this guide. Each chapter includes detailed maps, a written description of the route and conditions, trailheads and important amenities, points of interest, and a historical narrative. The scale for each map is indicated on the right margin. A key to map symbols used in this guide is located on the inside back cover.

The trail is a work in progress. Approximately 50 miles are open to the public, with the remaining 20 miles under development. Where portions of the trail are still in development, on-street routes bridge the gaps between completed segments. Along the trail, surfaces vary from pavement to stonedust to the unimproved soils and cinders of old rail beds. The detailed maps show the status of each section, as well as what surfaces to expect.

Information on grade, surfaces, and ADA accessibility can be found on trailhead signs and in a box of each section of the guidebook.

New York Border

Lackawanna Heritage Valley



D&H Rail-Trail

Upper Valley

Mid Valley

Scranton

Lower Valley

Trail Rules and Safety

The Lackawanna River Heritage Trail and the D&H Rail-Trail are multi-use trails. Walking, running, cycling, snowshoeing, and cross-country skiing are allowed on all sections. Horseback riding and snowmobiling are permitted north of Simpson. Exploring the trails will mean traveling through a variety of conditions and routes, from natural and improved surfaces, to public streets and off-road paths. Following are guidelines for a safe and enjoyable trail experience:

Daylight Fun – The trail is open dawn to dusk. Camping overnight is prohibited.

Pet Protocol – All pets must be kept on a short lead. Owners must clean up after their pets before leaving the immediate area. Pet stations are located at trailheads. Horses are permitted north of Simpson.

Limit Your Impact – Pack out what you carry in. Trash and recycling containers are located in high traffic areas.

People Power – No motorized or unauthorized vehicles. With a permit, snowmobiles are permitted north of Simpson.

Pass on the Left – Stay to the right, except when passing. Pass on the left, giving a courteous, audible warning to trail users as you approach them.

Wheels Yield to Heels – Bikes yield to pedestrians. Everyone yields to horseback riders.

Don't Block the Trail – Do not block the flow of traffic. Move to the right when you stop on the trail. Groups and people with pets should use no more than half of the trail width.

Be Respectful – Be respectful of other trail users, regardless of speed, ability, or mode of travel. Do not disturb wildlife or livestock.

Be Cautious – Pedestrians and dismounted cyclists have the right of way at all road/trail intersections marked with a crosswalk.

Stay on the Trail – Trespassing on private land is prohibited. Work is ongoing to improve the trail; respect signs signaling detours and trail and road closures.

See Something, Say Something – Report vandalism, suspicious activity, or damage to Lackawanna Heritage Valley at (570) 963-6370 x8200. In an emergency, call 911.

Support the Trail Patrol – Volunteers patrol the trail regularly. Respect their authority. Join their ranks by contacting the Lackawanna Heritage Valley.

Follow All Posted Regulations

Rules Especially for Cyclists

In Pennsylvania, a bicycle is considered a vehicle. Cyclists must obey all traffic laws on public roadways.

Follow the Rules of the Road – Ride on the right side of public roadways, never ride against the flow of vehicular traffic. Obey stop signs and red lights. When turning, use turn lanes and proper hand signals.

Always Wear a Helmet – Helmets are strongly recommended for all cyclists. Helmets drastically reduce serious head injuries in cycling accidents. By state law, cyclists under age 12 are required to wear an approved bicycle helmet.

See and Be Seen – Ride where approaching and passing motorists can see you. Wear bright colored or reflective clothing, mount reflectors on wheels, pedals, and other surfaces.

Lower Valley Trail Section

Where the Valleys Meet

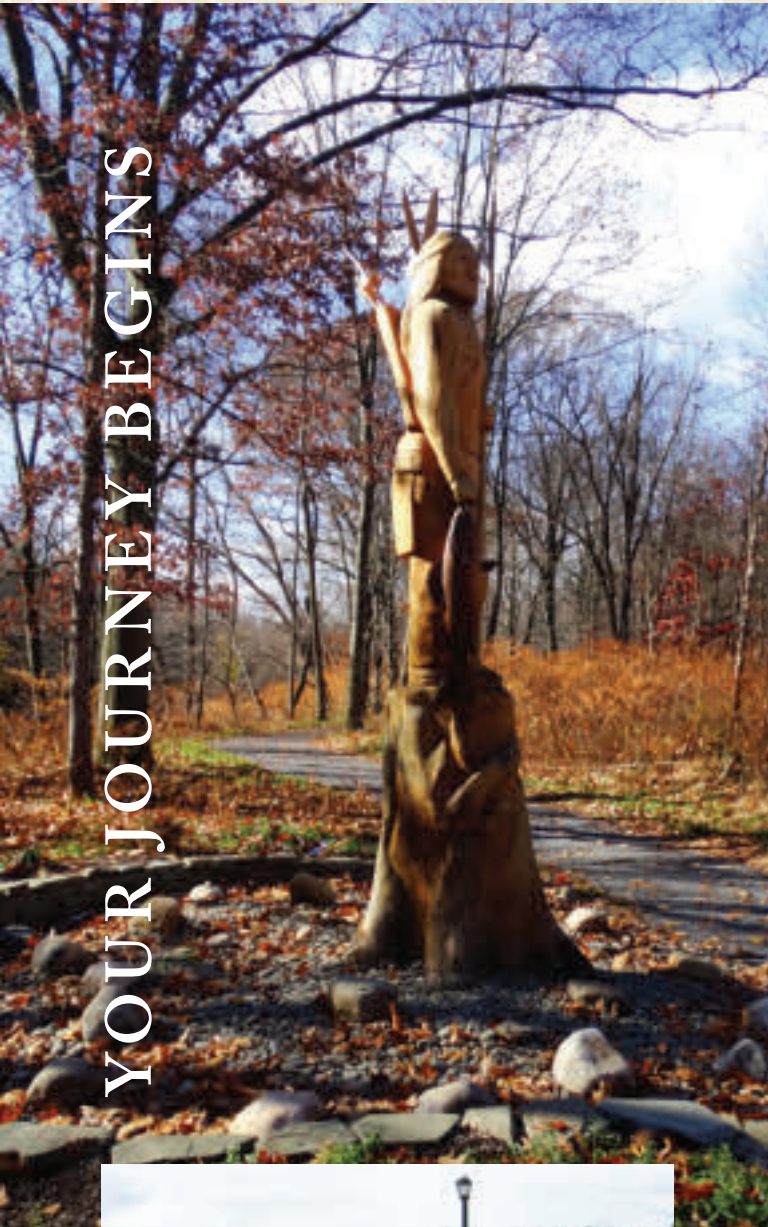
The Susquehanna River defines the crescent-shaped Wyoming Valley. The Lackawanna River flows into the Susquehanna in northeastern Luzerne County, at the foot of the Lackawanna Valley. These valleys appear to connect seamlessly, but are geologically distinct. The Lackawanna River Heritage Trail begins where the valleys meet.

The rivers have drawn people here for millennia. Archaeologists at a Conrail Research Site, located at the confluence, have excavated 10,000 year old artifacts. The Delaware, Shawnee, Mohicans, and Nanticoke once lived in the valley, but European settlement forced the tribes westward by 1800. The native presence is often difficult to identify in the archaeological record since coal mining and railroads have altered the landscape dramatically.

The region's modern history is dominated by anthracite coal, railroads, textile and other important industries. The population exploded in the late 19th and early 20th centuries as immigrants sought job opportunities in mines and mills. They settled in ethnic pockets in communities across the valley, reflecting the waves of Europeans who came to Eastern cities in those decades. Rich traditions of these groups are still alive today, from varieties of pierogies to pizza to potato pancakes to "piggies."

The economic boom that fueled our nation's industrial expansion produced riches for a few and a new life for many, but it left the environment devastated. Today, the Old Forge and Duryea bore holes that drain abandoned mines are the largest point source pollution of the Chesapeake Bay Watershed. Although more work must be done, citizens and communities have achieved great feats of reclamation, and the valley grows greener each year.

YOUR JOURNEY BEGINS



About the Trail

The southernmost section of the trail connects Luzerne and Lackawanna counties through Pittston, Duryea, Old Forge, and Taylor. Currently, much of the 9.2 mile route follows existing roadways. A 2-mile stretch between the Depot Street, Taylor and Elm Street, Scranton trailheads is known as the Central New Jersey Extension, a dual surface trail named for the rail bed over which thousands of railcars once traveled.

The trail winds through small towns in the Wyoming and Lackawanna valleys where industrial activity and industrious people shaped the region you see today. Breakers, bore holes, and culm piles left from mines long since closed share the landscape with green space and wildlife that is reclaiming the future.

South of Pittston, in Wilkes Barre, the Lackawanna River Heritage Trail connects to the Delaware and Lehigh Trail, which travels 165 miles through the three distinct landscapes of the neighboring Delaware and Lehigh National Heritage Corridor.

Universal Trail Assessment for Lower Valley Section Keyser Creek, Taylor to Elm Street, Scranton

Length	1.94 mi (10,233 ft) Hikers Bikes Dogs OK No Motorized Vehicles
Typical Grade	1.48% 2.5% (1980 ft) is greater than 6%
Typical Cross Slope	1.5% 19% (1980 ft) is greater than 2%
Trail WidthTypical	16.7 ft Minimum 10 ft
Surface	Crushed Stone & Pavement



ADVENTURE



Trailheads

1 Elm Street Trailhead

Located on East Elm Street one block north of the South Side Shopping Center on South Washington Avenue.

Parking available. Lat. 41.399371N Long. -75.676834W

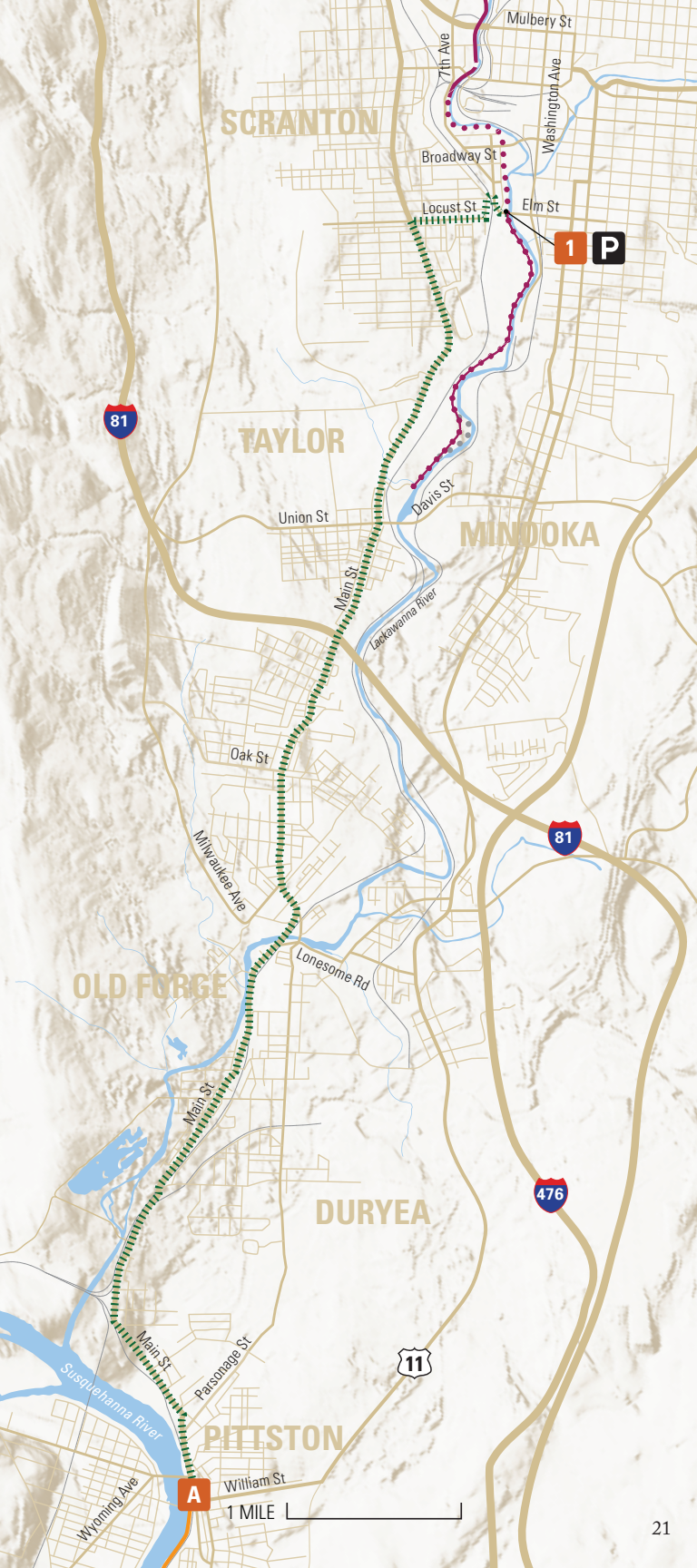
Other Regional Trails

A Luzerne County National Recreation Trail Kennedy Boulevard Trailhead

Located on Kennedy Boulevard adjacent to Cooper's Seafood Restaurant in Pittston. Parking available in restaurant parking lot. Southern Terminus of the Lackawanna River Heritage Trail, you may continue along the Luzerne County Rail-Trail.

Lat. 41 32'17.83"N Long. 75 79'31.45"W





SCRANTON

TAYLOR

MINDOKA

OLD FORGE

DURVEA

PITTSTON

81

81

476

11

1

P

A

1 MILE

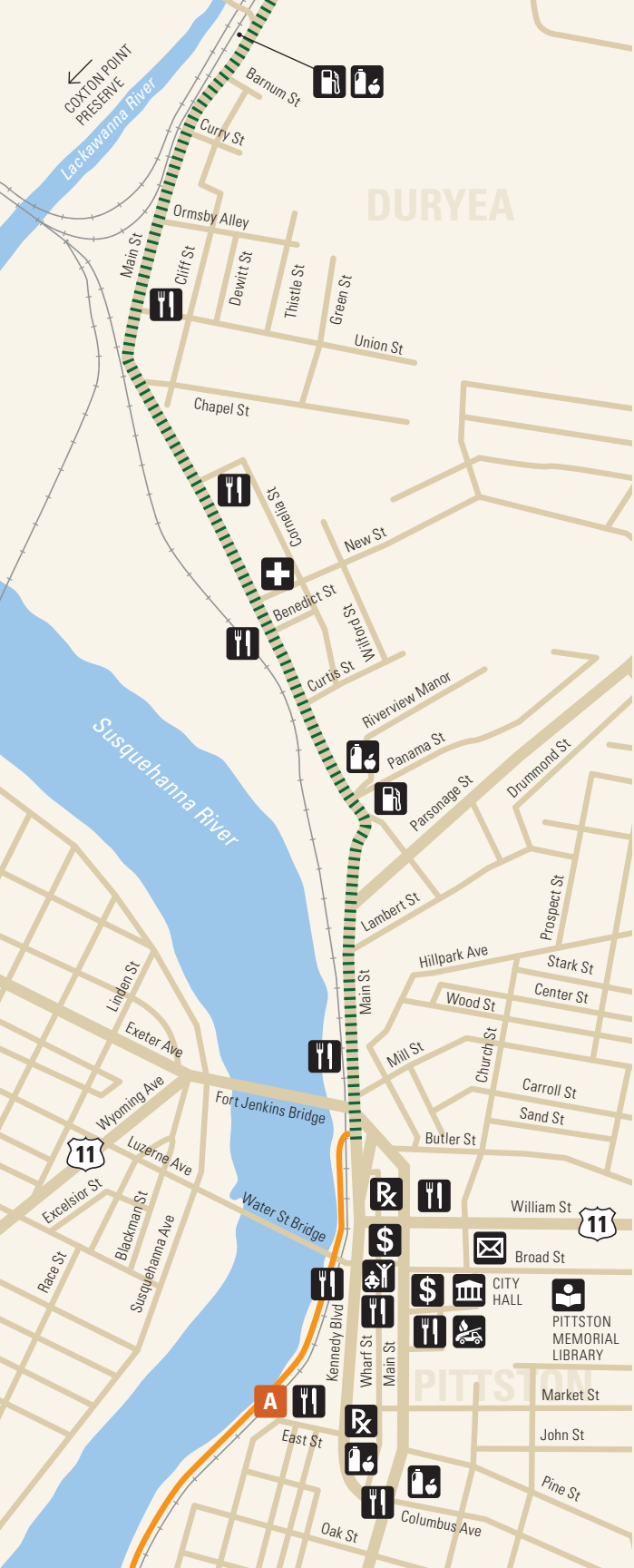


Native Americans in the Wyoming Valley

The Oguaga trail, a Haudenosaunee (Iroquoi) diplomacy trail that leads to Syracuse, begins in the beautiful and historic Wyoming Valley. An ancient Iroquoi village known as Adjouquay (Pittston) sat at the rivers' confluence. For over 10,000 years, members of the six Haudenosaunee nations (Mohawk, Tuscaurora, Oreida, Caynga, Scneca, Onondaga) inhabited this rich alluvial valley and shared its orchards, lush corn fields, wild game and fish. It was here that the nations were united in the "great law of peace." In the 18th century, peace ambassador Timothy Pickering called the Wyoming Valley, "the most beautiful trait of land my eyes have ever beheld, industrious husbandmen would make the whole garden." Chief Hendricks of the Mohawk was quoted, "the Wyoming Valley was sacred to the Haudenosaune, never to be sold, an ancient council and burial ground." It was also here in the Wyoming Valley that President George Washington ordered his war general John Sullivan to eliminate the Iroquoi (Menace) and begin a campaign of terror against the six nations. The Haudenosaunee believed the creator gifted them with the Susquehanna and Lackawanna rivers, and considered them to be the actual bloodline of Mother Earth. They promised the creator they would protect the rivers forever.

Pittston History

Founded circa 1770, Pittston was in the contested territory of the decades-long Yankee Pennamite Wars between Pennsylvania and Connecticut. Its later history was dominated by the anthracite industry, including one of the region's largest mining disasters—the 1958 flood at the Knox Mine. This event caused the virtual demise of the coal industry in NEPA.



Coxton Point Preserve

A preserve at the confluence of the Lackawanna and North Branch Susquehanna Rivers offers informal access for fishing and paddle sports. A wetlands mitigation site owned by Waste Management Corporation adjoins it. Both sites are managed for wildlife habitat and passive open space recreation.

Twin Shaft Mine Disaster

In 1896, a massive failure of the room and pillar support system caused several coal and rock strata in the mine to “squeeze” or “pancake” over a 400-acre area. Nearly a hundred miners died in the accident. The center of the collapse lies directly beneath what is the Coxton Point Preserve today.

What’s in a Name?

Many communities along the trail are named for industrialists and speculators who founded their fortunes and made their mark on the Lackawanna Valley. Several railroads named station stops after officials of the various lines. Hiram Duryea, Moses Taylor, the Scranton Brothers, Thomas Dickson, James Archbald, George Olyphant, and Dr. Benjamin Throop are among the many men honored for their role in mining and railroading in the Lackawanna Valley. Some of their contributions are highlighted in the pages of this guide.

Who is Hiram Duryea?

Duryea Borough was named for Hiram Duryea, a Civil War general who owned large tracts of land in the area. He was prominent in the starch industry, a coal operator and an official of the Delaware, Lackawanna and Western Railroad.





Points of Interest

1 Old Forge Bore Hole

Drilled by the Army Corp of Engineers 50 years ago to release water from closed mines, the hole pours 100 million gallons of Acid Mine Drainage (AMD) into the river daily. Iron oxide and heavy metals coat rocks orange and pollute the watershed. A study is underway, with environmentalists hoping it will lead to a community plan that cleans up the damage and creates economic opportunity.



2 DL&W Depot

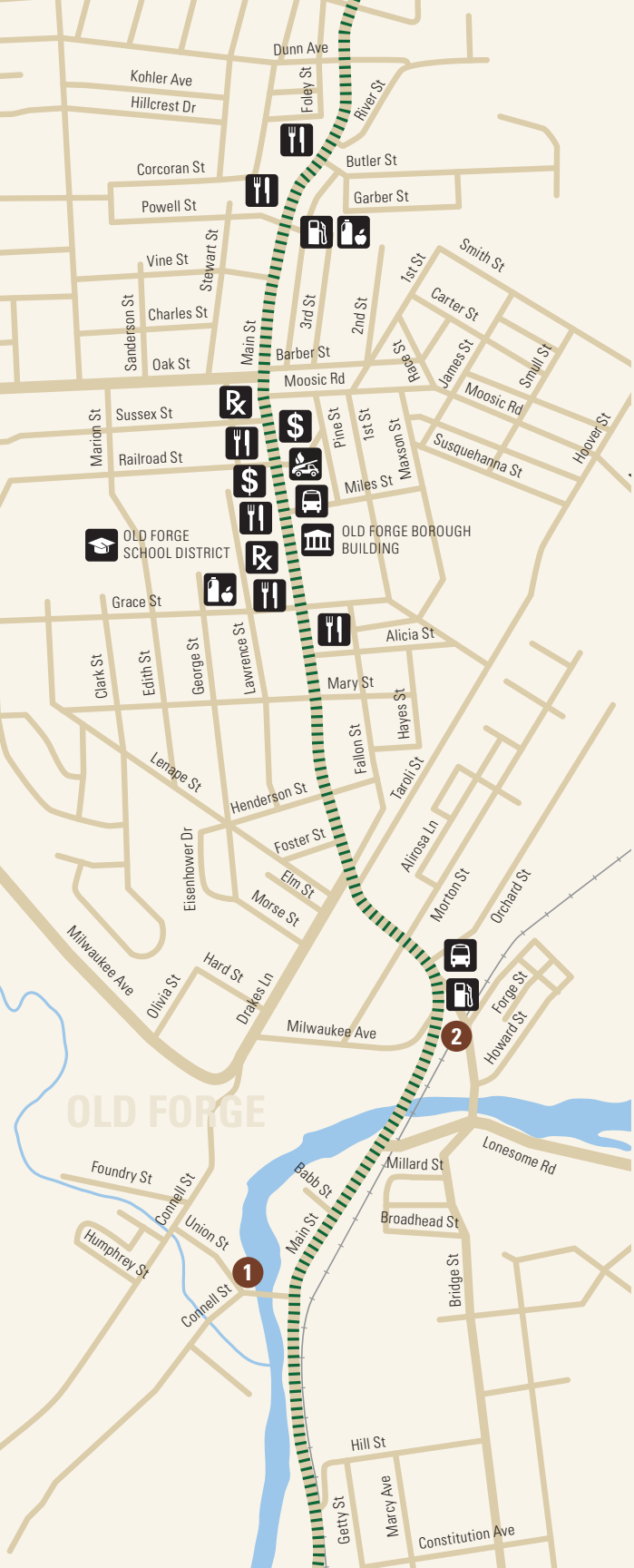
The Old Forge depot served passengers on the Delaware Lackawanna & Western Railroad. Today it serves as a commercial structure – a great example of adaptively reusing buildings from the past to fit today’s lifestyles.

