

YESTERYEAR



2013

BARRETT TOWNSHIP

2013

THREE DEAD IN WRECK

Awful Accident on Lackawanna Railroad - ON MORNING OF FOURTH - Broken Wheel on East Bound Train Causes the Cars to Leave the Track and Tear Up the Rails on West Bound - Fast Freight Dashes Into Wreck - Engineer Saved But His Son, Acting as Fireman, Instantly Killed - Brakeman Davis and Ryan Dead and Enos Cunningham Injured.

A broken wheel on a Lackawanna railroad train near Henryville at an early hour on the morning of July 4th caused the loss of three lives and an injury to one man. The dead are: THOMAS RYAN, of Dalton, GEO. DAVIS, of Scranton, and HARRY COGLIZER, of Scranton. The injured man is Enos Cunningham, of East Stroudsburg, who sustained a broken bone in his left foot from jumping off his engine. The accident, which is the worst the road has suffered in this section for many years, happened two and one-half miles west of Henryville, just beyond what is known as Durkin's Cut. The time was about one o'clock in the morning. It was a double wreck. A "Wild Cat" coal train going East, broke in two coming down the mountain and the two sections coming together derailed eight cars. Some of these cars toppled over on the up-track and were crashed into

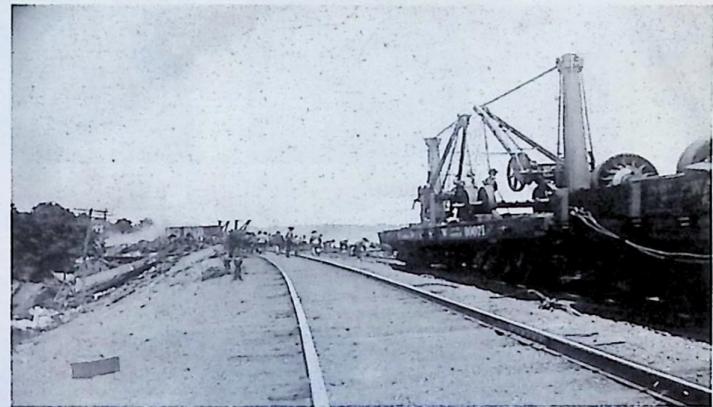


by double header fast freight, No. 51. The "Wild Cat" train had a broken wheel, which was the greater cause of the accident. Brakeman Davis and Ryan were on the down train. Fireman Coglizer and Conductor Cunningham were on the regular engine of the freight train. When the first crash occurred the two brakemen were caught in the debris and held powerless while the freight train ploughed through the wreckage. Firemen Coglizer was at work on the tender and was caught before he could make a move to save himself. His father, George Coglizer, was the engineer and also had a narrow escape. The fact that he was on the off side of the engine contributed largely to his saving himself. The father's grief was pitiful. He could see the dead body of his son pinioned against the tank but was powerless to remove the body until help came. Only a few moments intervened between the first and second crashes. The derailed cars were practically thrown against the front of the west bound freight train. There is a very steep grade at the point where the accident occurred. The freight was coming up the mountain as fast as two engines could haul it. Fireman Coglizer was instantly killed and his body terribly mutilated. Brakeman Ryan was alive when taken out of the

