

stuck to the rails and stopped us, we would buy salt, melt the ice with it, and resume our trip. We were often held out all night by storm. In such cases, we would lodge with the engineers, firemen, and neighbors.

Another interesting Gravity veteran was **John Carney**, the coal operator, who was for a long time employed on the Pennsylvania Gravity. He lived in a pleasant home on Drinker Street, Dunmore, where he related the following account of his career on the Gravity:

Michael Carney, my father, came from his birthplace in Ireland to this country in the '40's. He walked from New York to Carbondale (135 miles) and then to Dunmore (20 miles). He obtained employment in grading the gravity in 1848 and did that kind of labor until May, 1850, when the line was put in operation. Following that, he worked about the Pennsylvania Coal Co'.s mines at Dunmore until 1877 when he died. I was four or five years old when I saw the men building the Gravity. I also saw the first car of coal hoisted on No. 7 plane. There was a large crowd present. My information is that the first train of loaded cars went from No. 6 at Dunmore to Hawley on May 10, 1850. I was greasing cars at the mines in 1856. On May 8, 1858, when I was between fifteen and sixteen years old, I became footman at No. 10. I worked there a year or year and a half when I went on the track with foreman, Thomas Dooley, for a few months. Then I tended head at No. 9 about 4 years. John Butler who had charge of the planes on the mountain, promoted me to engineer at No. 10 on April 1, 1868. I hoisted cars at that place until 1874 when I took the engine at No. 9 running it until the road was vacated in December, 1885. I returned to Dunmore and got a job in the mine. **Thirty-one years ago the first of last March, I bought the Jackson interest in**

Murray and Jackson who operated the Murray Breaker. The firm is now Carney and Brown. The most exciting accident I ever saw on the Gravity was in December, 1884, when the entire nest of boilers at No. 9 exploded and swept the boiler house as clean as this floor. Lewis Marsh, the fireman was killed. He was a native of Honesdale. When the Pennsylvania Gravity started 71 years ago, a water wheel was used at the foot of No. 6 to hoist the loaded cars. The wheel soon became waterlogged. The resulting uneven motion would tear the heads out of cars at the foot and break the slings in two on the inclined plane. After a few years, a steam engine took the place of water power. The coal cars held about three tons each in the early days of the road. In time their capacity was increased to five tons.

William Young of Dunmore who became an engineer at the Carney and Brown mine was the last engineer at No. 11. He also recalled his work on the Gravity:

I was born on a farm at Milwaukee in Newtown Township when Scranton was known as Slocum Hollow. My father built the first saw mill on Gardener's Creek that was erected in this part of the country in 1862. Thomas Hurley, who was master mechanic on the Delaware and Hudson Gravity, hired me as assistant to John Foster, engineer at No. 6. I was there 3 months when I became engineer on plane "A" loaded track at Archbald. I held the job 22 years. Following that, I worked a year for the Pierce Coal Co. at Winton. In 1880, John Butler hired me to run No. 11 engine on the loaded track of the Pennsylvania Gravity. I stayed there until the road was abandoned. I helped tear it up. This task began in the spring of 1886 and lasted 5 weeks. While I worked on the Delaware and Hudson road, I saw 140 empty cars piled up halfway down No. 1 plane at