Old Forge Pizza

Make time along the trail to visit the “Pizza Capital of the World.” Old Forge’s Main Street boasts a number of Italian restaurants with special square-cut pizza made “Old Forge Style.” The rectangular specialty, served by the “tray,” comes red (with sauce), white (without) and delicious. Old Forge pizza parlors have sprung up across the country, attracting followers everywhere.

What is Old Forge?

Old Forge is named for a 1789 forge built to process impure iron deposits from local wetlands. Dr. William Smith built the forge, which produced bog iron that was shipped down the Susquehanna to market.



Kohler Ave
Hillcrest Dr
Corcoran St
Powell St
Vine St
Sanderson St
Charles St
Oak St

Dunn Ave
Foley St
River St
Butler St
Garber St
3rd St
2nd St
Barber St
Moosic Rd

Smith St
Carter St
James St
Smilli St
1st St
Race St
Moosic Rd
Susquehanna St
Hoover St

Marion St
Sussex St
Railroad St
Grace St
Clark St
Edith St
George St
Lawrence St

Pine St
1st St
Miles St
Mason St
Morton St
Alicia St
Mary St
Fallon St
Hayes St
Taroli St

Smith St
Carter St
James St
Smilli St
1st St
Race St
Moosic Rd
Susquehanna St
Hoover St

Lenape St
Eisenhower Dr
Milwaukee Ave
Olivia St
Hard St
Drakes Ln

Henderson St
Foster St
Elm St
Morse St
Milwaukee Ave

Alitrosa Ln
Morton St
Orchard St
Forge St
Howard St

Foundry St
Humphrey St
Union St
Connell St

Babb St
Main St
Hill St
Getty St
Marcy Ave
Constitution Ave

Millard St
Broadhead St
Bridge St
Lonesome Rd

Foundry St
Humphrey St
Union St
Connell St

Babb St
Main St
Hill St
Getty St
Marcy Ave
Constitution Ave

Millard St
Broadhead St
Bridge St
Lonesome Rd

Foundry St
Humphrey St
Union St
Connell St

Babb St
Main St
Hill St
Getty St
Marcy Ave
Constitution Ave

Millard St
Broadhead St
Bridge St
Lonesome Rd



Points of Interest

3 Bridge Abutments at Keyser Creek

Stone abutments remain from the bridge that linked Taylor and Minooka. A flood in the middle of the 20th century washed out the bridge, which was never replaced.

4 Moffat Colliery Reclamation Project

One legacy of coal mining is a damaged landscape. The Borough of Taylor is reclaiming the land through planning and environmental clean-up that will lead to re-use of the Moffat Colliery site as a multi-use development with green space and residential and commercial occupants.

Who is Moses Taylor?

Taylor was one of the 19th century's wealthiest men. At death, his estate was worth \$70 million, (nearly \$2 billion today). He controlled the National City Bank of New York (now Citibank) and the Delaware, Lackawanna & Western Railroad. At the end of his life, Taylor donated \$250,000 to establish a hospital in Scranton that still carries his name.





TAYLOR

4

3

DANGEROUS RAILROAD & RAILYARD CROSSING

TURNPIKE

476

Points of Interest

5 Ohn Te Oak

The fishing village of Ohn Te Oak (“Where They Fish”) was part of a Haudenosaunee (Iroquois) diplomacy trail (Oguaga) from the Wyoming Valley to Syracuse. Today, a sculpture of a Haudenosaunee chief stands along the trail. Local artist Tom Austin, who assisted with trail construction, carved it from a tree. Carvings of eagles, osprey, bear and an ancient dinosaur snake (nayahunda) also adorn the trail.

6 The village includes a field for lacrosse, a sacred sport often used in settling differences between nations. Adjacent to the field is the Six Nations Amphitheater. Its Hiawatha belt design represents the Haudenosaunee nations in peace. This democracy, which still exists today, inspired the Founding Fathers of the United States.

7 Murray Plant

This plant, built in 1943 on the site of Scranton Steel South Works Facility, manufactured B-29 bomber wings in WWII. At its peak, it employed more than 3,000 people, including many women whose work helped the war effort. The retaining wall below is made of dry-laid blocks cut of furnace slag from steel production.

8 Scranton Button Company and Capitol Records

Founded in 1885, the company pressed 3 million buttons a day in 1915. Many buttons were made of shellac, and the company later pressed gramophone records from the same material. Capitol Records took over in 1946, operating until 1970.

9 Bellevue Colliery Remnants

The brick building at the Elm Street Trailhead that houses Danny’s Garage was part of the Bellevue Colliery. Collieries are coal mine companies, together with the buildings and equipment associated with them. In Lackawanna Valley, mines ran deep underground while breakers—buildings where coal was filtered and separated by size—rose several stories high, dominating the landscape in the late 1800s and early 1900s. The valley once boasted 110 coal breakers. None remain today.



Scranton Trail Section

The Electric City

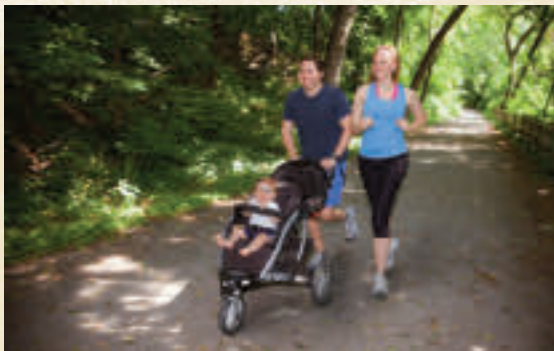
From Scranton's earliest days, people were drawn to the valley's waters and the riches of the landscape. First, a gristmill on Roaring Brook, then iron ore fueled the city's settlement in the late 1700s. When the Scranton brothers arrived in 1840, they built the iron furnaces that would grow into the Lackawanna Iron and Steel Company. By the middle of the century, steel manufacturing drove the city's economy, and the nation steamed westward on the steel rails rolled in Scranton.

Coal and railroading ushered in entrepreneurial prosperity, and other industries followed to the burgeoning industrial center. Scranton earned the crown of "Anthracite Capital of the World," and the wealth generated is unmistakable in the Victorian architecture that lines city streets. The O&W, DL&W, D&H, CNJ, and Erie railroads crossed in Scranton, carrying coal out of the valley and bringing in thousands of people seeking new lives. America's electric trolley system and the International Correspondence Schools (distance learning by mail) were both born in this center of manufacturing, food processing, and education.

Scranton exploded as industry took hold. Its population grew 1000 fold between 1850 and 1910, from a borough of less than 1,000 to a city of more than 120,000. New arrivals immigrated from at least fifty countries and, by 1870, nearly half of Scranton's population claimed foreign birth.

Industry and population peaked in the first quarter of the 20th century and, following World War II, both coal mining and railroading were in a decline that marked much of Scranton's last 50 years of the 20th century. In the 1990s, the city experienced a resurgence based, in part, on revitalization and appreciation of its heritage. The hit television show titled "The Office" also helped recognize the city in recent years. Today, Scranton thrives with a diverse economy, engaged community, and rich cultural attractions.

TIME TO RELAX



About the Trail

The Scranton Section of the Lackawanna River Heritage Trail features three very different experiences. The Central New Jersey Rail-Trail, the Downtown Scranton Riverwalk, and the Levee Trail follow the river as it leads you 5 miles from a serene natural setting to an exciting urban environment.

The Central New Jersey Rail-Trail winds for nearly 3 miles through park-like surroundings. From Keyser Creek to Elm Street, a 10-foot wide paved trail runs alongside a six-foot stonedust trail. Between Elm Street and 7th Avenue, the trail features a stonedust surface. The sounds and sights of the nearby city are muted by birdcalls and glimpses of abundant wildlife. Urban anglers are welcome to try their luck from the river's bank.

The Riverwalk, just under a mile, is a paved and lighted trail that follows the river as it crosses under the Mulberry Street Bridge. For residents, the business community and visitors to the area, the trail is conveniently located close to downtown Scranton, where casual or fine dining, shopping, cultural and historic sites, diverse services, government offices, and an amazing architectural walking tour are available. The trail is accessible for wheelchairs and strollers, and a short spur connects the main trail to Scranton High School.

The Levee Trail runs atop a portion of Scranton's flood control levee and beyond for 3 miles. From collieries to textile mills to neighborhoods old and new, this multi-purpose natural surface trail offers interesting perspectives of the city and its industrial past. Within earshot of churchbells tolling the hour and sounds of the city, trail users can enjoy a respite from the urban bustle.

Universal Trail Assessment for Scranton Trail Section

Elm Street to Broadway Street, Scranton

Length	.4 mi (2200 ft)
	Hikers
	Bikes
	Dogs OK
	No Motorized Vehicles
Typical Grade	.2%
	5% (100 ft) is greater than 1%
Typical Cross Slope	1.4%
	5% (100 ft) is greater than 2.9%
Trail WidthTypical	11.7 ft
	Minimum 8 ft
Surface	Crushed Stone

Broadway Street to 7th Avenue, Scranton

Length	.52 mi (2750 ft)
	Hikers
	Bikes
	Dogs OK
	No Motorized Vehicles
Typical Grade	.95%
	7% (200 ft) is greater than 7.5%
Typical Cross Slope	.98%
	3% (100 ft) is greater than 2.8%
Trail WidthTypical	9.93 ft
	Minimum 8 ft
Surface	Crushed Stone

7th Avenue to Olive Street, Scranton

Length	.83 mi (4400 ft)
	Hikers
	Bikes
	Dogs OK
	No Motorized Vehicles
Typical Grade	1.64%
	9% (400 ft) is greater than 6%
Typical Cross Slope	.89%
	1.5% (100 ft) is greater than 2.7%
Trail WidthTypical	12 ft
	Minimum 12 ft
Surface	Pavement

Elm Street to Olive Street, Scranton

Length	1.75 mi (9350 ft)
	Hikers
	Bikes
	Dogs OK
	No Motorized Vehicles
Typical Grade	1.09%
	6% (700 ft) is greater than 6%
Typical Cross Slope	1.03%
	8% (800 ft) is greater than 2.7%
Trail Width	Typical 11.3 ft
	Minimum 8 ft

Trailheads

1 Elm Street Trailhead

Located on East Elm Street one block north of the South Side Shopping Center on South Washington Avenue.

Parking available. Lat. 41.399371N Long. -75.676834W

2 Broadway Street Trailhead

Located next to the South Side Sports Complex on Broadway Street between 3rd Avenue and South Washington Avenue.

Parking available. Lat. 41.404352 Long. -75.672704

3 7th Avenue Trailhead

Located across from a gas station on 7th Avenue two blocks southwest of Lackawanna Avenue.

Parking available. Lat. 41.409980 Long. -75.675488

4 Olive Street Trailhead

Located on Olive Street one block east of the intersection with Providence Road. Parking available at 3 West Olive Street.

Lat. 41.416357 Long. -75.664250

5 Poplar Street Trailhead

Located on Poplar Street near the Scranton DPW building.

No parking. Lat. 41.422688 Long. -75.658438

6 Albright Avenue Trailhead

Located at the intersection of Albright Avenue and Court Street.

No parking. Lat. 41.426236 Long. -75.660594

7 Green Ridge Street Trailhead

Located at the intersection of Green Ridge and Nay Aug Avenue.

No parking. Lat. -75.660594 Long. -75.659747

8 Market Street Trailhead

Located on the east side of the Lackawanna River adjacent to Market Street. No parking. Lat. 41.438278 Long. -75.655157

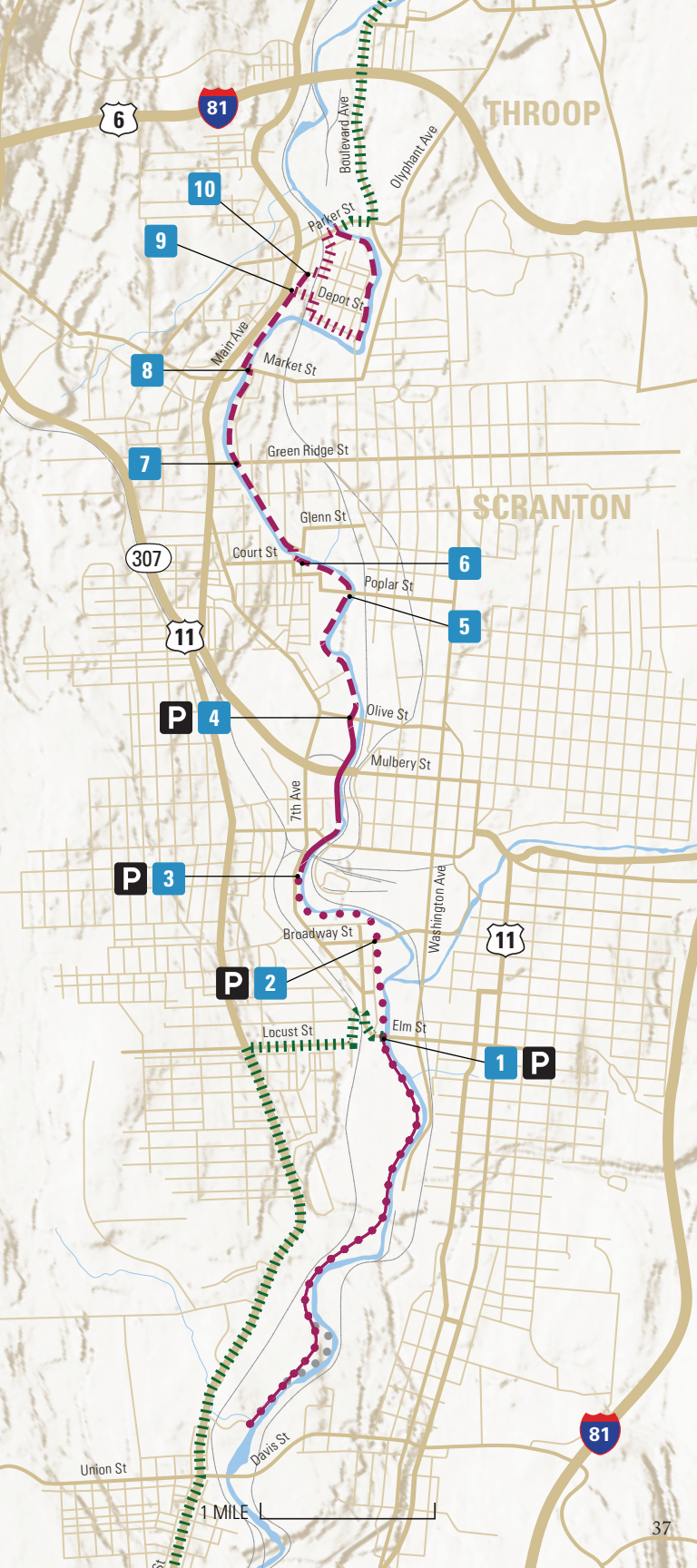
9 Depot Street Trailhead

Located in the Plot Section of Scranton, the Depot Street trail access is located 200 feet southeast from the intersection of Depot Street and Pond Avenue. No parking.

Lat. 41.439445 Long. -75.647860

10 Dean Street Trailhead

Located near the intersection of Dean Street and Heerman Avenue, this is northern terminus of the improved portion of the Scranton Section. No parking. Lat - 41.439879 Long. -75.646043



THROOP

SCRANTON

6

81

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P 4

P 3

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1 P

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81

Union St

Davis St

1 MILE

Points of Interest

1 Bellevue Colliery Remnants

The brick building at the Elm Street Trailhead that houses Danny's Garage was part of the Bellevue Colliery. Collieries—coal mines, together with the buildings and equipment associated them—dominated the landscape in the late 1800s and early 1900s. The Lackawanna Valley once had 110 coal breakers. None remains today.

2 Headquarters of the Lackawanna Valley National and State Heritage Area

Stop by to get your NPS Passport stamped and to find visitor information. Located along the trail, trailhead parking is available.

3 Steamtown National Historic Site

The railyard of the former Delaware, Lackawanna and Western Railroad features a roundhouse, a machine shop, a modern interpretive center, a fantastic collection of rolling stock, and a gift store. Tours are available.

4 Electric City Trolley Station and Museum

The museum celebrates Scranton's claim as the birthplace of America's electric trolley system. Exhibits provide a history of this unique system of transportation in eastern Pennsylvania, from Philadelphia to the northeast, and a special children's activity room. Trolley rides are available.

5 Confluence Sculpture Trail

Lackawanna Heritage Valley and Keystone Iron Works students are collaborating to place works of art along the trail. Check out the first two sculptures along the Riverwalk and a third installation on the Keystone College campus in LaPlume.

6 Central Railroad of New Jersey Freight House

One of the five railroads that connected in Scranton was the CNJ. The ornate freight station for this line was built in the Romanesque Richardsonian style in 1891. Although located contiguous to the trail, the section below the CNJ station is unpaved and privately owned.



Points of Interest

7 Scranton Cooperative Farmers Market

For seventy years, area farmers have been selling their fresh vegetables and locally produced amenities at the popular outdoor market. Open Monday, Wednesday and Friday from July 4th to the day after Thanksgiving.

8 Scranton Lace Works

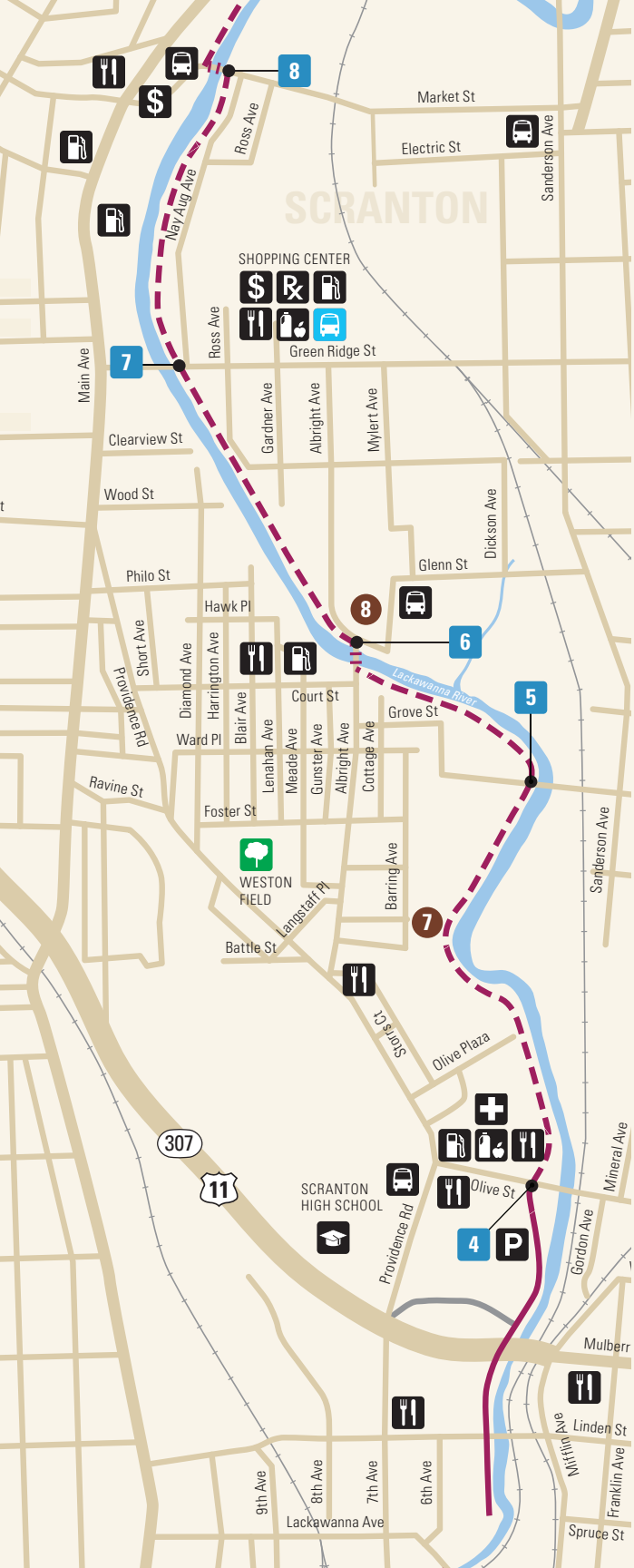
Operating from 1890 to 2002, this company once was the largest producer of Nottingham Lace outside of England. The large complex featured a theater, gym, infirmary, bowling alley, and clock tower. The workforce was comprised mostly of wives and daughters of miners and railroaders.