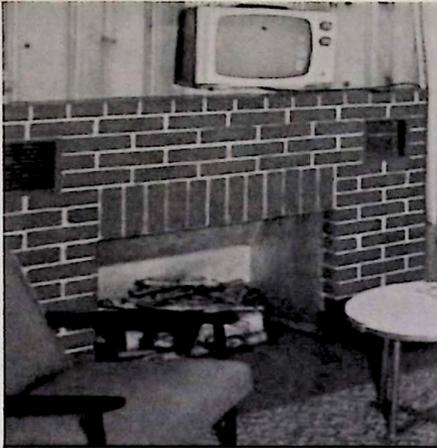
wreck and was brought to East Stroudsburg for treatment. He died about ten o'clock. The remains were taken to his late home on the 3:58 p.m. train. Chas. M. Bryant was engineer of the hill engine helping the fast freight up the mountain. Although his engine was first in the wreck and was badly damaged he escaped injury, being on the off side to the wreck. His fireman, Enos Cunningham, jumped just before the wreck was reached and sustained a broken foot. He suffered intense pain from the injury and is now under the care of Dr. Lesh. Both of the freight engines, Nos. 277 and 645 were badly damaged, and the eight cars were fairly ground into splinters. The west bound track was knocked ten feet from its bed. The down train was known as No. 888 and was in charge of Conductor P. J. O'Malley, one of the veterans of the road. William Hazzard was his engineer. The train left the Scranton yard, about midnight, bound for Hoboken. It was made up of an engine, twenty-seven large coal cars and a caboose. The freight train was No. 51, which is scheduled to run on what is practically passenger train time. The wrecking crew from East Stroudsburg went to the scene at once and carried Dr. M.G. Lesh, who administered relief to Ryan as he lay on the track. The other men were past medical aid. It was ten o'clock before the east bound track was cleared and several hours later before the western traffic could be resumed. Division Superintendent Salisbury and other officials were on the scene shortly after the wreck and directed the work of clearing up. George Davis, one of the brakemen killed, resided at 544 North Bromley Avenue, Scranton. He was married. His wife and two small children survive him. Edward Tyan, the fireman killed, resided in Dalton. He was a railroader for many years. He was 22 years old and unmarried. Deceased passed all through the Spanish-American war as a member of the 11th U.S. Infantry. Harry Coglizer resided at 1509 Olive St. Scranton. He was 33 years of age and married. His wife and two young children, Robert and Helen, survive him. Mr. Coglizer was one of the oldest firemen on the road, having been employed as a fireman for thirteen years. He and his father left Monday, taking a fast freight train to Hoboken. They were on their homeward bound trip and anticipating a pleasant Fourth with their families who awaited their return. Mr. Coglizer was an industrious man and owned his own pleasant and comfortable home on Olive street. He was a member of the D. L. & W. Mutual Aid and the Brotherhood of Locomotive Firemen.

Article in Stroudsburg paper, Daily Times, dated Thursday, July 5, 1900

A second article from the Stroudsburg paper, Daily Times is on the back cover. ●



Town Motor Court
Canadensis, PA



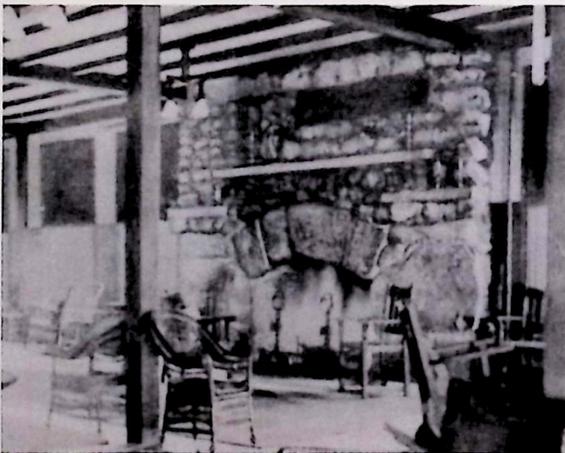
The Inn at Buck Hill Falls "East Room"
Buck Hill, PA



Brookview Manor
Canadensis, PA



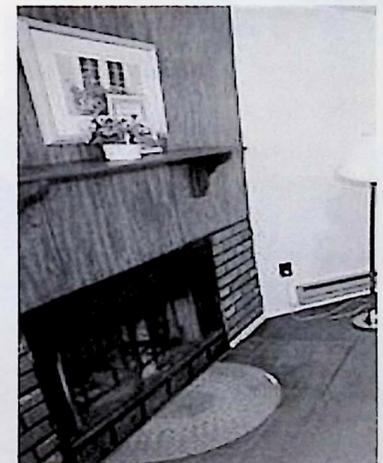
The Inn at Buck Hill Falls "Reading Room"
Buck Hill, PA