Early Village

Chief Capoose led a Lenape settlement located on the eastern bank of the Lackawanna near today's Weston Field. The Lenape were the last group of Native Americans in the valley. Count Zinzendorf, a Moravian missionary and the first white visitor, described the village in 1742.





Points of Interest

9 Kosciuszko Healing Garden

Located behind Silkman House, this garden pays homage to Revolutionary War hero Tadeusz Kościuszko. Lilac, forsythia, and rose cuttings from along the river were used to create the garden, a sister property to Kościuszko's garden at West Point.

10 Silkman House

One of Lackawanna County's oldest residences, this Greek Revival home dates to 1840. The building houses the offices of the Lackawanna River Corridor Association.

11 Cemetery on Main Avenue

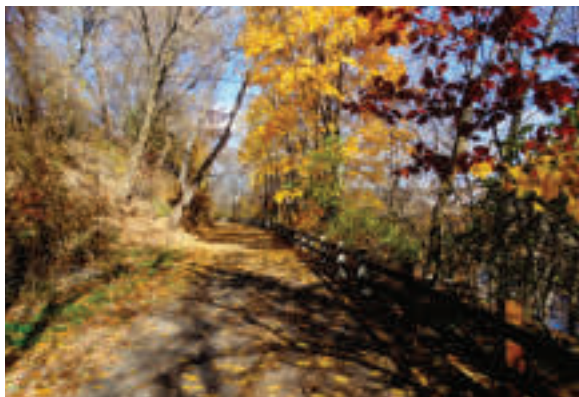
This historic burial ground holds some of Scranton's most prominent citizens and earliest settlers. Among its influential occupants are the Heermans, Winton, and Silkman families.

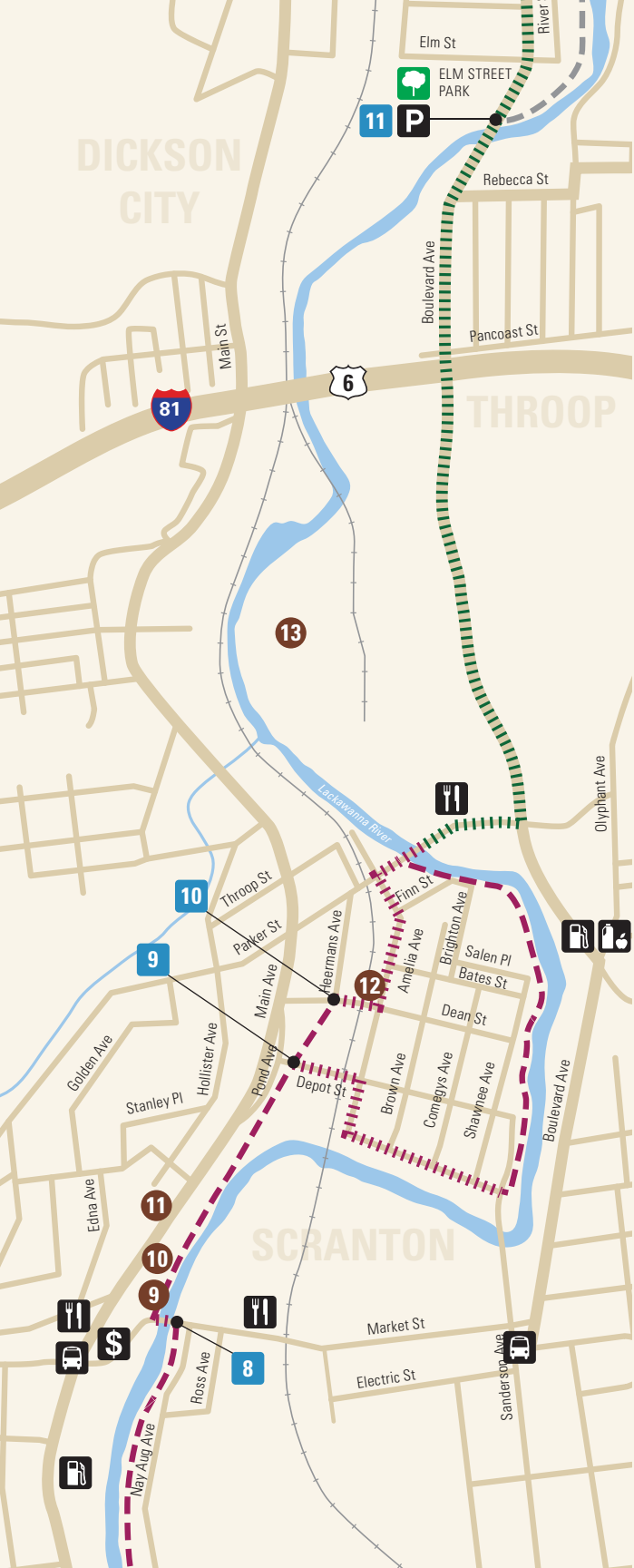
12 Delaware and Hudson Railway Buildings

These brick buildings, built in 1859, were part of the Providence terminal of the Delaware and Hudson Canal Company's Gravity Railroad. Gravity helped move coal, freight and passenger cars along inclined plane #23 from Valley Junction near Olyphant.

13 Marvine Colliery

Part of the Delaware and Hudson Coal Company, Marvine's breaker No. 2 was among the first to use "modern" technology. Today, raw land and a huge culm pile are remnants of the industry's environmental impact.





Downtown Scranton

The municipality of Scranton is large – an hourglass encompassing 25 square miles of distinct neighborhoods whose names reflect the valley’s storied past. Though the municipality’s borders are broad, Scranton’s Central City is clean, compact and eminently walkable. The nationally ranked University of Scranton, superb 19th century architecture of Courthouse Square and the commercial district, the beautiful Culture/Arts District, Steamtown National Historic Site, downtown shops and boutiques, and luxury residences and hotels are all situated within a 20-block grid. From the Riverwalk, Central City is easily accessed by Lackawanna Avenue, Linden, Mulberry, and Olive Streets. Scranton High School and professional offices, shops, restaurants and cafes are located immediately adjacent to the trail.

- 14** Scranton Iron Furnaces Historic Site
- 15** Courthouse Square/Lackawanna County Courthouse
- 16** Lackawanna Historical Society
- 17** Nay Aug Park
- 18** Everhart Museum
- 19** Scranton Cultural Center at the Masonic Temple
- 20** Albright Memorial Library





LOCATED
EIGHT BLOCKS
EAST

18

17 GCMC

Downtown Scranton

Lackawanna College

This institution has provided Pennsylvania's students with business, associate, and vocational degrees for more than a century. Today, the jewel of the college is located at the former renovated historic Scranton Central High School building.

www.lackawanna.edu

Albright Memorial Library

For the past century, the gift of John Joseph Albright has stood at the heart of Scranton. Opened as Scranton's first public library in 1893 and still serving the city today, the building is modeled after a French chateau monastery and features exquisite detailing in stone and glass. It is listed in the National Register of Historic Places. The landscape plan was created by renowned Fredrick Law Olmsted.

www.lclhome.org

Scranton Cultural Center at the Masonic Temple

The Neo-Gothic Masonic Temple and Scottish Rite Cathedral originally opened in 1930. Designed by Raymond Hood, architect of Rockefeller Center, the restored property hosts many community events, and it serves as a regional center for arts and education.

www.scrantonculturalcenter.org

Everhart Museum

The Everhart delights visitors with more than a dozen exhibit spaces. Whether your interests lie in science, the natural world, global culture, or fine arts, the Museum has something for everyone! Located in historic Nay Aug Park since 1908, stop by and learn what makes this a "must see" attraction.

www.everhart-museum.org

University of Scranton

Founded in 1888, the private, co-educational institution is a nationally recognized Catholic and Jesuit university offering graduate and undergraduate programs. The beautiful 58-acres hillside campus is located in the heart of Scranton.

www.scranton.edu

Lackawanna Historical Society (LHS)

The Society is headquartered in the 1912 residence of financier, George Catlin, in Scranton's Hill Section. Guided tours of this lovely home are available at specified times.

www.lackawannahistory.org

Courthouse Square/Lackawanna County Courthouse

This square contains 25 historic buildings and monuments that collectively tell the story of Scranton. Built in 1884 and expanded in 1896, the stately three-story courthouse reigns supreme in the square's center.

The Pennsylvania Anthracite Heritage Museum and the Lackawanna County Mine Tour

Located in McDade Park, the museum tells the story of the people who came from Europe to work in the anthracite mining and textiles industries. The mine tour gives visitors firsthand experience of life belowground.

www.anthracitemuseum.org

Scranton Iron Furnaces Historic Site

Four anthracite-fueled blast furnaces from the 1850s still stand, reminders of iron and steel production in the valley. Founded by Scranton, Grant and Company, the site became part of the Lackawanna Iron and Coal Company.

www.anthracitemuseum.org

Mid Valley Trail Section

In the Midst of the Valley

The changing landscape in the midst of the Lackawanna Valley holds an amazing array of opposites. Remnants of coal mining and railroading chronicle an industrial past are seen along the trail, and the history of town centers shines in elaborate churches and interesting eateries. Yet along many stretches of the trail, the zealous commerce of a bygone era is belied by the tranquil beauty of the corridor today.

Everywhere you look there are physical reminders of the industrial past. The trail follows the O&W rail bed to a large junction at Winton. Near Laurel Street, the trail follows a railroad spur between the river and an active rail line. Buildings of the Gravity Slope Colliery are still visible on the site where 1,700 men and 120 mules rotated through three shifts a day in Archbald. The Pennsylvania Northeast Regional Railroad Authority still ferries freight, and the rail lines carrying excursion trains from Steamtown National Historic Site. This regional railroad, which follows the river from Scranton to Carbondale, is among the oldest continuously running lines in the nation.

Wildlife has returned to this once-busy corridor, as bald eagles, river otter, and even the occasional bear have been seen along the quieter sections of trail. Fly fishing is popular in these Class A Wild Trout Waters, especially below Mayfield, where the constant 55 degree water emerging from mine outflows is home to trophy trout. From the middle of the Lackawanna Valley north to its headwaters, the Lackawanna River is recognized as an Exceptional Value Watershed.

LET'S HAVE SOME FUN



About the Trail

The Mid Valley section runs 12 miles from the northern border of Scranton to Jermyrn, leading trail users through Dickson City, Throop, Olyphant, Blakely, Jessup, and Archbald. Much of this area, once dominated by industry, has been reclaimed by nature. Old bridge abutments offer mute testimony to the busy Winton rail junction, and the Shifting Shanty, Fan House, and Oil House mark the Gravity Slope Colliery. Today, this stretch of the river is part of the Exceptional Value Watershed. Fly fisherman and river otters share the Lackawanna's green banks, beavers dam incoming streams, and bald eagles scout trout from lofty perches.

Trail users will encounter a variety of surfaces on this route. The trail follows designated streets for 5 miles from Parker Street in Scranton to Olyphant. Short on-street sections also are found in Jessup and Blakely. The remainder of the trail is stonedust from Olyphant to Archbald, extending to a paved 2-mile section between Archbald and Jermyrn. The trail passes several municipal parks, and the trail towns offer many good eateries.



Universal Trail Assessment for Mid Valley Section

Depot Street, Peckville to Winton Road, Jessup

Length	1.47 mi (7477 ft)
	Hikers
	Bikes
	Dogs OK
	No Motorized Vehicles
Typical Grade	1.09%
	9% (400 ft) is greater than 6%
Typical Cross Slope	1.00%
	2.6% (200 ft) is greater than 2.7%
Trail Width	Typical 9.08 ft
	Minimum 7.5 ft
Surface	Crushed Stone

Winton Road, Jessup to Laurel Street, Archbald

Length	.49 mi (2596 ft)
	Hikers
	Bikes
	Dogs OK
	No Motorized Vehicles
Typical Grade	0.64%
	9% (400 ft) is greater than 6%
Typical Cross Slope	0.56%
	7% (196 ft) is greater than 1.5%
Trail Width	Typical 10.1 ft
	Minimum 7.0 ft
Surface	Crushed Stone

Gilmartin Street, Archbald to LRBSA, Archbald

Length	1.05 mi (5530 ft)
	Hikers
	Bikes
	Dogs OK
	No Motorized Vehicles
Typical Grade	0.47%
	18% (1000 ft) is greater than 1%
Typical Cross Slope	0.95%
	7% (400 ft) is greater than 1.5%
Trail Width	Typical 15.98 ft
	Minimum 10.5 ft
Surface	Pavement/Crushed Stone

LRBSA, Archbald to Delaware Street, Jermyn

Length	0.94 mi (4940 ft)
	Hikers
	Bikes
	Dogs OK
Typical Grade	0.38%
	15% (740 ft) is greater than 1%
Typical Cross Slope	0.97%
	8% (400 ft) is greater than 1.8%
Trail Width	Typical 18.8 ft
	Minimum 18 ft
Surface	Pavement

Trailheads

11 Bernard Seminski Memorial Park, Elm Street Trailhead, Dickson City

Located where Boulevard Avenue crosses the Lackawanna River from Throop into Dickson City, the LRHT continues along the levee system. Parking available. Lat. 41.450864 Long. -75.628383

12 Condella Park Trailhead, Olyphant

Condella Park is located at the end of Susquehanna Avenue in Olyphant. Parking available. Lat. 41.475025 Long. -75.594964

13 Blakely Borough Recreational Complex (South End), Blakely

Located on Riverside Drive in Blakely four blocks from Main Avenue. Parking available. Lat. 41.475600 Long. -75.587143

14 Blakely Borough Recreational Complex (North End), Blakely

Located at the corner of Keystone Avenue and River Street. Parking available. Lat. 41.477279 Long. -75.581402

15 Depot Street, Peckville

Located across from Mid-Valley Plumbing on Depot Street, Blakely, at the intersection of Bridge, Depot and River Streets. Parking available. Lat. 41.478223 Long. -75.576748

16 Bridge Street Trailhead, Peckville

Located at the intersection of Bridge Street and Main Street. No parking. Lat. 41.481644 Long. -75.569257

17 Winton Road Trailhead, Jessup

Located on Winton Road at the Intersection of Winton Road and Railroad Street in Winton. No parking. Lat. 41.482391 Long. -75.550479

18 River Street Trailhead, Jessup

Located at the end of River Street in Winton. No parking. Lat. 41.481437 Long. -75.545311

19 Laurel Street Trailhead, Archbald

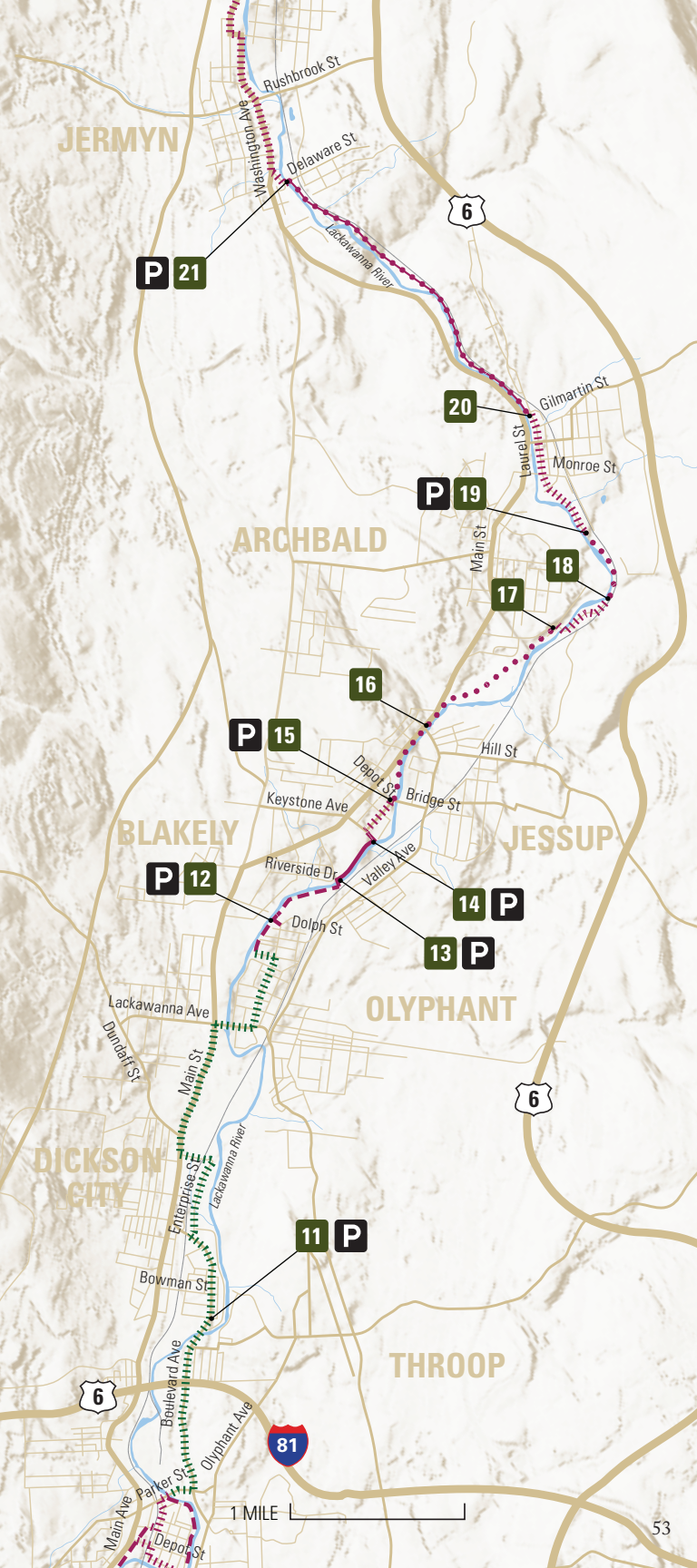
Located at the southern terminus of Laurel Street, Archbald. Parking available. Lat. 41.487751 Long. -75.541953

20 Gilmartin Street Trailhead, Archbald

Located on Gilmartin Street on the eastern side of the Lackawanna River. Parking is available during non-service hours, in the church parking lot across from the trailhead. Lat. -41.498356 Long. -75.539775

21 Delaware Street Trailhead, Jermyn

Located 100 feet to the east of the Lackawanna River on Delaware Street. Parking available. Lat. 41.525708 Long. -75.546490



JERMYRN

ARCHBALD

BLAKELY

JESSUP

OLYPHANT

DICKSON CITY

THROOP

P 21

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P 19

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P 15

14 P

13 P

P 12

11 P

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1 MILE

Points of Interest

The Mid Valley Section passes through several municipal parks that provide green space and amenities for trail users. These and the trail itself provide easy access to fly fishing and kayaking along the Lackawanna. The trail winds through bridge abutments, colliery remnants, and the neighborhoods of railroad and mine workers as it traces the path forged by the O&W on the banks of the river. Boroughs welcome trail users to explore their streets and their stores, and they also offer a variety of delicious dining options.

1 Price-Pancoast Mine Disaster

A fire broke out in the Pancoast mine in Throop on the morning of April 7, 1911. Seventy-three people died. This tragedy—one of the valley’s worst—led to the enactment of safety legislation in the mines.

2 D&H Freight Station

Dickson City is home to the last standing D&H freight station in the valley. The building is used for a variety of community events, including the LHV Santa Train that arrives each December.

Who is Thomas Dickson?

Born in Scotland in 1822, Thomas Dickson came to the Lackawanna Valley at the age of 16. In the 1850s, his family owned a machine shop and foundry in Scranton. Dickson began working for the Delaware and Hudson Canal Company as the superintendent of coal in 1860. He became president of the D&H in 1869, a position he held until his death in 1884.

The Borough of Dickson City bears his name, as does the enormous Dickson Iron Works Building pictured as the home of Dunder Mifflin in “The Office.”





Dundaff St

Main St



Jermyn St



Jackson St



Storrs St



Hallstead St



DC BOROUGH BUILDING

2

ST. MARY'S PARK

Cherry St

Veterans Dr

Oak St

Maple St

Main St

Morgan St

Bowman St

Dewey St

Poplar St

Elm St

River St

11 P

ELM STREET PARK

Rebecca St

1

Main St

Boulevard Ave

Pancoast St



SCRANTON

Points of Interest

3 Blakely Anchor

Blakely is named for Master Commandant Johnston Blakely, of the tall-masted warship “U.S.S. Wasp” in the War of 1812. During the nation’s bicentennial, an anchor from the World War II era “Wasp” was placed as a memorial to this decorated naval hero, who was lost at sea in 1814.

4 Heritage Valley Crossing Pedestrian Bridge

The pedestrian bridge linking Blakely and Olyphant is the product of a joint effort between those two communities and the Lackawanna Heritage Valley. Volunteers and community fundraising helped to make the bridge a reality in 1993.

Main Avenue

The trail moves along busy Main Avenue in Dickson City. In the first half of the 1800s, before railroads crisscrossed the valley, this street formed part of the stagecoach route from Carbondale to Wilkes-Barre. Currently it offers trail users a wide variety of shops, restaurants, and professional services.