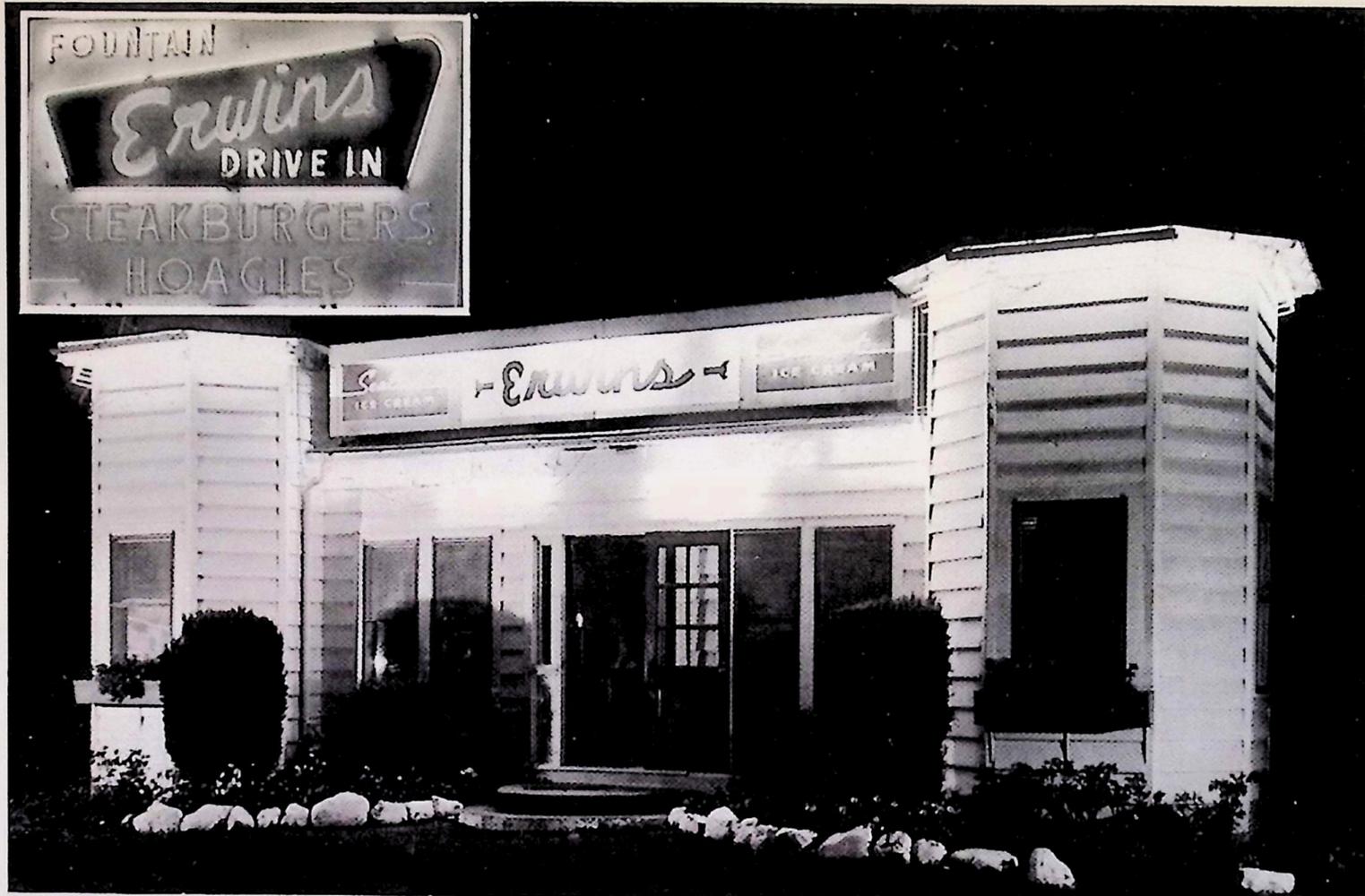
The Lobby at Skytop Lodge
Skytop, PA



The Town Motor Court
Canadensis, PA

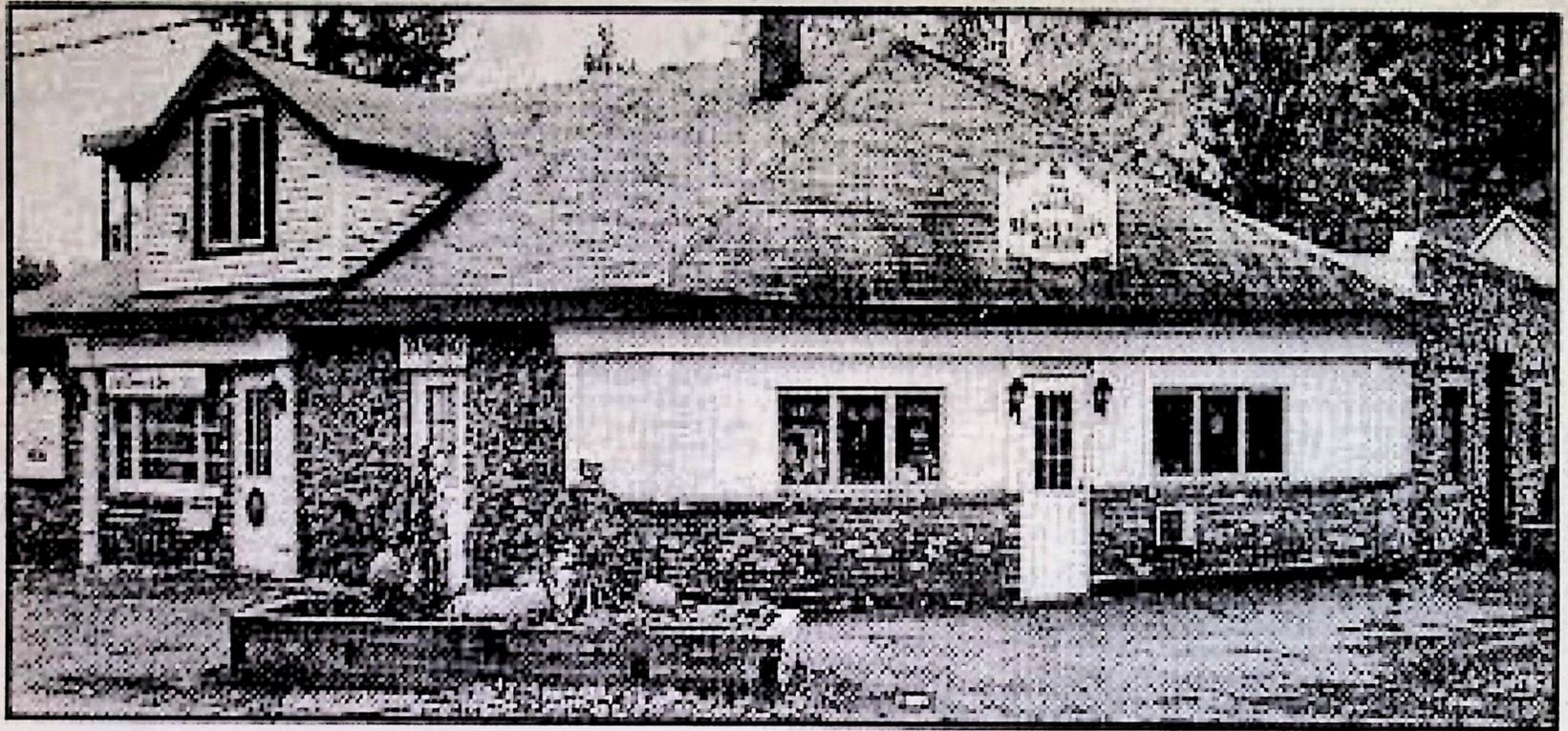


When winter winds blow and snow is falling on the ground it's always nice to find a fire blazing in the hearth of your favorite Inn here in Barrett Township.



Erwin's Drive In (locally know as Marie's Sandwich Shop) – Mountainhome, PA

Popular spot in the fifties. Marie's was known for early morning hours, hamburgers and "the best hoagies in town". It was the local teenage hang out. It later became "It's Unreal" flower shop owned by Joanne Clark and before burning to the ground it was an antique mall owned by Charlie and Margie Babaz. Today you can sit in the parking lot of Marie's Sandwich Shop which is a vacant lot next to ESSA bank.



Hugh Talmadge – Gas Station, Auto Repair and Body Shop

Once a main passage through Canadensis, this structure was built by Hugh Talmadge as a gas station. It has changed hands many times over the years. Art McCambridge ran the garage until the 1970's when it became a body shop for the Chevrolet dealership in Cresco. It was managed by Charlie Fullington and Randy Rutherford. In 1979, Charlie and Randy purchased the building from Art McCambridge and it became the "Canadensis Body Shop". In February of 1995 the boiler blew up and a fire damaged much of the building. The body shop relocated and the building was purchased by Bill and Darlene Sorick. After restoring the building it became known as "The Sorick Building" which was home to Bill's jewelry business. The building currently houses the "Tuning Sport Autobody Repair" shop. Located at the corner of Route 447 and Old Canadensis Hill.



Cresco Post office – Cresco, PA

The Old Cresco Post Office was built around 1928 on land owned by Millard Price. The building also housed a Coffee Shop for many years. The Weiler Corporation bought the building which now houses a physical fitness center for their employees. The building is located across Sandspring Road from the Cresco Station Museum. In the early 1950's the Cresco Post Office was relocated to Route 191 next to Basso Restaurant and Wine Bar.