Points of Interest

5 O&W Freight Station

An old O&W freight station houses Mid-Valley Plumbing Supply in Peckville. The preservation and adaptive re-use of this historic railroad building helps the valley retain its sense of place.

6 Peckville Outfall

In the wetland that has formed above the beaver dam, outflow from an old mine shaft leaves orange residue on plants and rocks. Clear water flows below the wetlands, clean after its journey through the natural filter created by the dam.

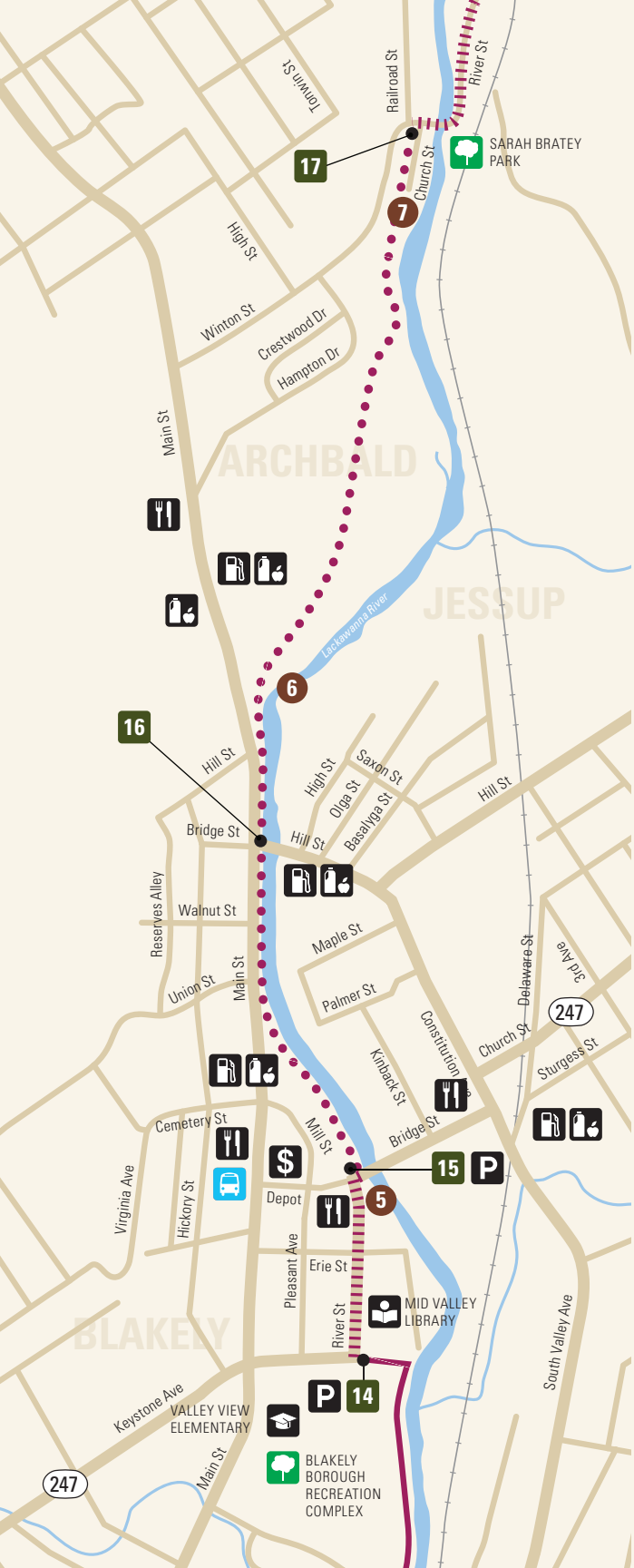
7 Winton Rail Junction

Here, the O&W interchanged with four railroads that serviced local mines. Remnants of a busy past are seen in the Erie Railroad trestle, signal bases, mile markers, and ties.

Historic Olyphant Church District

When immigrants came seeking opportunity in the Northern Coal Field, they carried their heritage with them. The cultural mix of the population is clearly seen in Olyphant's Orthodox, Catholic, and Protestant churches. LHV signage provides a walking tour through the town, highlighting the mélange of spires reflecting the various ethnic churches.





Points of Interest

8 Gravity Slope Colliery

From 1846 to 1955, the White Oak and Delaware and Hudson Coal companies mined here. Railcars powered by gravity carried coal to Carbondale. Today, the Shifting Shanty, Fan and Oil Houses are the most visible of the four remaining buildings. Restoration of these structures is an ongoing project of local civic leaders.



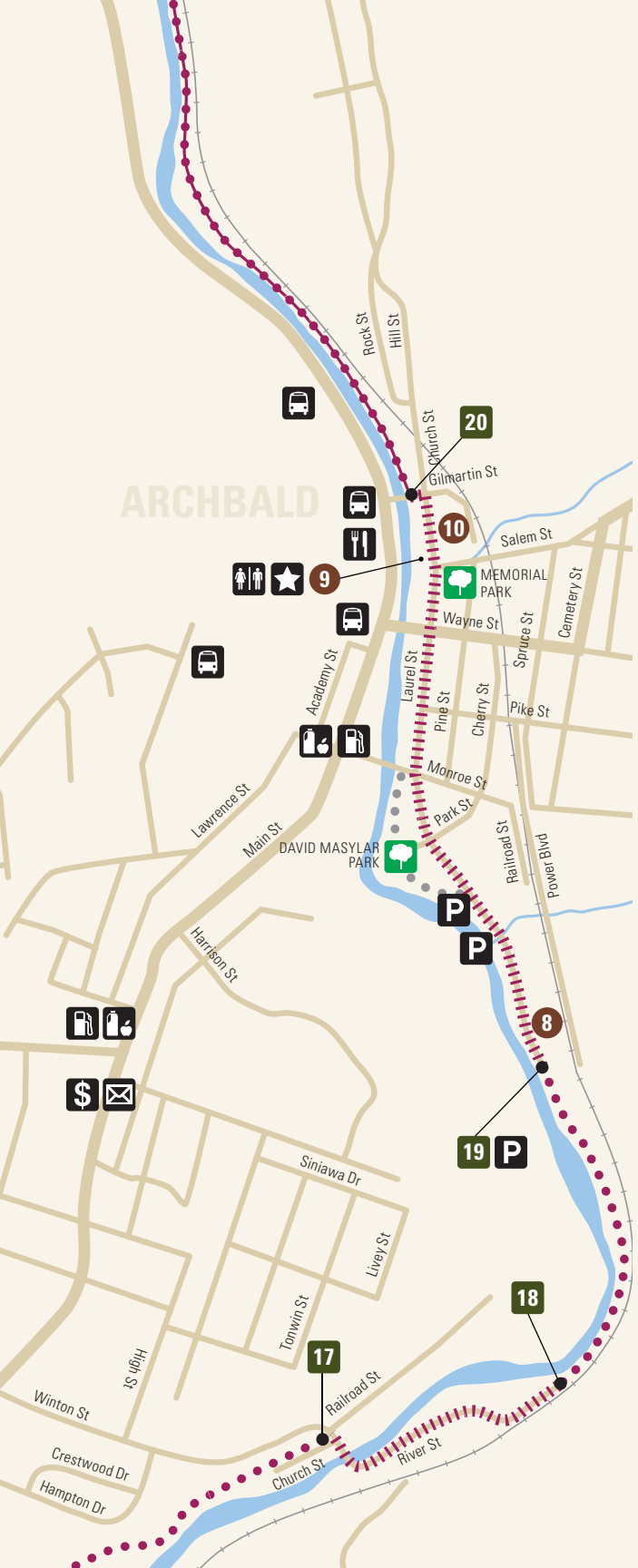
9 Archbald Borough Building

Built as a parish hall for the St. Thomas Aquinas congregation in 1913, this building later served as a Catholic grade school. Today it houses borough government and the police department. Public restrooms are available during normal business hours.

10 St. Thomas Aquinas Catholic Church

The original St. Thomas Aquinas church in Archbald was built by Irish immigrants in 1847. The current building was completed in 1875. Unlike other early churches in the valley built by immigrants to worship in their native language—separated by ethnicity— St. Thomas held services in English, Italian, and Polish. In recent years, the church houses the consolidated Christ the King Parish.

ARCHBALD



Points of Interest

11 Lackawanna River Basin Sewer Authority Archbald Treatment Plant

Once polluted by the valley's industrial past, today the region's most precious natural resource is the clean water of the Lackawanna River. With state of the art equipment and testing, this facility helps protect the river and its environs.

12 Powdermill Site

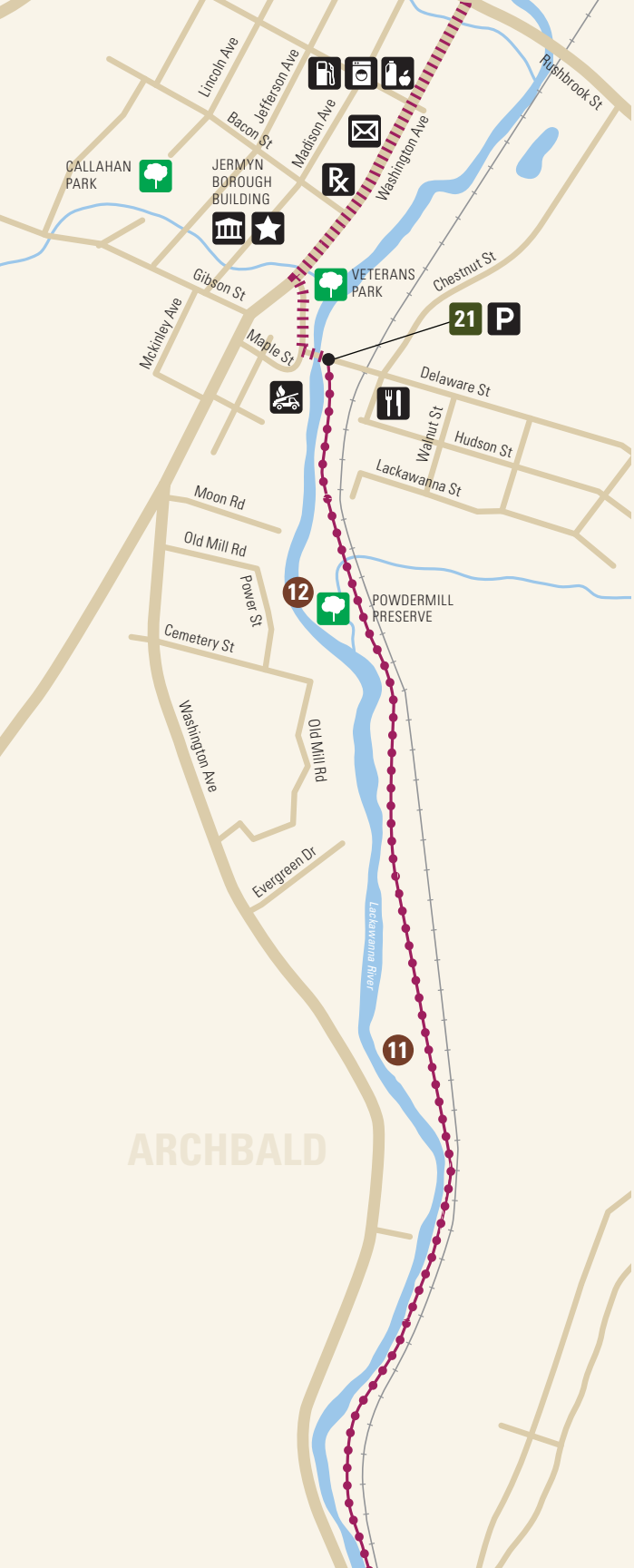
In November 1866, a 25-ton explosion occurred at the Moosic Powder Mill that produced black powder for the mines. No injuries occurred because workmen were on their dinner break. Today, the Lackawanna Valley Conservancy manages the site as a public preserve with trails and interpretive signage.

Energy – past, present, and future

Since anthracite's discovery here, the Lackawanna Valley has been in the business of producing energy. From the trailhead in Archbald, visitors can see the past, present and future of energy production in the United States in the remains of the Gravity Slope Colliery, the active rail line, and cogeneration plant.

The Gravity Slope Colliery sits on the hill, the closed mine shaft and the remaining buildings easily identifiable on the landscape. Coal is tied to the area's railroading history, also seen here in the remnants of the O&W and the still active D&H County rail line. In the late 20th century, PEI Power Corporation built a cogeneration plant on the colliery site. Initially, the "cogen" plant burned waste from coal's heyday – the huge culm piles that still dot the valley's landscape.





CALLAHAN PARK

JERMYN BOROUGH BUILDING



21 P

12

11

ARCHBALD

Upper Valley Trail Section

A Valley of Firsts

Much of the history of the Upper Lackawanna Valley reflects the stories of anthracite, railroading, industry, and immigration that are common across the Northern Coal Field. However, many important “firsts” occurred in the Upper Valley. These events shaped the history of the larger region.

William and Maurice Wurts discovered anthracite coal near Carbondale. They sunk the nation’s first deep underground mine in June 1831, and built the first anthracite breaker, the Racket Brook Breaker. They also built a gravity railroad that moved the coal over the Moosic Mountains to Honesdale and on to the New York market. Their enterprise, the Delaware and Hudson Canal Company, became the first privately financed million-dollar company in the U.S.

As mining took hold, European immigrants arrived from dozens of countries, carrying their cultures with them. The Welsh in the Upper Valley were no exception—on Christmas Day in 1850, the first “eistedfodd” in America (a Welsh festival) was held in Carbondale. Three years later, the first American lodge of an ancient Welsh fraternal order, the Ivorites, was established here.

Social responsibility has strong roots in the Upper Valley. Terence Powderly, head of the Knights of Labor in the 1880s, was born in Carbondale. Alongside other prominent figures in the national labor movement, including John Mitchell of the United Mine Workers and Mary Harris “Mother” Jones, Powderly’s leadership gave voice to and sought fair treatment for all who labored in mines and mills.

Unfortunately mine accidents, both large and small, were all too common. The well-recognized medical concept now known as “First Aid” was developed in Jermyn and taught at the Windsor Hotel. The purpose of the classes was to teach miners basic knowledge to assist injured workers until they could reach a doctor.

OUTDOOR FUN

Trailheads

21 Delaware Street Trailhead, Jermyn

Located east of the Lackawanna River on Delaware Street.
Parking available.
Lat. 41.525708 Long. -75.546490

22 Chestnut Street Trailhead, Mayfield

Located west of the Lackawanna River on Chestnut Street.
No parking.
Lat. 41.542376 Long. -75.536708

23 Meredith Street Trailhead, Carbondale Township

Located on Meredith Street between Business Route 6 and the Gov. Robert P. Casey Highway/U.S. Route 6 (Exit 6).
Parking available.
Lat. 41.552008 Long. -75.528080

24 Enterprise Drive Trailhead, Carbondale

Located half mile north of intersection of PA Route 106/Dundaff Street on Enterprise Drive.
No parking.
Lat. 41.581459 Long. -75.498001

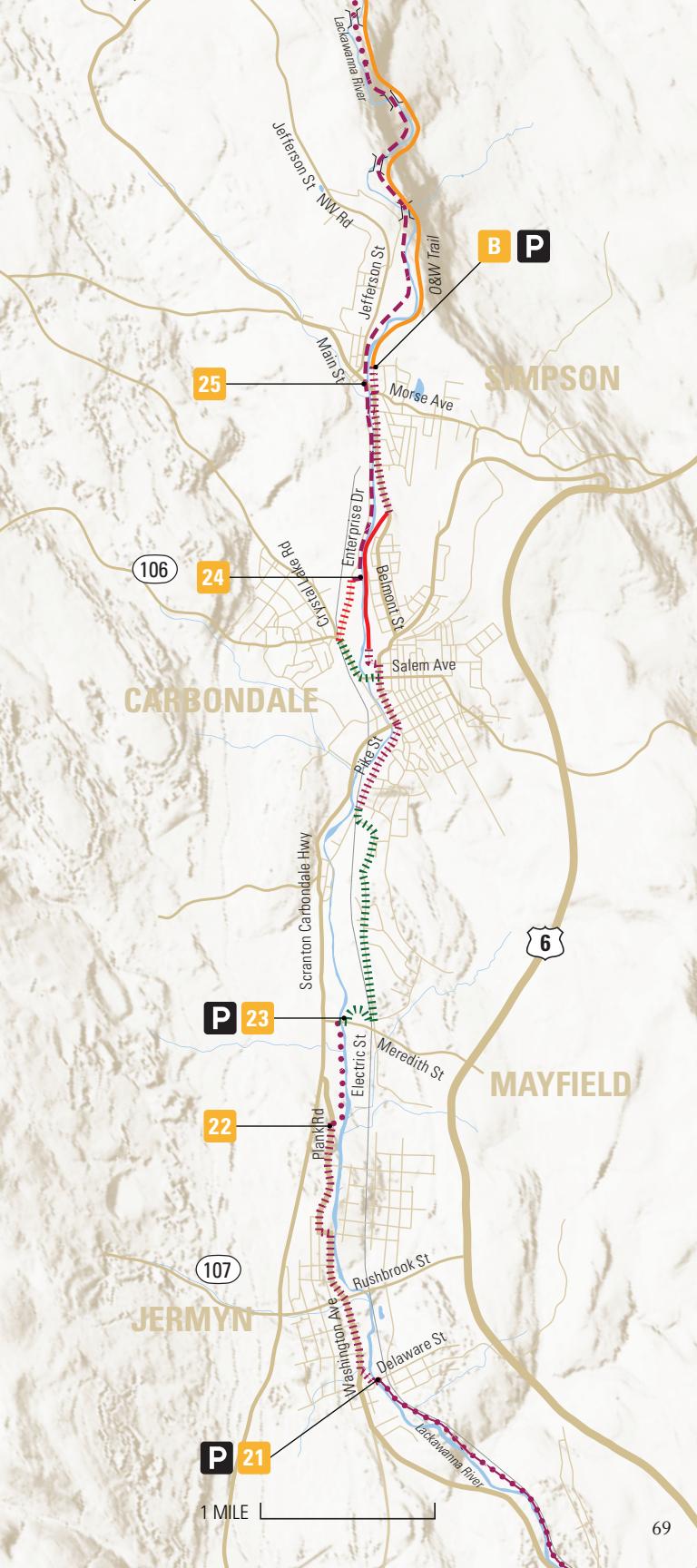
25 Morse Avenue Trailhead, Simpson

Located west of the Lackawanna River on Morse Avenue.
No parking.
Lat. 41.592277 Long. -75.485685

Other Regional Trails

B O&W Homestead Street Trailhead, Simpson

Located on Homestead Street at the corner of Reservoir Street.
Parking available. (Portable restroom from May to November)
Lat. 41.594494 Long. -75.482828



Lackawanna River

Jefferson St NW Rd

Jefferson St

Main St

Morse Ave

SIMPSON

B **P**

25

106

24

Crystal Lake Rd

Enterprise Dr

Belmont St

Salem Ave

CARBONDALE

Scranton Carbondale Hwy

6

P **23**

Electric St

Meredith St

MAYFIELD

22

Plank Rd

107

Rushbrook St

JERMYRN

Washington Ave

Delaware St

P **21**

Lackawanna River

1 MILE

Points of Interest

1 Old Plank Road

The trail follows the Old Plank Road, a colonial era stagecoach route. Roads made of wooden “planks” improved travel, encouraging the westward expansion of commerce in the state.

2 St. James-St. George Episcopal Church

In 1872, John Jermyn donated land to build St. James Episcopal at the corner of Bridge St. and Washington Ave., across the street from his company store. Today the church houses the united congregation formerly of St. James Parish in Jermyn and St. George Parish in Olyphant.

Who is John Jermyn?

A young John Jermyn came from England seeking opportunity as a coal digger. Hard work and lucrative investments in anthracite made him a multi-millionaire. He served as Gibsonburg’s first mayor (later renamed Jermyn in his honor), and built businesses throughout the valley.

The Birth of “First Aid”

A Jermyn doctor, Matthew Shields, developed simple procedures that local miners could use to help injured fellow workers until they could reach the surface and be taken to a hospital. This approach was championed by the American Red Cross in the early 20th century.



Points of Interest

3 Powderly Colliery Site

The colliery that once stood on this site belonged to the Hudson Coal Company, which employed 10,000 men in 14 mines and 6 breakers. Three-quarters of the men and more than 1,000 mules worked underground.

4 O&W Rail Yard and Roundhouse

This site once held the O&W Rail Yard and Roundhouse. One of the largest in the valley, it held more than a dozen rail lines. Today several government offices, a church, and private industry share the location.

Terence Powderly and National Labor Movements

Terence Powderly grew from child laborer in Carbondale to a leader in the national labor movement. A mine disaster led to his activism. Elected Mayor of Scranton at 28, he went on to head the powerful Knights of Labor and serve in the U.S. Bureau of Immigration.





1003
1004

1003
6

1023

23 P

22

3

4

MAYFIELD

Points of Interest

5 **Carbondale City Hall and Courthouse**

This Romanesque landmark of brick and bluestone was completed in 1894. Listed in the National Register of Historic Places, the building features a five-story tower, brick turrets, and half-circle entrance. Today it houses municipal government and the Carbondale Historical Society.

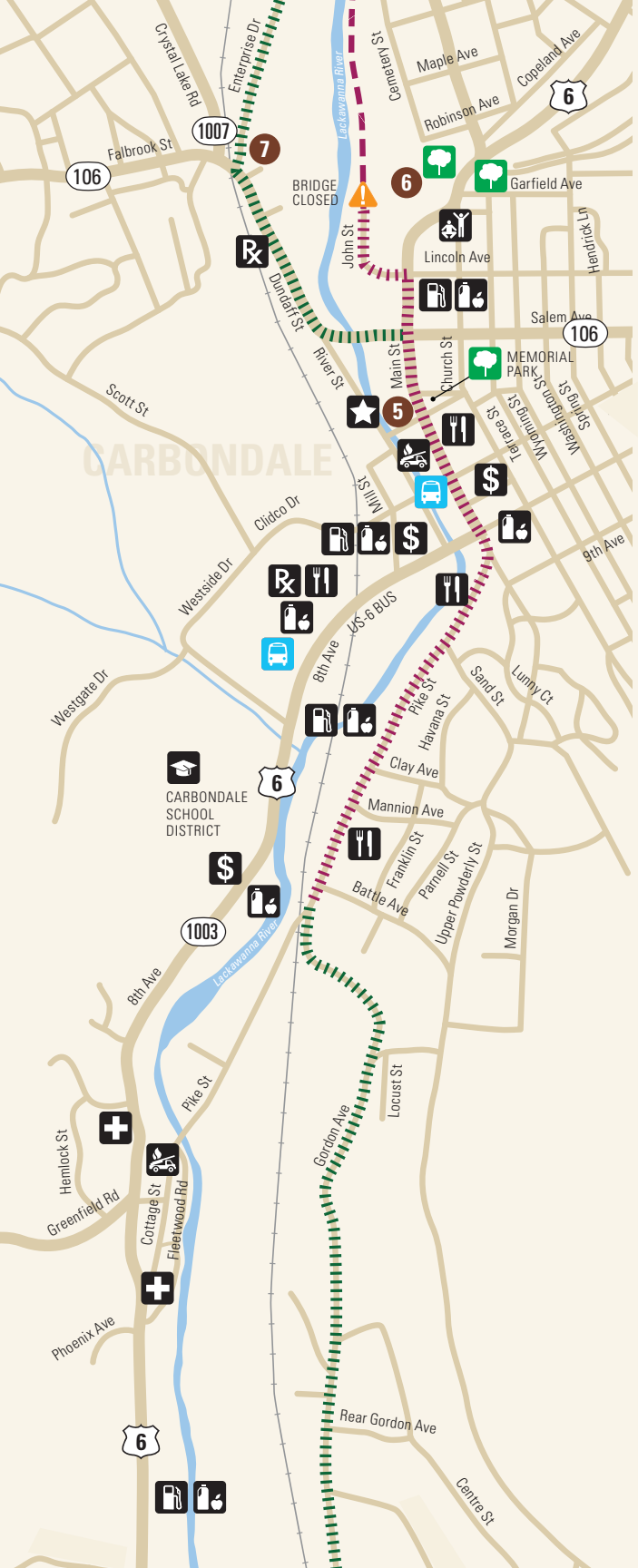
6 **D&H Headquarters, Repair Shops, and Gravity Railroad**

The Delaware & Hudson Canal Company's Gravity Railroad between Carbondale and Honesdale began operations here on October 9, 1829. A steam-powered locomotive, the Stourbridge Lion, set off from Honesdale on what would be its only run. The D&H became the first commercially successful railroad to operate in America. It carried anthracite coal from the valley to market in New York City.

7 **Klots Throwing Company**

Klots Throwing Company manufactured silk at this Carbondale mill from 1894 until 1918. Klots was one of the many textile mills in the valley that employed wives and daughters of the area's anthracite coal miners.





CARBONDALE

7

6

5

6

6

CARBONDALE
SCHOOL
DISTRICT

BRIDGE
CLOSED

6

106

1007

106

1003

Points of Interest

8 D&H Diesel Repair Shops

These buildings belong to the D&H Repair Shops, which were built in the first quarter of the 20th century. When the D&H purchased its first two diesel locomotives in 1944, these shops took over diesel maintenance for the line. Today the site is used by a recycling company specializing in scrap metals.

9 Carbondale Rail Yard

Energy and transportation have a long history in Carbondale. The rail yard was the main terminal for the D&H, the city's "pipeline" to deliver coal to markets near and far.

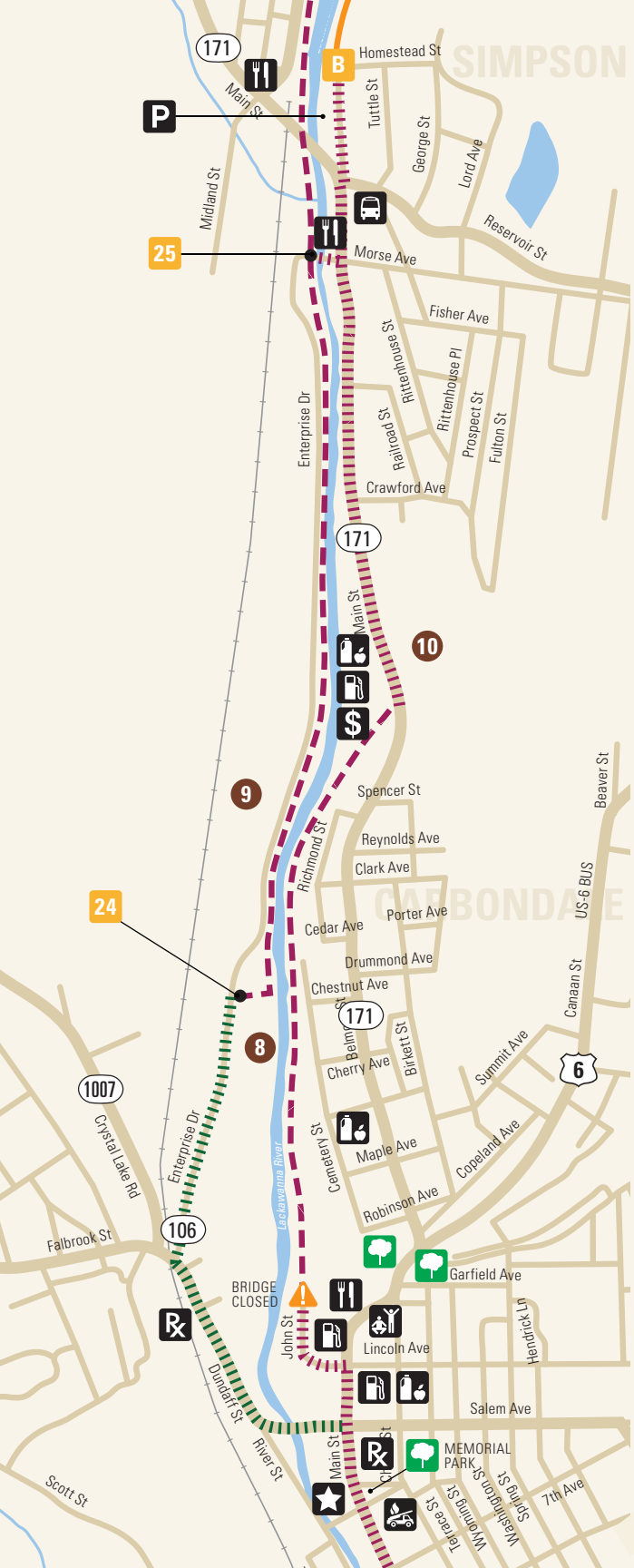
10 Gentex

Under the Frieder family, Klots entered the military arena making silk cartridge bags in WWI. When rayon replaced silk, Klots evolved into General Textile Mills, now known as Gentex, keeping its headquarters in the valley. From WWII parachutes to today's high-tech military helmets, Gentex is still one of the region's largest employers. Today, the fourth generation of the Frieder family continues to make products for the U.S. military.

Industrial Past at the Morse Avenue Trailhead

South of the Morse Avenue trailhead is an industrial park with a railroading past—the Carbondale Railyard and Roundhouse once stood there. Just north of Morse Avenue, three railroads converged. The railroads changed the landscape, draining wetlands and rerouting the river to advance industry.





D&H Rail-Trail Section

A Quiet Passage

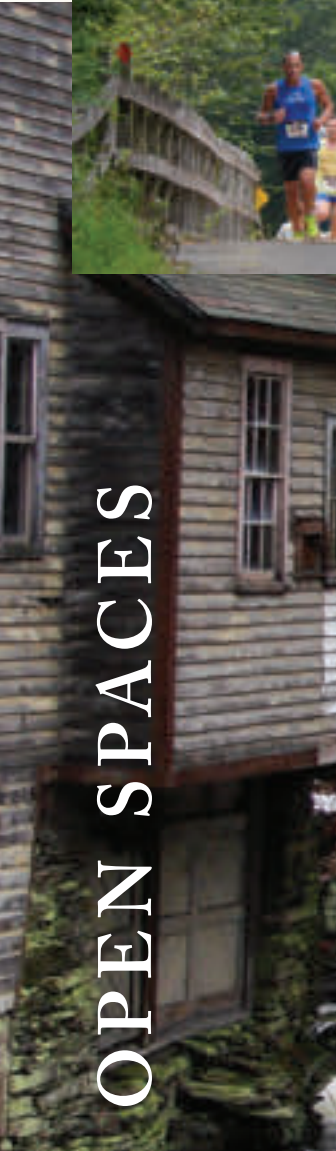
For more than 100 years, the Delaware and Hudson Company railroad rolled north out of the Lackawanna Valley, carrying lumber and anthracite from the Northern Coal Field. Today, the D&H Rail-Trail follows this route through forested mountains, lush farmland, and small towns. The rural character of the D&H Rail-Trail is defined by its natural setting. Cloaked in color—the contrasting greens of spring and summer, autumn’s blazing hillsides, winter’s white mantle—the trail winds past waterfalls and wilderness in two heritage areas, the northern extent of the Lackawanna Valley Heritage Area and the Endless Mountains Heritage Region. Along the route, bluestone quarries and railroading remnants pay silent tribute to a now-distant past.

Glimpses of railroading history are nestled in towns, as well as in the woods and ravines that surround them—bridge abutments and retaining walls, rail stations and paddy shacks (sectional toolhouses that stored rail carts and maintenance equipment). Gone are all but traces of Jefferson Junction, a large rail yard that connected the D&H to the Erie mainline — a few circular stones from a roundtable are barely visible along Starrucca Creek.

From Simpson to Stillwater Lake, the area is popular with trout fishermen. The Pennsylvania Fish and Boat Commission stocks the Lackawanna River for the season that runs from the second week of April through Labor Day.

Every September, on the first Sunday after Labor Day, the D&H Rail-Trail hosts a half-marathon, an “out and back” run from Forest City to Union Dale. The 13.1 mile race is a great distance run for all enthusiasts, but especially for those training for the annual Steamtown Marathon that runs between Forest City and Scranton each October. The D&H Distance Run helps fund trail maintenance.

OPEN SPACES



About the Trail

The D&H Rail-Trail runs 38 miles from the Simpson Viaduct north to New York state, generally following the border between Susquehanna and Wayne counties. In this section, managed by the Rail-Trail Council of Northeastern Pennsylvania, the trail leaves the industrialized valley and heads north through rolling hills and quiet farming communities. An improved 10-mile section along the Upper Lackawanna River from Vandling to Herrick Center is a stonedust trail that accommodates a variety of non-motorized usages. The remainder of the trail is the original graded rail-bed with a cinder and ballast surface that requires a mountain bike. Plans are underway for further improvements.

The O&W Rail-Trail parallels the D&H for 8 miles from Simpson to Stillwater Dam before angling northeast to Hancock, New York. The trail follows the east side of the Upper Lackawanna River through Wayne County. Beginning in Simpson, the first two miles of the O&W are on the graded original surface of the rail bed. The primary access to the D&H is now open at Morse Avenue. Additional links between the two trails allow for loop trips of varying lengths, with on-street connections located at Route 247 in Forest City and Route 171 at the Stillwater Dam. The unimproved surface of the original O&W rail bed may be rough in places, suitable for mountain bikes.

Horseback riders may use the O&W and the D&H north of Forest City. In winter, NEP Sno-Trails grooms sections of the trail for snowmobilers and cross-country skiers, opens additional linkages, and regulates snowmobile traffic. Snowmobilers must have a trail pass and insurance. Visit www.nepsnotrails.com for necessary information.

The Rail-Trail Council offers a variety of guided hikes and special events throughout the year. Visit www.nepa-rail-trails.org for information on upcoming activities.



Trailheads

25 Morse Avenue Trailhead, Simpson

Located west of the Lackawanna River on Morse Avenue.
No parking. Lat. 41.592277 Long. -75.485685

26 Forest City Trailhead

Located at the Industrial Park Road off Route 247. Parking available. (Portable restroom from May to November.)
Lat. 41.645497 Long. -75.462346

27 Union Dale Trailhead

Located at 948 North Main Street. Parking available. (Portable restroom from May to November)
Lat. 41.716605 Long. -75.491568

Other Regional Trails

B O&W Homestead Street Trailhead, Simpson

Located on Homestead Street at the corner of Reservoir Street.
Parking available. (Portable restroom from May to November)
Lat. 41.594494 Long. -75.482828

C O&W Main Street Trailhead, Browndale

Located on 247, .5 miles east of the intersection of PA 247 and PA 191 Lat. 41.649366 Long. -75.459989

Universal Trail Assessment for D&H Rail Trail Section Forest City to Union Dale

Length	4.5 mi (23760 ft) Hikers Bikes Dogs OK Snow Mobiles Equestrian Use No ATVs
Typical Grade	1.00%
Typical Cross Slope	0.96%
Trail Width	Typical 12 ft Minimum 10 ft
Surface	Crushed Stone

UNION
DALE

Main St

Still Water Rd

O&W Trail

27 P

171

2023

Stillwater Lake

Old Stillwater Lake

FØREST CITY

Dundaff St

P 26

Still Water Rd

247

Marian St

C

Main St

Forest City
Commerce Blvd

O&W Trail

VANDLING

171

1003

Lake Wana River

Jefferson St NW Rd

25

Main St

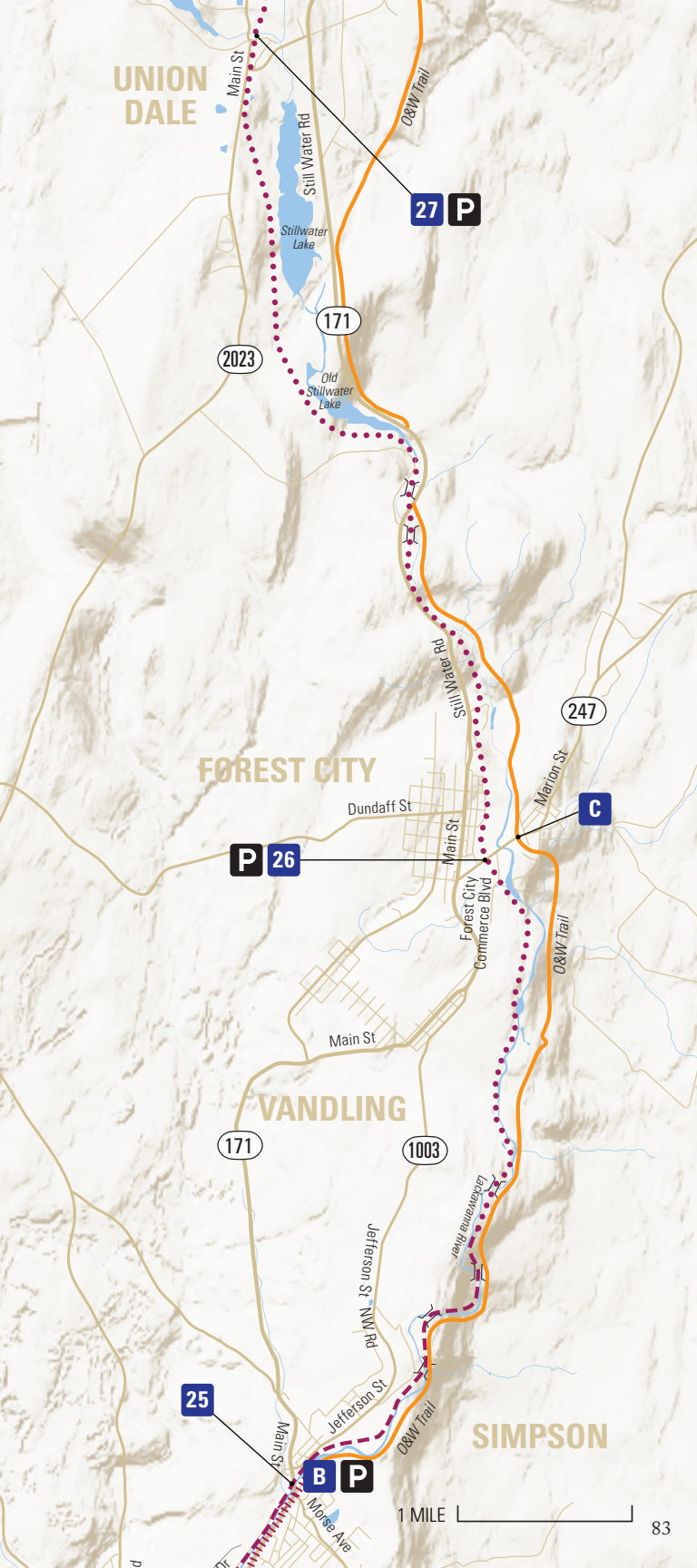
Jefferson St

O&W Trail

SIMPSON

Morse Ave

1 MILE



Points of Interest

From the headwaters of the Lackawanna to the towering arches of the Starrucca Viaduct, the D&H Rail-Trail offers beautiful views and amazing sights. Whitetail deer, turkey, and even an occasional bear have been spotted along the trail, and the changing seasons add beauty to this remote and rural route. Don't miss Cable's Store in Union Dale!

1 Channelized River

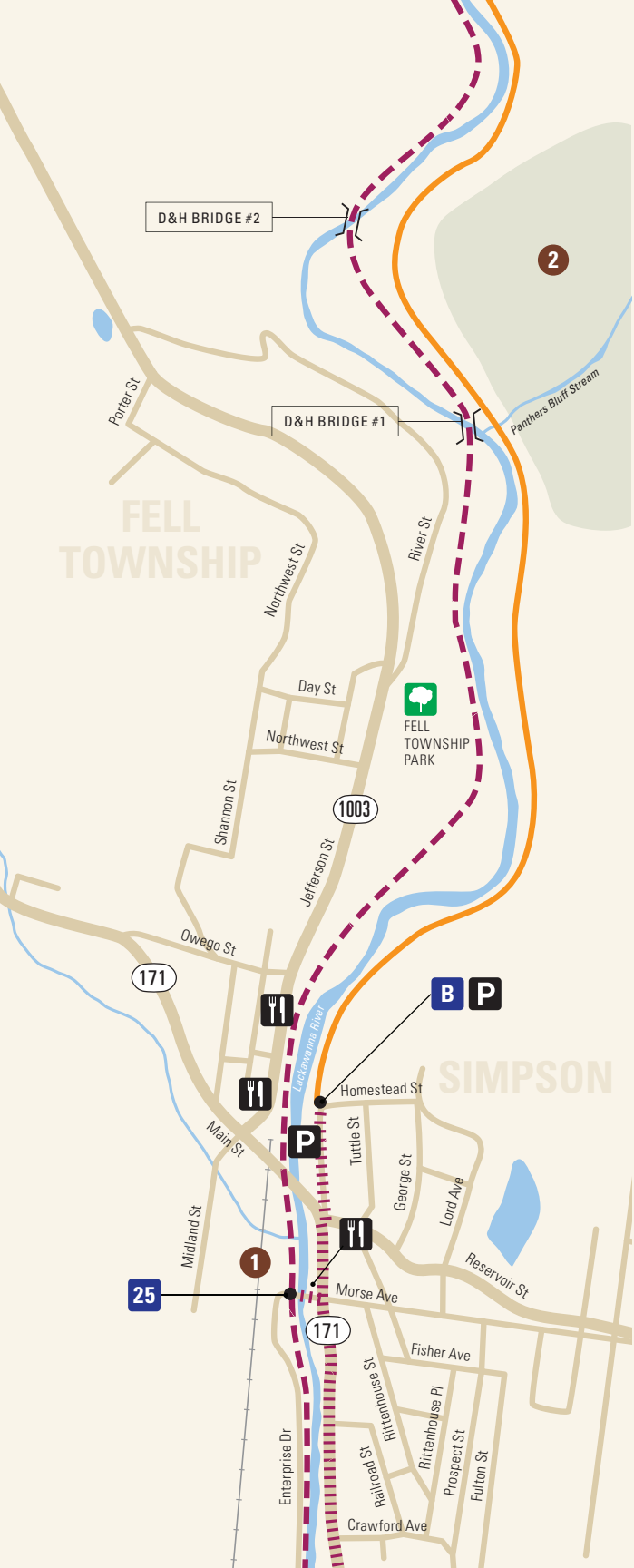
The river in the Upper Valley is deep and narrow, unlike the wide, shallow flow to the south. First the railroads, then the US Army Corps of Engineers, built a channel to contain the river. The retaining wall remains visible.

2 Panther's Bluff Conservation Area

Panther's Bluff Stream flows down through waterfalls and pools from Moosic Mountain to the east of the trail. Here, the Wildlands Conservancy holds a 1500-acre property that contains the state's first Native Plant sanctuary, and visible sections of the D&H Gravity Railroad including Shepherd's Crook, a late 19th century open air railcar tourist attraction.