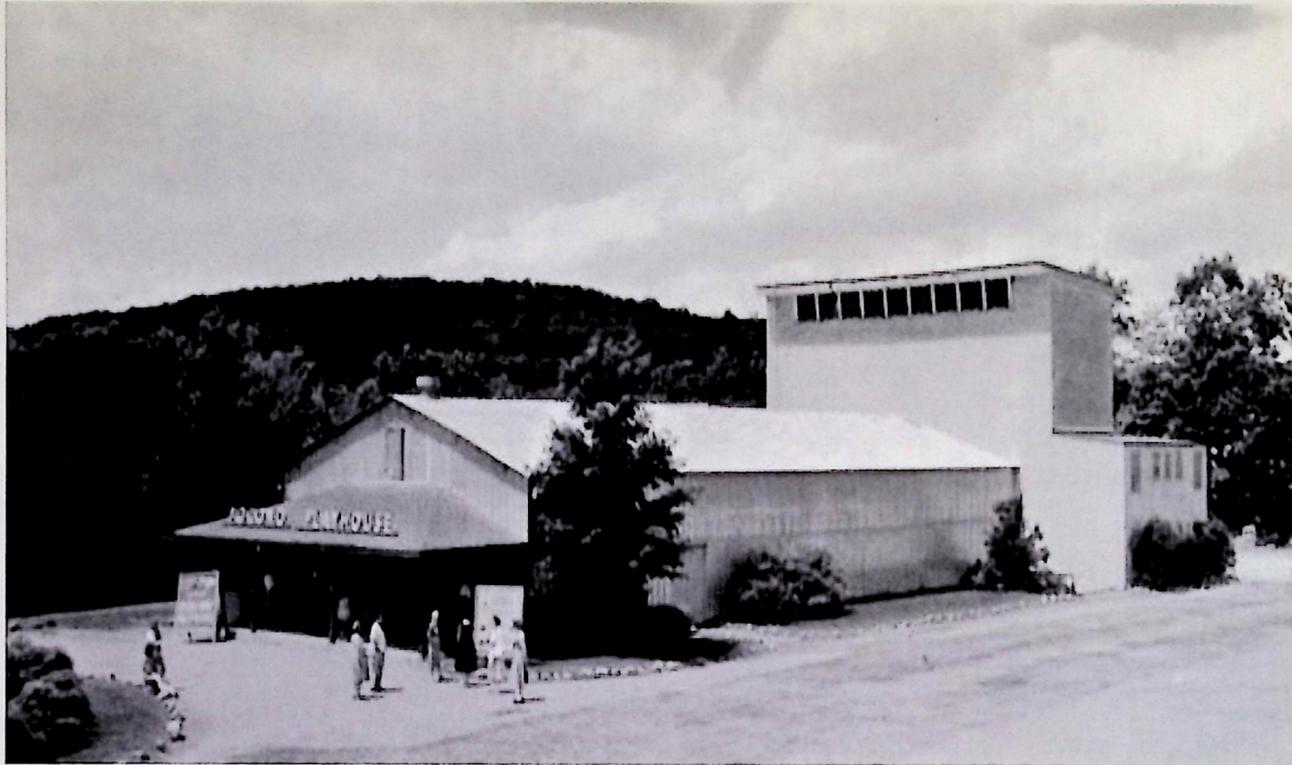
Barrett Township High School Glee Club - 1948

First Row: Ernest Shifert, Director, Donna Kennedy, Gloria Mader (Metzgar), Marion Stewart (Zukowski), Kathleen Rider (Buckley), Jeanne Wile (Price), Glenna Starnner (Landi), Nancy Shumaker, Peggy Clark Shoemaker, Elaine Costa Adamiak

Second Row: Alberta Schoch (Malin), Mary Ravelli, Mary Claire Miller, Elaine Cadoma, Pat Vernoy (Landi), Youndale Price (Seese), Betty Hoke (Zelinski), Joyce Mazurik (Barna), Gale Young (Tutrone)

Third Row: Jean Nauman, Muriel Evans (^{KERZ} Kerrs), Leila Seese (Wiltse), Joan Price, Bev Snyder (Reisenwitz), Arlene Seager (Simpson), Helen Starnner (Price), Maryann Schaarschmidt (Miller), Lucille Sickler (Hewlings)

Fourth Row: Marion Bender, Sophie Hardy, Elsie Nauman (Fish), Betty Brush (Heckman), Mary Bender (Coffman), Alberta Seese (Delling), Evelyn Tama, Gertrude Rowe (Metzgar)



Pocono Playhouse

The Pocono Playhouse was built by show manager Rowena Stevens in July 1947, following her USO tour after World War II. She wanted to provide the Poconos with quality theater. Many stars were featured at the theater over its 62 illustrious years. In its heyday, it was host to star-studded performances which featured the likes of Betty Grable, Ted Knight, Steve McQueen, Shaun Cassidy, John Travolta, Walter Matthau, Larry Hagman, Cybill Shepherd, Jean Stapleton, Shelley Winters, Ted Knight, Hal Linden, Bonnie Franklin and Kaye Ballard. The Pocono Playhouse opened its 62nd and final season the summer of 2009. On Friday, October 2, 2009 at 1:00 a.m. fire had destroyed the building by the time Barrett Township Vol. Fire Fighters arrived.