Fell Township

In 1845, the northernmost township in Lackawanna County was named in honor of Judge Jesse Fell, who invented a grate for burning anthracite coal. The historic grate was demonstrated on February 11, 1808. The innovation provided sufficient oxygen-bearing air around the coal for combustion. With this advance, anthracite coal could be effectively burned in homes and industries. The ensuing industrial revolution has shaped northeastern Pennsylvania to the present time.



Points of Interest

3 Northwest Junction

Bridge abutments are visible for a spur that connected to the O&W Railroad, crossed over the D&H Railroad and the Lackawanna River, connecting coal breakers on the hillside west of the D&H.

4 Standpipe Outfall

A rusty pipe in the streambed discharges water from a closed mine – it is an outfall for acid mine drainage (AMD) into the Lackawanna River. The D&H Railroad installed the pipe to provide water for steam engines. Today, regular monitoring of this and other outfalls helps to manage water quality in the river.

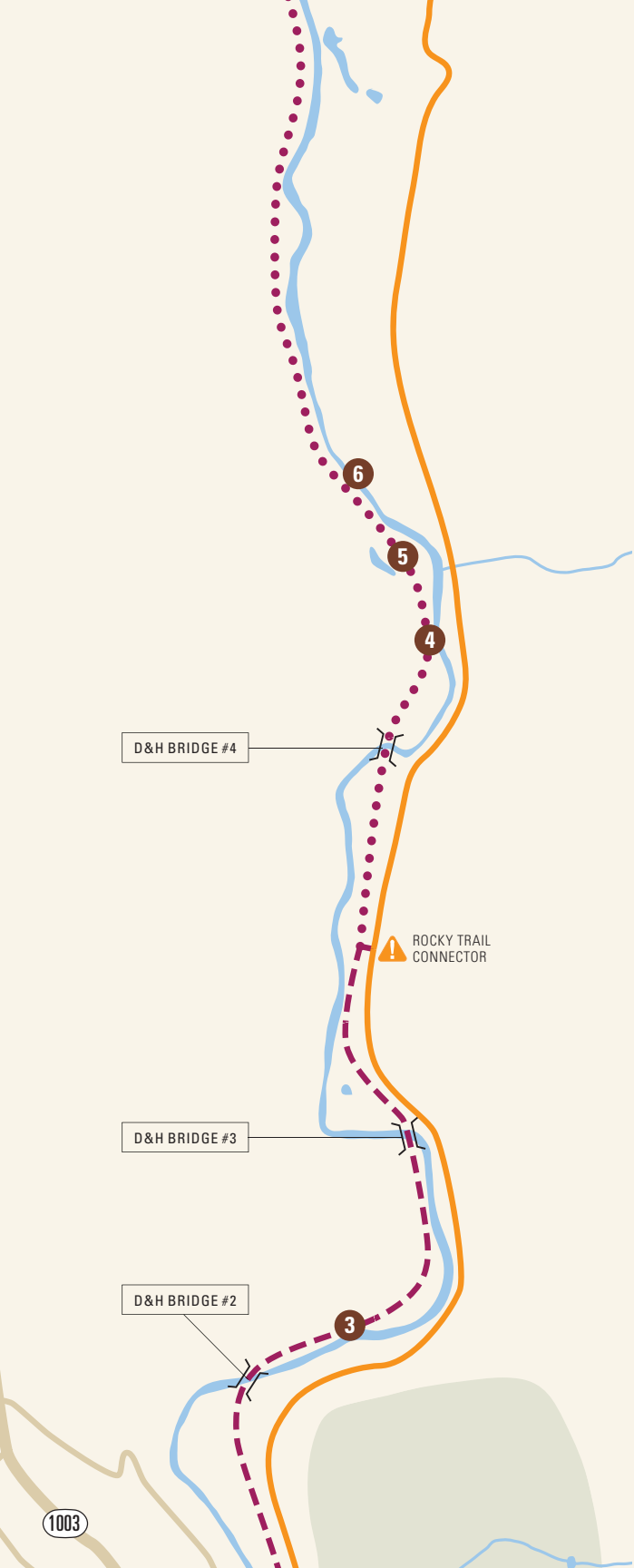
5 Bridge Abutment

This stone block wall supported a bridge that spanned the Lackawanna River and the Jefferson Branch of the D&H Railroad. The bridge connected the Gray Slope Colliery on the east bank to the mine openings on the west bank.

6 Streambank Restoration

Over time, mining contributed to riverbank erosion. A natural method was used to stabilize the bank – tree trunks with roots attached have been buried beneath it. This system forces the flow away from the eroding bank, and the roots provide habitat for fish. Vegetation planted near the water's edge also adds stability.





Points of Interest

7 Coalminer's Memorial

This beautiful bronze monument on Main Street in Forest City depicts a collage of scenes from the everyday life of a coal miner and his family. Completed by community leaders in 1996, the memorial honors three generations of Forest City miners.

8 Forest City Tree Trail

Trees add beauty to this community, including memorial oaks for fallen servicemen, as well as plantings within the trailhead and north along the trail. Sixty species of trees are labeled, and a dozen “mystery” trees test your knowledge. Tree trail maps are available on www.nepa-rail-trails.org and at the Rail-Trail Council office in Union Dale.

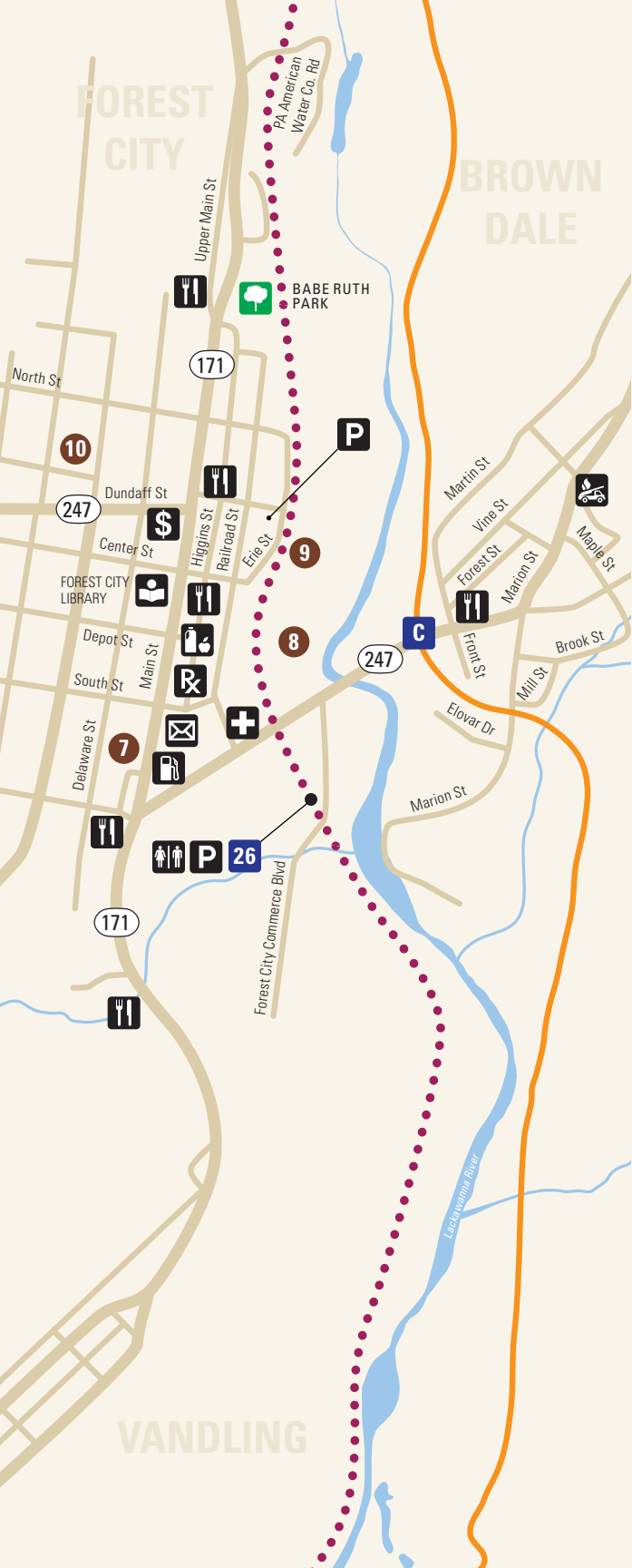
9 Forest City Railroad Station

Along the D&H Trail, just north of the Forest City Trailhead, an interpretive sign marks the location where the bustling Forest City Railroad Station once stood. The station sat on Erie Street.

10 Forest City

The upper edge of the Northern Coal Fields lay at Forest City, which began as a timber town before the discovery of anthracite here while building the D&H Railroad in 1870. Culm piles and many churches offer a window into the community's history of industry and immigration. Forest City remains the largest of the towns along this section of trail, providing easy access to shopping, dining, and lodging.





FOREST CITY

BROWN DALE

VANDLING

Points of Interest

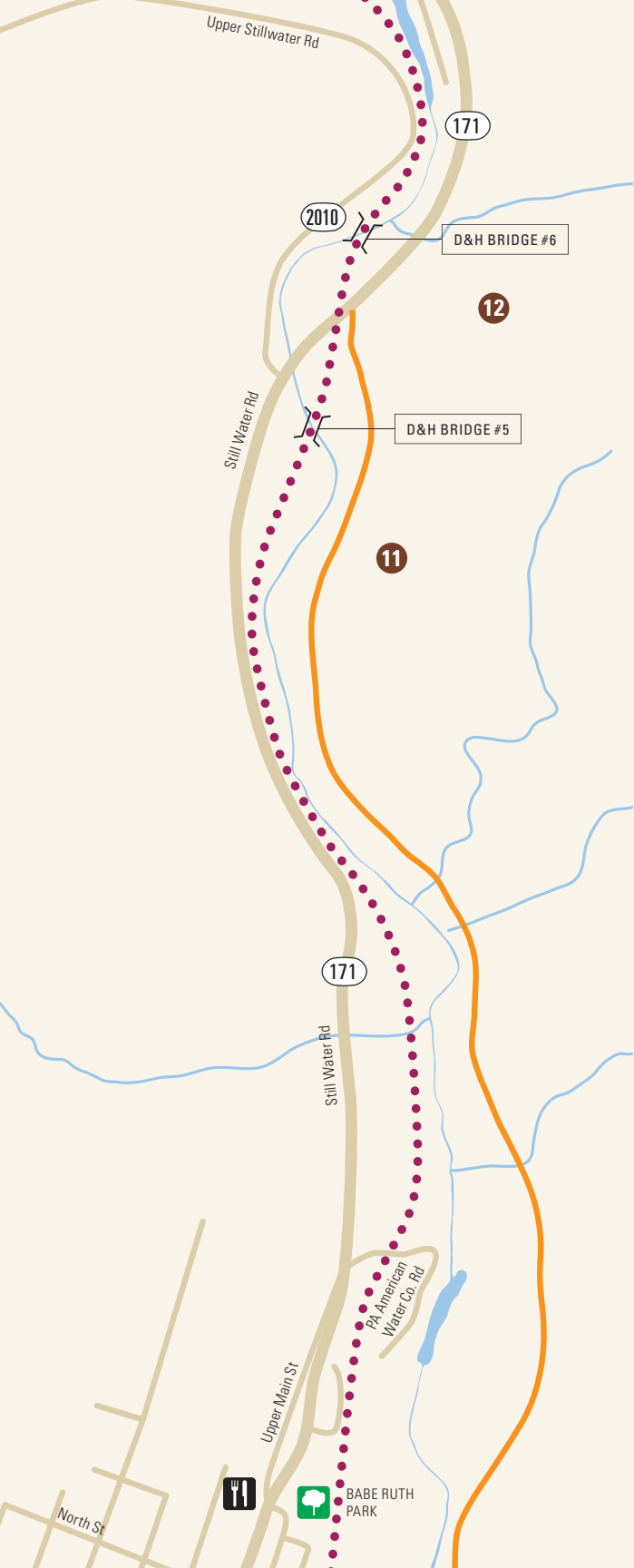
11 Stoneface

Below the Stillwater cliffs, to the east of the O&W, stands a stone sculpture of George Washington's face. It is said to have been sculpted around 1921 by two sixteen-year-old friends, Andrew Berish and Stanley Julius. Through the years, Washington's face has become a popular stop while picking berries.

12 Stillwater Cliffs

As the trail passes through the Lackawanna River Gap—where the valley divides the West and Moosic mountain ranges—huge rock outcroppings tower above the valley floor.





Points of Interest

13 Old Stillwater Lake

Approaching Stillwater Lake, trail users will see a U.S. Geological Survey gauge to measure water levels in the upper reaches of the Lackawanna River. Remnants of the first dam on the lake are also visible. The dam, which provided drinking water for Forest City, is no longer in use. A pair of bald eagles often fish along the shore.

14 Stillwater Dam

In 1960, the U.S. Army Corps of Engineers built a flood control dam to hold waters from a 100-year storm. Its capacity was tested by nature several times in the 1970s and after the blizzard of 1993. The reservoir is 4 to 6 feet deep. Waterfowl are abundant in the area. A Pennsylvania Fish and Boat Commission access area is located off SR 171.

Bald Eagles

Once a threatened species, the American Bald Eagle has been making a comeback in Pennsylvania. A nesting pair frequents the area around Stillwater Lake and Dam. Watch for Bald Eagles all along the trail!



Points of Interest

15 Cable's Store Building

Intended for wool storage for Army uniforms, the Spanish American War ended before construction was complete in 1898, and the building became a general store. Through time, it has also served as a meat market, hardware store, and barber shop. The foundation for the town's original post office is still visible next door.

Rail-Trail Council of Northeastern Pennsylvania

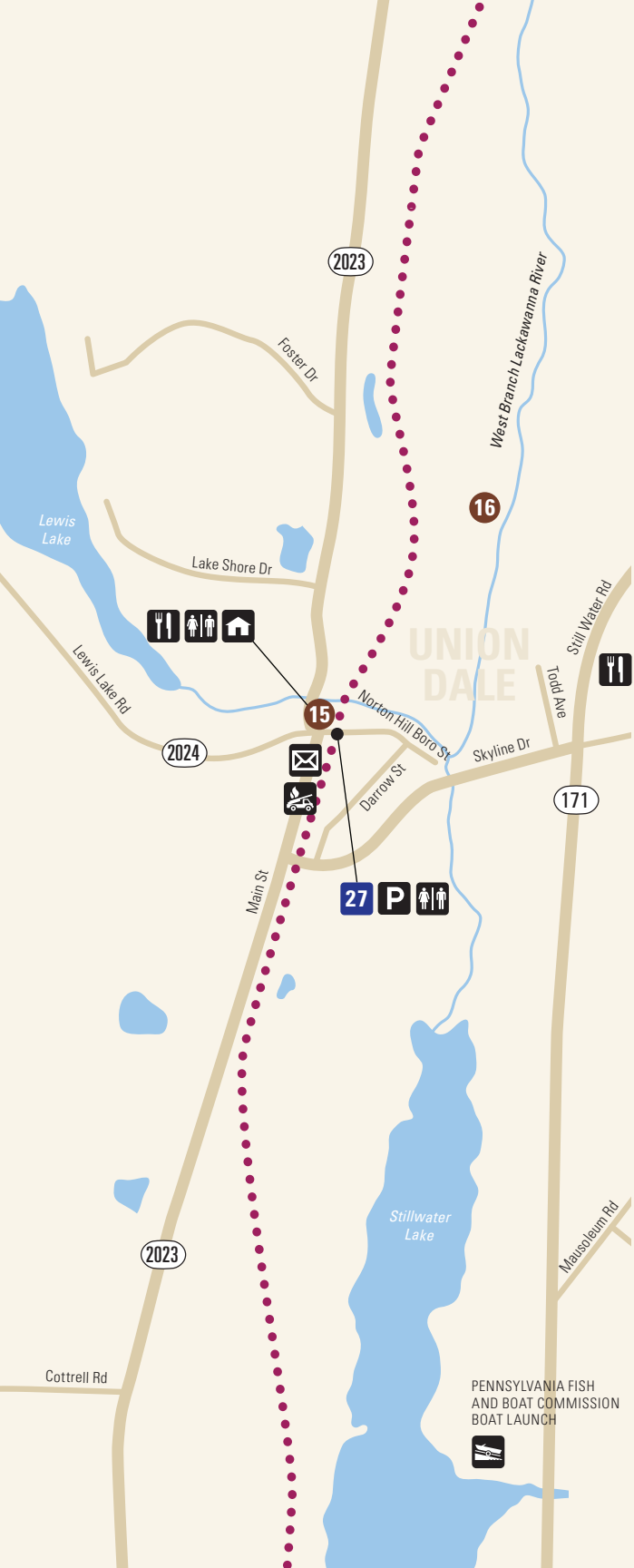
The headquarters of Rail-Trail Council is located in the historic Cable's Store Building.

16 Headwaters of the Lackawanna River

Railroads were often built along streams, as the level ground made for easier construction. The O&W follows the East Branch of the Lackawanna River from upstream wetlands and lakes, while the D&H follows the West Branch. Both East and West Branches run into Stillwater Dam. The main corridor of the Lackawanna River flows south from the dam.

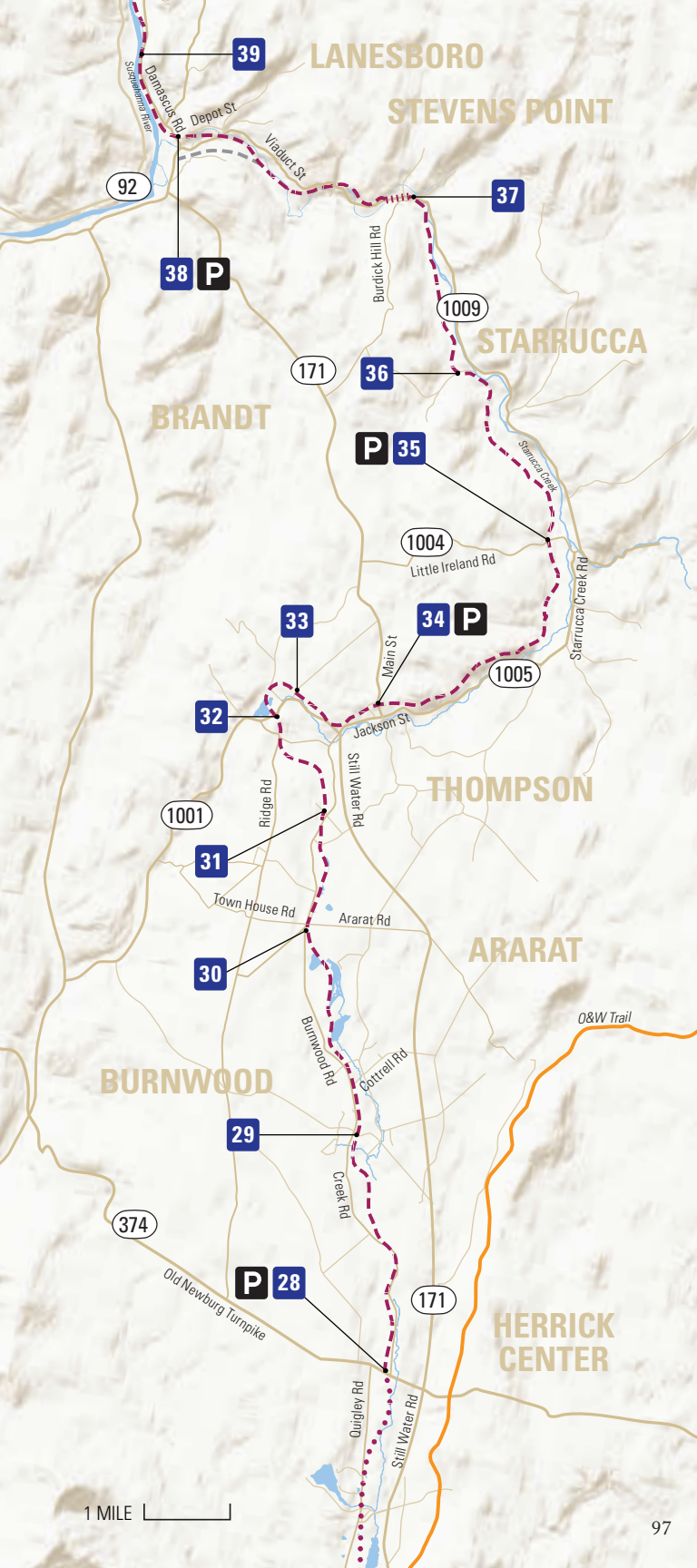
Union Dale

Originally named "Frost Hollow," the community was later renamed for the area where the East and West Branches of the Lackawanna River joined. The area's first small trading center was established here in 1815, and its first school opened in 1819. The community became a borough in 1885. Three years later, the Jefferson Branch of the D&H double tracked the railroad through here under the charter of the Erie Railroad, increasing traffic and activity in the community. In addition to stores and churches, feed mills, lumber mills, and black smiths shops attest to the agricultural and lumber heritage in the region. The mill that remains used waterpower from the stream emerging from Lewis Lake. Art on the Trail, held mid-June, focuses on local artists, whose works are displayed in the many historic buildings of Union Dale.



Trailheads

- 28 Herrick Center Trailhead, Herrick Township**
Located south of Route 374 alongside the trail. Parking available.
Lat. 41.742362 Long. -75.490888
- 29 Fiddle Lake Road Trailhead, Burnwood Township**
Located 1.5 miles west on Fiddle Lake road from Still Water Road/
PA 171 (1/2 mile south of Arlo's Country Store). No parking.
Lat. 41.785502 Long. -75.505997
- 30 Ararat Road Trailhead, Ararat Township**
Located on Ararat Road 1.6 miles west of Still Water Road/PA
171. Immediately before the intersection of Burnwood Road.
No parking. Lat. 41.823411 Long. -75.525781
- 31 Perry Road Trailhead, Ararat Township**
Located on Perry Road at the intersection of Perry Road and Ridge
Road. No parking. Lat. 41.857183 Long. -75.538875
- 32 Whitney Hill Road Trailhead, Thompson**
Located .3 miles northwest from the intersection of Whitney Hill
Road and Twp Road 1001. No parking.
Lat. 41.866105 Long. -75.543007
- 33 Stack Road Trailhead, Thompson**
Located 500 feet north on Stack Road from the intersection of
Stack Road and Twp. Road 1001. No parking.
Lat. 41.865993 Long. -75.536763
- 34 PA 171 Trailhead, Thompson**
Located in Thompson on PA 171/Main Street. Parking available.
Lat. 41.865725 Long. -75.515810
- 35 Little Ireland Road, Thompson Township**
Located ½ mile west on Little Ireland Road from SR 1009/
Starrucca Creek Road. Limited parking available.
Lat. 41.900303 Long. -75.479341
- 36 Melrose Road Trailhead, Harmony Township**
Located .3 miles west on Melrose Road from SR 1009. No parking.
Lat. 41.928981 Long. -75.507440
- 37 Steven's Point Trailhead, Harmony Township**
Located at the intersection of SR 1009 and Burdick Hill Road.
No parking. Lat. 41.960108 Long. -75.526143
- 38 Luciana Park, Lanesboro**
Located under the Starrucca Viaduct. Luciana Park is on Depot
Street. Parking available. Lat. 41.965142 Long. -75.583639
- 39 Riverview Drive Trailhead, Harmony Township**
Located on Riverview Drive, 470 feet west of the intersection
between Riverview Drive and Damascus Road. No parking.
Lat. 41.992722 Long. -75.600440



LANESBORO

STEVENS POINT

STARRUCA

BRANDT

THOMPSON

ARARAT

BURNWOOD

HERRICK CENTER

1 MILE

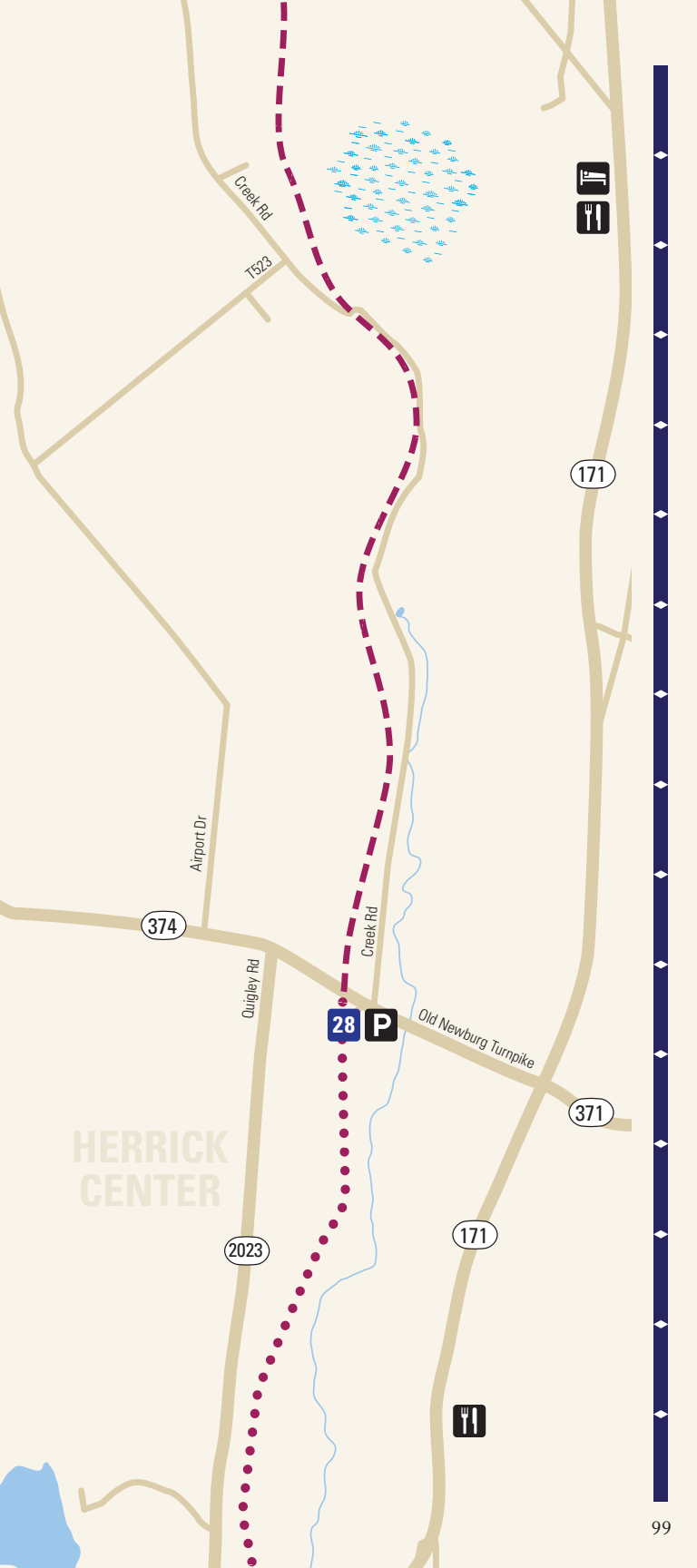
Herrick Center

The first settlers arrived in Herrick Center in 1789. A few years later, the Great Bend and Newburgh Turnpike, an extension of the Old Newburgh Turnpike, was constructed over the West Branch of the Lackawanna River here, making it a thriving center of commerce. The stagecoach stop, with its relays of fresh horses, boasted a large tannery and hotels by 1825. Because of the coal and lumber industries, the Jefferson Branch of the D&H Railroad established a station here in 1871.



The Old Newburgh Turnpike

In Herrick Center, the trail crosses the western extension of the Old Newburgh Turnpike that ran from the Hudson River in Newburgh, New York, through northeastern Pennsylvania to Binghamton, New York. According to Susquehanna County records from 1804, the twenty-foot wide road was constructed of earth, lime, timber, and stone at a cost of \$1,620 per mile. The road was completed in 1811. Today, that old route is the basis for PA Route 374 and 371.



Creek Rd

T523

Airport Dr

374

Quigley Rd

2023

Creek Rd

28 P

Old Newburg Turnpike

171

371

171

HERRICK CENTER



Burnwood

This area was named for a nearby factory that produced charcoal, wood alcohol, and acetate of lime. Between the 1800s and 1950s, there were more than 70 of these acid factories in northern Pennsylvania. Their products were used to help process iron.

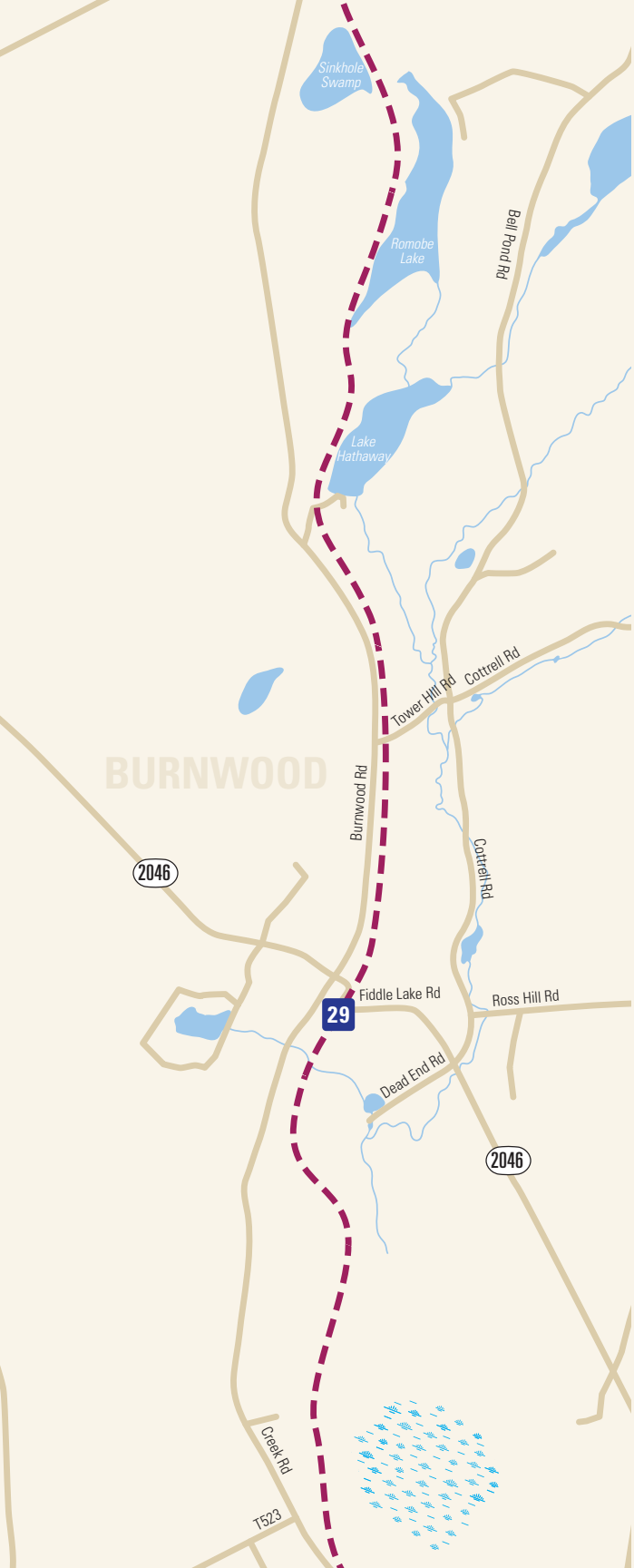
West Branch of the Lackawanna River

The trail here parallels the river's West Branch. A large swamp and wetlands lie east of the trail, part of the chain of lakes that comprise the Lackawanna's headwaters. State game lands are accessible nearby.

Ice Harvesting

From the 1890s to the 1930s, ice harvesting was a big industry along the former Jefferson Branch, which later became the D&H Railroad. Before modern refrigeration, ice was a year-round commodity in towns and cities across the country. It was also critical to the success of northeastern Pennsylvania's creameries after dairy farming followed the lumber industry into the region, transforming the cutover into agricultural lands. From December to April, people cut blocks of ice from the area's lakes, packed them in sawdust, and stored them locally or shipped them out on freight trains. The trail passes by Lake Hathaway, one of the popular sources of ice in this area.





BURNWOOD

2046

29

2046

Sinkhole Swamp

Romobe Lake

Lake Hathaway

Bell Pond Rd

Burnwood Rd

Tower Hill Rd Cottrell Rd

Cottrell Rd

Fiddle Lake Rd

Ross Hill Rd

Dead End Rd

Creek Rd

T523

Points of Interest

17 Ararat Summit

This point marks the old rail line's highest elevation at 2040 feet above sea level – this is 1000 feet higher than Carbondale and 1,400 feet higher than Scranton. Trains climbing here from Carbondale required a lot of engine power. In addition to a large engine on the front, three “pushers” followed at the rear, including a “kicker” that was released on the fly in Forest City. Today, this remains the highest point on the entire trail.

18 Ararat Wye

Railroading history is visible in the Ararat Wye, a turnaround for the pusher engines necessary to move heavy loads of coal up the steep grade from Carbondale. Construction of the railroad in this area was challenging because of rockslides in the ravine at the summit and the marshy Sinkhole Swamp nearby. The trestle built to cross the swamp has been removed.

19 Sectional Toolhouse

Near the Ararat Wye one of the three surviving sectional toolhouses on this portion of the D&H. The concrete toolhouse, known in railroad slang as a “paddyshack,” stored railcars and other repair necessities.





Points of Interest

20 Thompson Curve

This horseshoe bend highlights the ingenious engineering of the railroading era. The mile-long curve kept the grade of the rail bed level. Originally built with coal refuse, the curve's bank was dug out in the 1980s after the railroad line was closed. At that time, new processing techniques made it economically feasible to utilize lower grade coal. Removal of the coal refuse has left an uneven trail surface—it undulates up and down.

21 Sectional Toolhouse

The community of Thompson is a window into the past. It boasts several historic buildings associated with railroading. The sectional toolhouse is one the largest two-bay toolhouses on the D&H. Tracks are still visible on the side where the railcars were stored. The other side had a potbelly coal stove and chimney opening. It is possible that maintenance men slept here when necessary.

22 Jefferson Inn

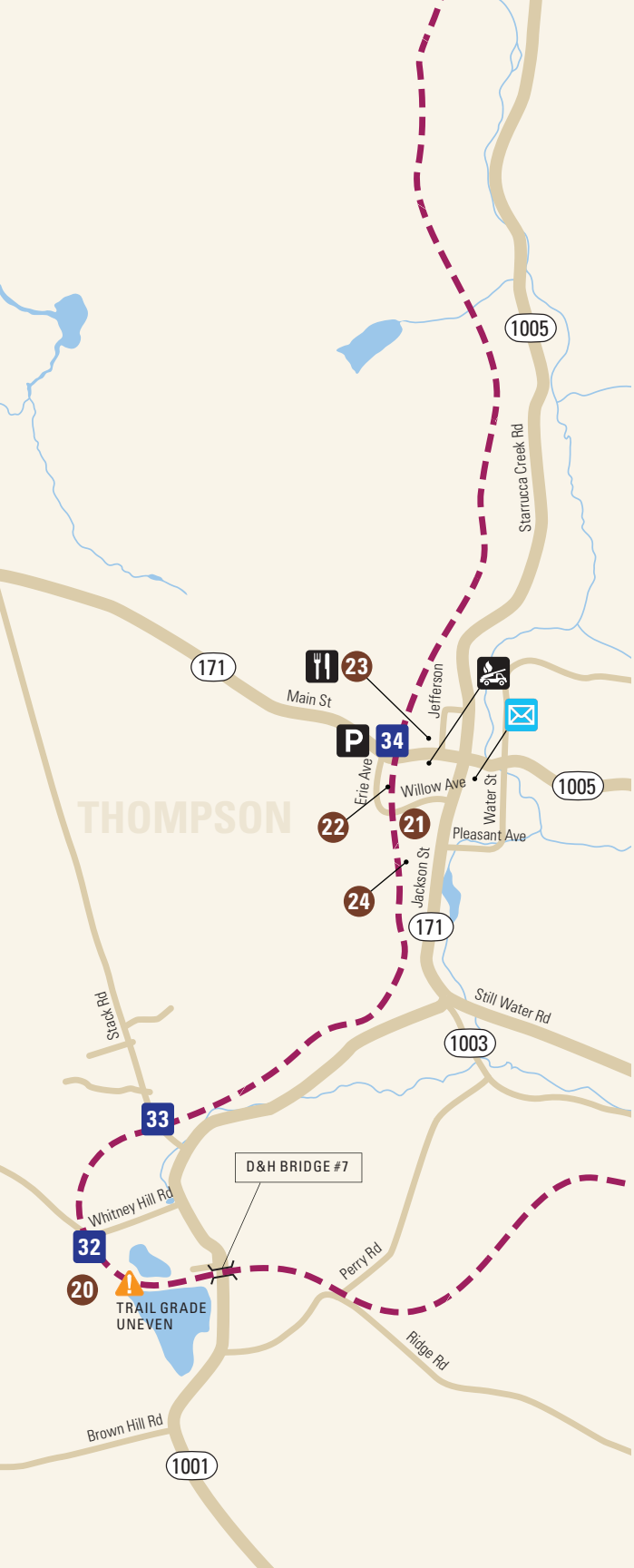
The historic Jefferson Inn, now closed, stood right along the tracks, convenient for railroad officials and tourists.

23 Thompson Railroad Station

This is the last standing station on the D&H. Originally, it was one of seven. Stations once stood in Forest City, Union Dale, Herrick Center, Ararat, Thompson, Starrucca, and Brandt. Today, Thompson's railroad station houses an ice cream shop.

24 Mill and Siding

Agriculture was an important part of the local economy. Just off the trail sits a mill and the siding where grains were dropped off and loaded. Mill is located behind Sectional Toolhouse.



Points of Interest

25 Buck's Falls

Buck's Falls is located just below the stream crossing and once supplied waterpower to a number of mills in the area. The remnants of one such gristmill speak to the region's agricultural past.

26 Buck's Falls Ravine with Trestle Bridge Abutments

The ravine at Buck's Falls is a challenging, though beautiful, spot. The old railroad bridge is gone, so trail users must descend to the bottom and cross the stream on a small bridge. The abutments from the trestle bridge are still visible.

27 Buck's Farm

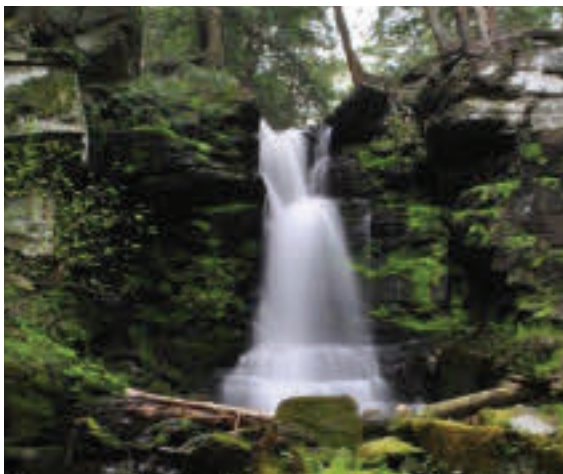
The trail runs near Buck's Farm, one of the largest dairy farms remaining in the area. As you pass by, you may see the farm's dairy herd grazing in the pasture.

28 Sectional Toolhouse

Rail-Trail volunteers cleaned up and painted the old sectional toolhouse. The rail bed still leads into its concrete front.

29 Water Tower Foundation

The foundation from a railroad water tower also can be seen from the trail. In the Age of Steam, water towers were necessary to refill the steam locomotives that traveled through here. The water in this tower was likely drawn from a nearby reservoir.





Points of Interest

30 Florence Shelley Preserve

The 357-acre nature preserve boasts fields, woodlands, a stream, and a glacial pond surrounded by a floating bog. Among the preserve's notable features are its balsam fir and a rare red alga (*batrachospermum vagum*) found at the outlet of Wier's Pond. The preserve abounds with wildlife. The preserve is named for Florence Shelly, who organized a committee of citizen naturalists and volunteer professors from SUNY Binghamton to help inventory and conserve the property.

31 Starrucca Creek

Starrucca Creek is an 18-mile tributary of the North Branch of the Susquehanna River.

32 Melrose Falls

Melrose Falls ushers Starrucca Creek down the mountainside. The trail here offers lovely views of the creek and rolling hills to the east. Old concrete railroad mileage posts can be seen in some places.

Starrucca

As the trail descends the grade to the south of Starrucca, picturesque church steeples and farmlands meet your view. The town, whose name means "junction of waters," is located at the confluence of Shadigee and Starrucca creeks. The once-bustling community was home to the Starrucca Driving Park (a horse racecourse), a huge tannery, and manufacturers of lumber products from wood spirits to wooden toys. The town was also a stop for passengers heading north to the vacations in the Catskills or at Saratoga Springs. Many lovely Victorian homes remain from Starrucca's heyday.



Melrose Rd

36

32

31

Ghost Mountain Rd

Miller Hill Rd

1009

Starucca Creek Rd

Penn Hill Rd

30

Points of Interest

33 Jefferson Junction

Jefferson Junction connected the D&H Railroad to the main line of the Erie Railroad. A turntable and a signal tower once stood here. The Upper D&H Trail parallels the main trail and gently climbs the hill to the active rail crossing the Starrucca Viaduct.

34 Old Turntable

Before the development of Jefferson Junction, an Armstrong turntable was used to manually turn engines around. The remains can be seen on the edge of the Starrucca Creek, which has changed its course over the years and eroded the railbed. The turntable was a 75-foot bluestone pit with a center support that pivoted. The center support is now in the stream.