Sometime in the future maybe the doors of a new playhouse will open and give Barrett Township and the surrounding communities the opportunity to once again be entertained by music and theater.



Huckleberry Picking

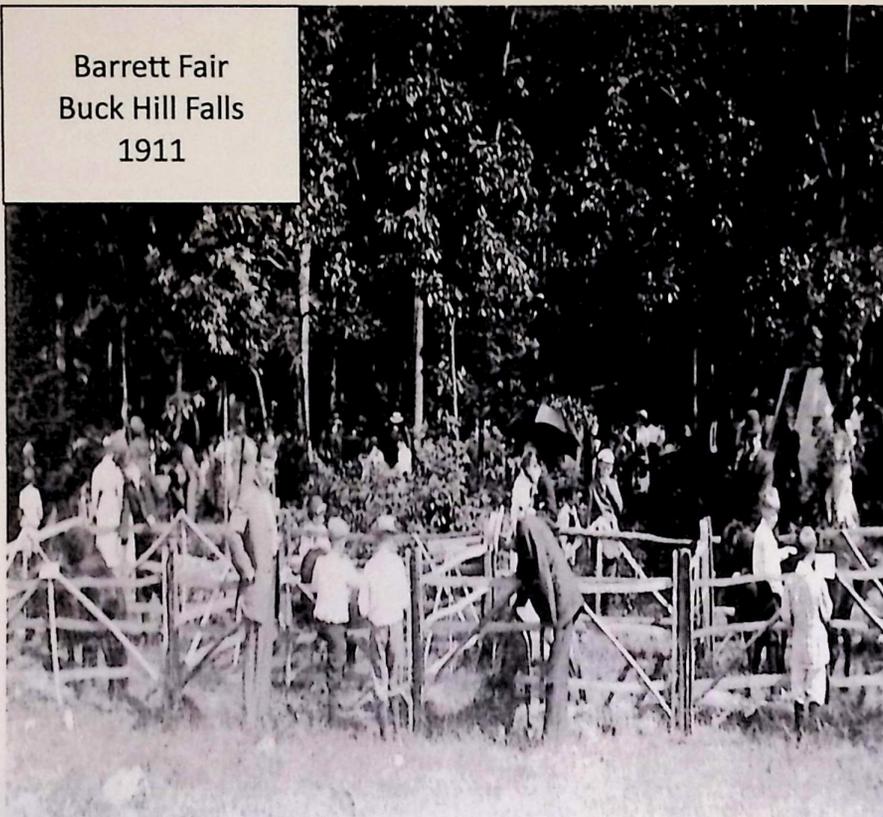
Many families had their own huckleberry camps to which they moved for several weeks during the harvest season. The one pictured is of East Mountain, Skytop Road around 1900. Lafayette Price would go to the various camps and collect the berries which were shipped by train at the Cresco Station to New York City.



Megargle's Natural 9 Par Golf Course – Canadensis

Vance Megargle, Sr., while serving in the Armed Forces in France during World War I, envisioned an affordable small par golf course. He established a course in Florida first and then, after moving to the Poconos, Megargle's Golf Course in Canadensis became a reality. In 1939, the course was built on land leased from Rapha Sieg. Vance Megargle also built a roller-skating rink on the property which was along the Brodhead Creek. With the flood of 1955 both were washed out. The Sieg Family, who owned the Laurel Grove Inn, rebuilt the course and operated it until 1986 when they sold the Inn. The golf course was located at the bottom of Old Canadensis Hill before you reach the Brodhead Creek.

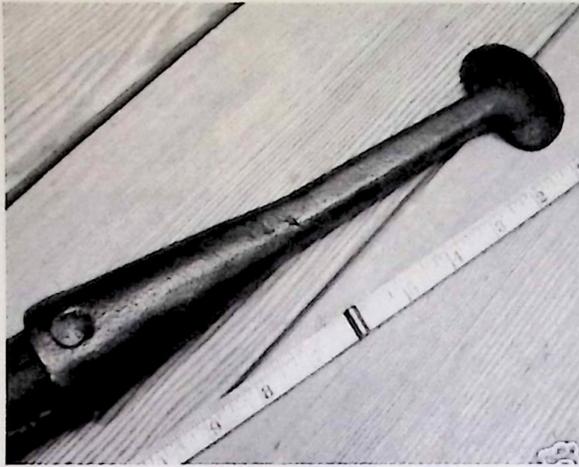
Barrett Fair
Buck Hill Falls
1911



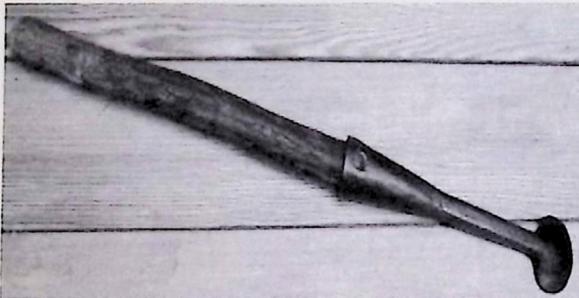
Fall Festival
High Acres Park
Canadensis, PA
September 2011



Organized in 1911 for the purpose of encouraging improvement in Barrett Township agriculture and neighboring townships, as well as stimulating interest in the work of local residents on the farm, in the garden and household, the Barrett Fair was an immediate success. The fair included exhibits of produce, crafts, livestock, farm products, flowers, and culinary concoctions. There was always dinner at noon, livestock judging, special stunts, a minstrel show, a public auction of vegetables and fruits. There was a Rest Tent for the ladies and a place where babies could be comfortable and nap while parents enjoyed fair. It did not survive, although it had been heavily attended attracting over 7,000 people after the war. It had been so successful that the *Morning Press* opined that the Fair had surpassed its origins as a township event and had become a county event. 1926 was the last recorded year for the Barrett Fair. Today we celebrate at High Acres Park, the weekend after Labor Day with the "Fall Festival", an offspring of the Barrett Fair. The township celebrates with music, food, cakewalks, homegrown produce and handmade items much as it did in the past.



Spud tool



Spud tool with wooden handle

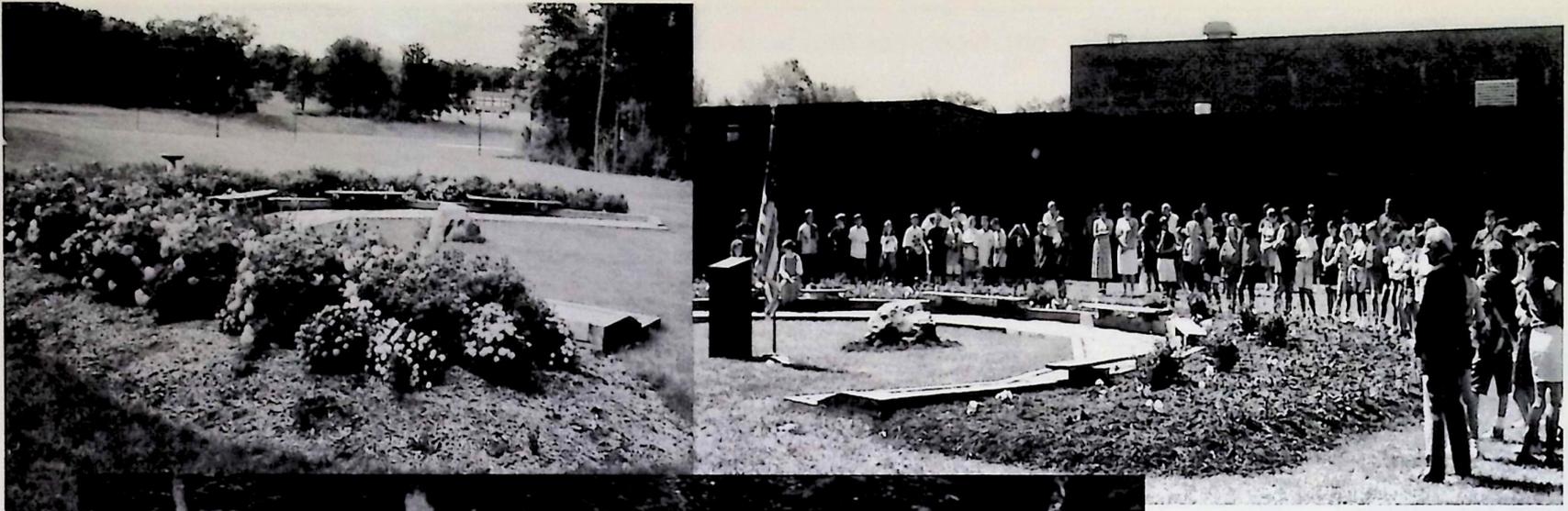
The use of a spud took to remove the bark from a tree trunk.