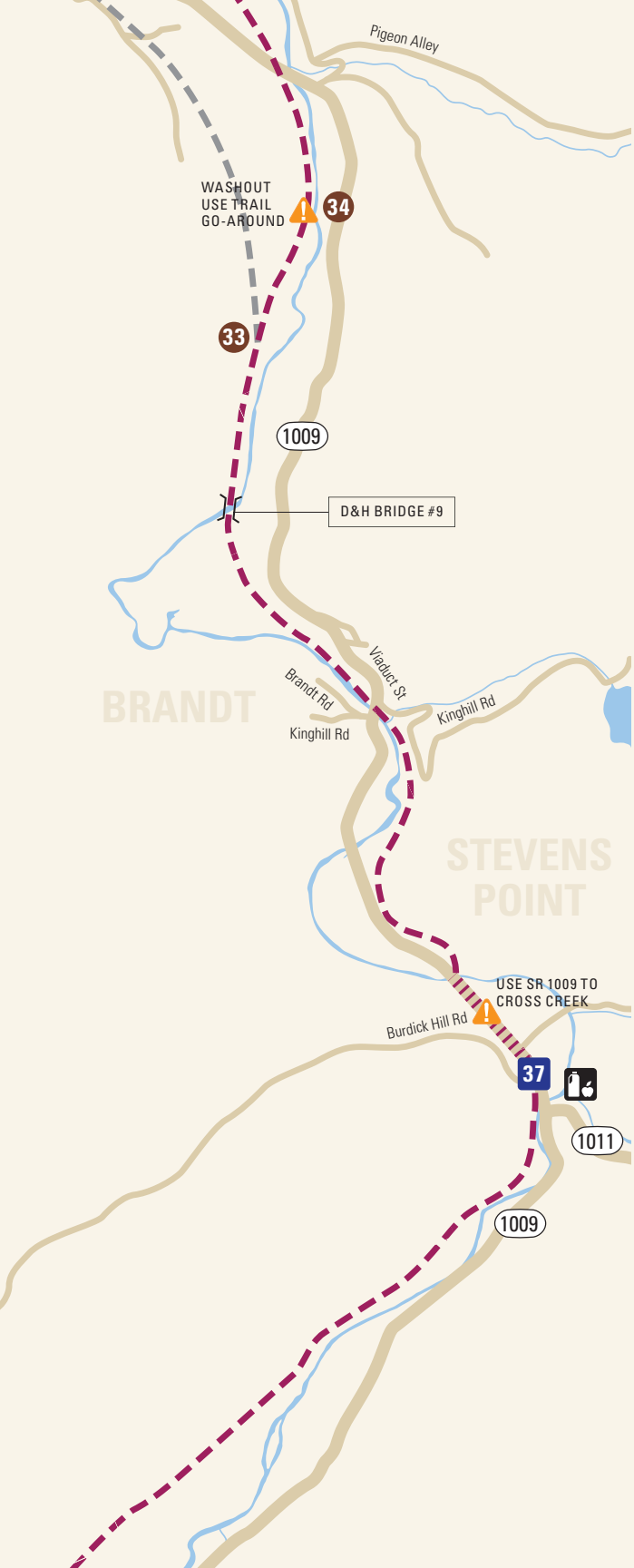
Stevens Point

There was never a railroad station in Steven's Point, but the freight train usually stopped here to pick up lumber or bluestone. Bluestone used to build the Starrucca Viaduct was taken from a nearby quarry.

Brandt

Brandt was the location of the northernmost of the D&H's seven railroad stations. The community was once the site of a chair factory and two brickyards that drew from a 75-foot glacial bank of fine pure red clay. Gustav Stickley—well-known furniture maker credited with the Mission Oak design—got his start at his uncle's chair factory in Brandt.





Points of Interest

35 Starrucca Viaduct

In the 1840s, the New York & Erie constructed a line connecting the Hudson River to Lake Erie, competing with the Erie Canal that dominated transportation from the East Coast to the Great Lakes. In order to cross Starrucca Creek Valley near Lanesboro, Pennsylvania, Julius W. Adams and James P. Kirkwood designed a stone viaduct that spanned more than 1,000 feet across 17 arches. Eight hundred men worked for a year in order to finish construction with time to meet an 1848 deadline. Most earned no more than \$1 a day (\$27 in today's currency). At a cost of \$316,770 (more than \$8.5 million today), the bridge was the United States' most expensive at that time. The engineering marvel was built of locally-quarried ashlar bluestone and cement footings. Stonecutters etched still-visible Roman numerals in the dry-laid stones to guide placement and indicate payment. The bridge's steel rails were rolled in Scranton and delivered to the viaduct by oxcart. The viaduct, a National Historic Landmark and Historic Civil Engineering Landmark, remains in use by the Canadian Pacific Railroad today. Beneath the viaduct, Luciana Park offers a trailhead, restrooms, picnic areas, and fantastic views of the landmark structure.



36 Cascade Wye

This turnaround, named for nearby Cascade Creek, is one of two “wyes” that remain along the D&H Rail-Trail. The wye’s triangular shape and track switches made it possible for pusher engines to turn around.



Visitor Information

Whether you are hiking for an afternoon, biking for a long weekend, or vacationing for the week, there is always lots to see and do in the communities along the Lackawanna River Heritage Trail. Please visit the following websites for visitor information on lodging, dining, attractions, and special events throughout the year:

Endless Mountains Visitors Bureau

5405 State Route 6, Tunkhannock, PA 18657
(800) 769-8999 or (570) 836-5431
www.endlessmountains.org

The Greater Carbondale Chamber of Commerce

27 North Main Street, Carbondale, PA 18407
(570) 282-1690
www.carbondalechamber.org

Greater Scranton Chamber of Commerce

P.O. Box 431 | 222 Mulberry Street, Scranton, PA 18501
(570) 342-7711
www.scrantonchamber.com

Lackawanna County Convention and Visitors Bureau

99 Glenmaura National Boulevard, Moosic, PA 18507
(800)-22-WELCOME or (570) 496-1701
www.visitnepa.org

Luzerne County Convention and Visitors Bureau

56 Public Square, Wilkes-Barre, PA 18701
(888) 905-2872
www.tournepa.com

Pocono Mountains Visitors Bureau

1004 West Main Street, Stroudsburg, PA 18360
(800) POCONOS (800-762-6667)
or (570) 421-5791
www.PoconoMountains.com

County of Lackawanna Transit System (COLTS)

800 North South Road, Scranton, PA 18504
(570) 346-2061
www.coltsbus.com

Weather

The region's climate is fairly mild, with summer temperatures ranging in the high 70s to low 80s during the day, and winter daytime temperatures hovering in the low 30s. Total precipitation from April through October is around 24 inches, and summer humidity averages a comfortable 55%. The first frost is usually around October 15th, and winter can bring more than 45 inches of snow before the last frost occurs in late April. Each season along the trail ushers in ever-changing views of the mountains and the river valley. The hillsides shift from the light greens of spring to the deep greens of summer, then from the blaze of autumn to winter white.

Weather conditions can change rapidly, and summer storms with lightning, high winds, and hail are not uncommon. Always exercise extreme caution if caught in bad weather.

Visit www.city-data.com/city/Scranton-Pennsylvania.html for annual weather statistics.

Driving Information



	Miles	Time
Scranton to:		
New York City	125	2 hrs 30 min
Philadelphia	125	2 hrs
Pittsburg	280	4 hrs 30 min
Erie	320	5 hrs
Washington DC	240	4 hrs

Heritage Valley Partners

The Lackawanna Heritage Valley National and State Heritage Area (LHV) works to facilitate community engagement to conserve, preserve, and promote the region's history, cultural heritage, and natural resources. Since its inception in 1991, the LHV has told the history of the region, revitalized local communities and built one of Pennsylvania's major rail-trails. Heritage valley Partners, Inc. (HVP) is a 501(c)3 organization that provides strategic and financial support to the work of LHV. Financial support is critical to continuing these efforts. Please support HVP and become a "Heritage Partner" today!

For Membership information, contact:

(570) 963-6730 x8200

Ambassador in Action

The Lackawanna Heritage Valley National and State Heritage Area invites you to be an "Ambassador in Action" in our volunteer corps! LHV seeks volunteers willing to use their time, skills, and energy to support the activities of the heritage area and to improve our community. We have opportunities for everyone!

Ambassadors in Action is a great way to use your talents, to develop skills, to meet new people, and to give back to our community. There are a variety of volunteer opportunities related to heritage and culture, community and economic development, event planning, trail tenders and the Adopt-a-Trail program.

For Ambassador in Action information, contact:

(570) 963-6730 x8200

Adopt-a-Trail

The Adopt-A-Trail program allows community organizations to adopt portions of the Lackawanna River Heritage Trail, including the D&H Rail-Trail.

Businesses, individuals, schools, college organizations, church groups, service clubs, teams, corporations, etc. can adopt a trail section. Sponsors agree to participate in 2 to 3 clean up days per year, help keep their portion of the trail clean, report trail damage or suspicious activities to LHV, and keep an eye on the trail in general.

Adoption will be recognized through signage on the trail. In order to adopt, you must apply to the Lackawanna Heritage Valley Authority or the NEP Rail-Trail Council.

For Adopt-a-Trail information, contact:

(570) 963-6730 x8200



Beyond the Valley

As the Lackawanna River Heritage Trail runs from the Wyoming Valley through the Lackawanna Valley, it brings people within reach of a variety of opportunities to experience history and nature in northeastern Pennsylvania. From greenways to waterways, from heritage sites to winding trails, the Commonwealth is rich in places to explore.

Delaware and Lehigh National Heritage Corridor

Coal, iron, and steel shaped the landscape of this National and State Heritage Corridor. The 165-mile D&L Trail connects the Wyoming, Lehigh, and Delaware valleys, following rivers, rail lines, and canal towpaths that trace the historic route of anthracite coal from mine to market. Visitors can explore the region's scenic beauty and cultural heritage by car, boat, bike, or on foot.

www.delawareandlehigh.org

Endless Mountains Heritage Region

River towns, family farms, rolling hills, and parklands come together in the Endless Mountains, a landscape shaped by centuries of farming and timbering. Scenic and rural, the state-designated heritage region includes Bradford, Sullivan, Susquehanna, and Wyoming counties. A part of the Susquehanna Greenway, the region boasts beautiful trails on land and water.

www.endlessmountainsheritage.org

Pennsylvania's Route 6

One of the State's Heritage Areas, Pennsylvania's Route 6 stretches 400 miles through historic communities and scenic landscapes. Begun in 1807, the road connects county seats across Pennsylvania's northern tier, and is a part of a coast-to-coast highway system. Arts, heritage, and the great outdoors offer something for everyone along the drive.

www.paroute6.com

Susquehanna Greenway

The Susquehanna Greenway is a growing initiative to link natural, cultural, historic, and recreational resources along the 500-mile corridor of the Susquehanna River in Pennsylvania. The initiative oversees an interconnected web of ecosystems and communities, contributing to the economies and quality of life of river towns. Many of its resources on this page are part of the greenway.

www.susquehannagreenway.org

Susquehanna River Water Trail—North Branch

Paddlers and river enthusiasts will enjoy the Susquehanna's North Branch, which flows from New York through Pennsylvania to join the West Branch at Sunbury. Together, they form the river's main stem - the largest tributary of the Chesapeake Bay. The water trail is a National Park Service National Recreation Trail and it also is part of the Pennsylvania Water Trail System.

www.endlessmountainheritage.org/waterTrail.php

Trolley Trail

The Northern Electric Street Railway operated an interurban trolley line that connected Scranton to Montrose from 1908 to 1932. Today, historic connections are being renewed by development of a 14-mile non-motorized recreational trail on the former right-of-way. Currently, the trail links Dalton to Clarks Summit. Check ExplorePATrails.com for updated information.

ExplorePATrails.com

This interactive website, hosted by the Department of Conservation and Natural Resources, connects people to 450 trails across Pennsylvania. It serves as a community resource for searching, mapping, and sharing information on more than 10,500 miles of hiking and biking trails, greenways, and water trails that provide access to the state's amazing natural and cultural sights.

www.explorepatrails.com



























Travel Distance

	New York State Line	Starrucca Viaduct	Starrucca Point, SR 1071	Starrucca Little Inland SR 1004	Thompson, SR 171	Burnwood Gelett Rd/SR 2046	Herrick Center, SR 374	Union Dale, S. Main Avenue & Skyline Drive	Silkwater Dam, SR 171 Overpass	Simpson, Homestead Street	Carbondale, River Street	Mayfield, Meredith Street	Jennyn, Delaware Street	Archbald, Laurel Street	Blakely, Depot Street	Olyphant Heritage Valley Crossing	Scranton Depot St. Levee Trail	Scranton Parker St. Levee Trail	Scranton Market Street	Scranton Green Ridge Street	Scranton Aulight Avenue	Scranton Olive Street	Scranton 7th Avenue	Scranton Broadway Street	Scranton Elm Street	Scranton Godfrey Street	Scranton Elm Street	Taylor, Keyser Creek	Pittston, Confluence
	3.0	6.4	11.2	14.9	23.2	26.5	28.8	31.4	33.7	38.0	39.9	42.0	44.3	47.1	49.5	50.2	55.2	56.1	56.5	57.0	57.5	58.4	59.2	59.7	60.1	62.1	68.5		
Starrucca Viaduct	3.0																												
Starrucca Point, SR 1071	3.4	8.6	11.9	20.2	23.5	25.8	28.4	30.7	35.0	36.9	39.0	41.3	44.1	46.0	47.2	52.2	53.5	54.0	54.5	55.4	56.2	56.7	57.1	58.1	59.1	62.1	68.5		
Starrucca Little Inland SR 1004	6.4	3.4	8.8	16.9	20.2	22.5	25.1	27.4	31.7	33.6	35.7	38.0	40.8	43.2	43.9	48.9	50.2	51.2	52.1	52.8	53.3	53.7	55.7	57.1	58.1	62.1	68.5		
Thompson, SR 171	11.2	8.6	5.2	11.6	14.9	17.2	19.8	22.1	28.4	28.3	30.4	32.7	35.5	37.9	38.6	44.5	44.9	45.4	45.9	46.8	47.6	48.1	48.5	50.5	50.5	56.9			
Burnwood Gelett Rd/SR 2046	14.9	11.9	8.8	3.5	11.4	13.7	16.3	18.6	22.9	24.8	26.9	29.2	32.0	34.4	35.1	40.1	41.4	41.9	42.4	43.3	44.1	44.6	45.0	47.0	47.0	53.4			
Herrick Center, SR 374	23.2	20.2	16.9	11.6	8.1	3.3	5.6	8.2	10.5	14.8	16.7	18.8	21.1	23.9	26.3	27.0	32.0	32.9	33.3	33.8	34.3	35.2	36.0	36.5	38.9	38.9	46.3		
Union Dale, S. Main Ave. & Skyline Dr.	26.5	23.5	20.2	14.9	11.4	3.3	2.3	4.9	7.2	11.5	13.4	15.5	17.8	20.6	23.0	23.7	28.7	29.6	30.0	31.0	31.9	32.7	33.2	33.3	35.6	42.0			
Silkwater Dam, SR 171 Overpass	28.8	25.8	22.5	17.2	13.7	5.6	2.3	2.6	4.9	9.2	11.1	13.2	15.5	18.3	20.7	21.4	26.4	27.3	27.7	28.2	28.7	29.6	30.4	30.9	31.3	33.3	39.7		
Forest City, Forest City Industrial Park	31.4	28.4	25.1	19.8	16.3	8.2	4.9	2.6	6.6	8.5	10.6	13.9	15.5	18.1	18.8	23.8	24.7	25.1	25.6	26.1	27.0	27.8	28.3	28.7	30.7	37.1			
Simpson, Homestead Street	33.7	30.7	27.4	22.1	18.6	10.5	7.2	4.9	2.3	4.3	6.2	8.3	10.6	13.4	15.8	16.5	21.5	22.4	22.8	23.3	23.8	24.7	25.5	26.0	28.4	34.8			
Carbondale, River Street	38.0	35.0	31.7	26.4	22.9	14.8	11.5	9.2	6.6	2.3	1.9	3.0	7.4	9.1	11.5	12.2	17.2	18.1	18.5	19.0	19.5	20.4	21.2	21.7	22.1	24.1	30.5		
Mayfield, Meredith Street	39.9	36.9	33.6	28.3	24.8	16.7	13.4	11.1	8.5	6.2	1.9	2.1	4.4	7.2	9.6	10.3	15.3	16.2	16.6	17.1	17.6	18.5	19.3	19.8	20.2	22.2	28.6		
Jennyn, Delaware Street	42.0	39.0	35.7	30.4	26.9	18.8	15.5	13.2	10.6	8.3	3.0	2.1	2.3	5.1	7.5	8.2	13.2	14.1	14.5	15.0	15.5	16.4	17.2	17.5	18.1	20.1	26.5		
Archbald, Laurel Street	44.2	41.3	38.0	32.7	29.2	21.1	17.8	15.5	13.9	10.6	7.4	4.4	2.3	2.8	5.2	5.9	11.9	12.8	13.2	13.7	14.2	15.1	15.9	16.4	16.8	18.8	24.2		
Blakely, Depot Street	47.1	44.1	40.8	35.5	32.0	23.9	20.6	18.3	15.5	13.4	9.1	7.2	5.1	2.8	2.4	3.1	8.1	9.0	9.4	9.9	10.4	11.3	12.1	12.6	13.0	15.0	21.4		
Olyphant Heritage Valley Crossing	49.5	46.5	43.2	37.9	34.4	26.3	23.0	20.7	18.1	15.8	11.5	9.6	7.5	5.2	2.4	0.7	5.7	6.6	7.0	7.5	8.0	8.9	9.7	10.2	10.6	12.6	19.0		
Scranton Depot Street	50.2	47.2	43.9	38.6	35.1	27.0	23.7	21.4	18.8	16.5	12.2	10.3	8.2	5.9	3.1	0.7	5.0	5.9	6.3	6.8	7.3	8.2	9.0	9.5	9.9	11.9	18.3		
Scranton Market Street	55.2	52.2	48.9	43.6	40.1	32.0	28.7	26.4	23.8	21.5	17.2	15.3	13.2	11.9	8.1	5.7	5.0	0.9	1.3	1.8	2.3	3.2	4.0	4.5	4.9	6.9	13.3		
Scranton Broadway Street	56.1	53.1	49.8	44.5	41.0	32.9	29.6	27.3	24.7	22.4	18.1	16.2	14.1	12.8	9.0	6.6	5.9	0.9	0.4	0.9	1.4	2.3	3.1	3.6	4.0	6.0	12.4		
Scranton Elm Street	56.5	53.5	50.2	44.9	41.4	33.3	30.0	27.7	25.1	22.8	18.5	16.6	14.5	13.2	9.4	7.0	6.3	1.3	0.4	0.5	1.0	1.9	2.7	3.2	3.6	5.6	12.0		
Scranton Godfrey Street	57.0	54.0	50.7	45.4	41.9	33.8	30.5	28.2	25.6	23.3	19.0	17.1	15.0	13.7	9.9	7.5	6.8	1.8	0.9	0.5	1.4	2.2	2.7	3.1	5.1	11.5			
Scranton Aulight Avenue	57.5	54.5	51.2	45.9	42.4	34.3	31.0	28.7	26.1	23.8	19.5	17.6	15.5	14.2	10.4	8.0	7.3	2.3	1.4	1.0	0.5	0.9	1.7	2.2	2.6	4.6	11.0		
Scranton Olive Street	58.4	55.4	52.1	46.8	43.3	35.2	31.9	29.6	27.0	24.7	20.4	18.5	16.4	15.1	11.3	8.9	8.2	3.2	2.3	1.9	1.4	0.9	0.8	1.3	1.7	3.7	10.1		
Scranton 7th Avenue	59.2	56.2	52.8	47.6	44.1	36.0	32.7	30.4	27.8	25.5	21.2	19.3	17.2	15.9	12.1	9.7	9.0	4.0	3.1	2.7	2.2	1.7	0.8	0.5	0.9	2.9	9.3		
Scranton Broadway Street	59.7	56.7	53.3	48.1	44.6	36.5	33.2	30.9	28.3	26.0	21.7	19.8	17.5	16.4	12.6	10.2	9.5	4.5	3.6	3.2	2.7	2.2	1.3	0.5	0.4	2.4	8.8		
Scranton Elm Street	60.1	57.1	53.7	48.5	45.0	36.9	33.6	31.3	28.7	26.4	22.1	20.2	18.1	16.8	13.0	10.6	9.9	4.9	4.0	3.6	3.1	2.6	1.7	0.9	0.4	2.0	8.4		
Taylor, Keyser Creek	62.1	59.1	55.7	50.5	47.0	38.9	35.6	33.3	30.7	28.4	24.1	22.2	20.1	18.8	15.0	12.6	11.9	6.9	6.0	5.6	5.1	4.6	3.7	2.9	2.4	2.0	6.4		
Pittston, Confluence	68.5	65.5	62.1	56.9	53.4	45.3	42.0	38.7	37.1	34.8	30.5	28.6	26.5	24.2	21.4	19.0	18.3	13.3	12.4	12.0	11.5	11.0	10.1	9.3	8.8	8.4	6.4		

Trail Route Key

-  Paved Surface
-  Stonedust Surface
-  Dual Surface (Paved Stonedust)
-  Natural Surface
-  On Road / Share the Road
-  On Road Connection
-  Other Regional Trails
-  Spur trails leading off a main trail are color coded gray

Service Key

- | | | | |
|---|--------------------|---|-------------|
|  | Trailhead |  | Lodging |
|  | Parking |  | Food |
|  | Trail Office |  | Gas |
|  | Points of Interest |  | ATM |
|  | Park |  | Pharmacy |
|  | School |  | Store |
|  | Library |  | Boat Launch |
|  | Hospital |  | Laundry |
|  | Restrooms |  | YMCA |
|  | Trail Hazard |  | Bike Shop |
|  | Post Office | | |
|  | First Aid | | |
|  | Municipal Building | | |
|  | Police Station | | |
|  | Fire Station | | |
|  | Bus Stop | | |

Distance between each diamond is 0.25 miles

0.25 MILES



Lackawanna Heritage Valley
National and State Heritage Area

213 South 7th Avenue, Scranton, PA 18505
570-963-6730 www.LHVA.org