Actual Spud tool found in Rhododendron

Spud Tool circa 1870's

This tool was used in the process of tanning animal skins into leather. The spud tool was used to peel away the bark from the Hemlock tree. The bark was harvested in the early spring, about the time when sap would begin to flow. The bark once removed in 4 foot sections would be dried completely and then weighed. The bark was then broken into small pieces and mixed with steam in order to remove the tannin liquid from the tissue of the bark. This liquid from the bark was used to soak the animal hides. They were then hung to dry. After about eight months the hides were pressed and ready for market. In 1946, John Styk, Sr. found this spud tool attached to the tip of a rhododendron branch about 8 feet off the ground, apparently ensnared by the tip of the branch and lifted to that elevation as the bush grew.



Outdoor classroom
Barrett Elementary Center
Dedicated 1993
In loving memory of
Brent B. Lewis

Located at the Barrett Elementary Center, the outdoor classroom was constructed in 1993 in memory of Brent B. Lewis, son of Nancy and Bill Lewis. Brett was a third grade student back in 1990 who attended Ms. Brette Fulton's class. Designed and built with contributions from the community and Concerned Citizens, this memorial keeps Brent's love of the outdoors alive for all students who attend Barrett. To this day it is maintained by the Barrett Elementary Center P.T.O., Boy Scouts, Girl Scouts and many people that want to keep the outdoor classroom/garden a special place. The outdoor classroom is used by the teachers at Barrett Elementary Center. The memorial allows for a different classroom setting. It is a beautiful and serene place to visit. The outdoor classroom is located to the left of the school building, behind the playground.



Children enjoying Christmas at the Cresco Station Museum

Every Christmas the Cresco Station Museum is decorated both inside and out for the Holiday Season. On the weekend of the Barrett Business Bureau Inn Tour the Station is open on Saturday night for a old fashioned lantern lit Carol Sing and readings of Christmas stories. Refreshments are served and everyone is invited to share the season. The following day all are invited to visit. Tickets for the Tour and/or Raffle tickets for the annual give-away may be purchased at this time. The drawing for the raffle takes place late on Sunday afternoon. (Gregory and Sara Leister pictured under the Christmas tree.)

CRESCO WRECK BLAME

Superintendent Salisbury Gives - Out Employees Were at Fault - WON'T TELL THE NAMES - Prefers to Hold Further Information Until After Conference with Russel - Work of Getting Out the Big Engine Still Going On.

It is expected that in a few more days the big "hog" engine, wrecked at Cresco, will be brought out of its swampy bed. A big force of men are at work digging it out and they have reached to below the boiler. The engine will be lifted by hydraulic jacks and a temporary track placed under it. Superintendent Salisbury has stated that the responsibility for the wreck at Cresco has partially been determined, but will not give out any names until he confers with Superintendent Russell. When asked if any of the company's employees were responsible, he admitted such to be the case, but preferred to withhold further information for the present. Conductors, trainmen and enginemen on the Lackawana railroad have been notified by Superintendent Salisbury that whenever it is necessary to apply the brakes to hold a standing train, either on the main track or a siding, it must be done with the hand brakes. This is to give the engineer an opportunity to change his train line before the train is started.

The front cover

"Parting of the Ways for Canadensis, Mountain Home and Buck Hill, PA"

The grocery store in the foreground on the right was Price & Litz grocery store, now the Mountainhome Deli. The building next to the deli was a gas station owned and operated for many years by Bill Hilgert. The next building in the picture on the right was used for voting for many years. Across the road was an Esso gas station owned and operated by Guy Price. Later the building was rented by Julius A. Schratt for his Plumbing & Heating business. Today the property is owned by the Praedium Partners LLC. The building behind the gas station was the Allen Price's "Buck Hill House" built in 1878. Home to the Forks At Buck Hill Restaurant. The road to the right is now Route 390 and the road to the left is Golf Drive. Although the big tree is no longer there, you will recognize the buildings as they are today.