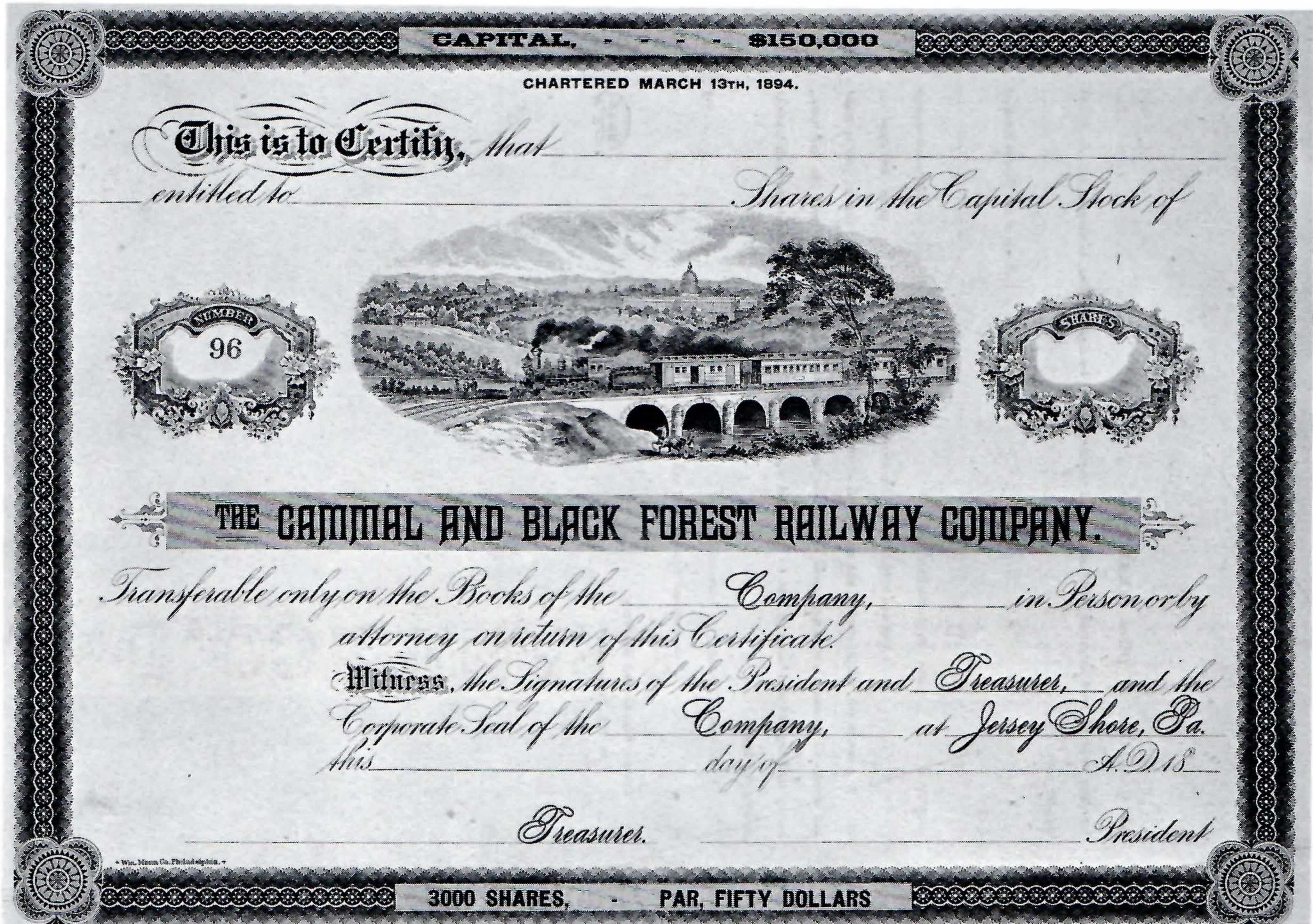


## CHAPTER 4.7

### CAMMAL - THE SHEPP-TITMAN RAILROADS



Robert McCullough

Stock certificates for logging railroads were always handsome, but the engraved illustration never had any relationship to reality. The railroads never paid dividends. They were not supposed to. Instead, they were operated as necessary expense of the lumber operation. Financial figures reported for income and expenses were usually meaningless. Profits came from the entire lumber operation.

This chapter is basically the history of four obscure railroads. The people who worked on them or in the woods are long deceased. Only one railroad served a saw mill, the others being for prop timber. Their interest is for students of obscure railroads — why they were there; when they were operated; what equipment they used.

The hemlock along Pine Creek, the Susquehanna River, and many tributaries was floated to Williamsport during the eighties. Hard and small softwood remained. In some areas of Pennsylvania, paper mills and wood chemical factories used them; in other areas they were harvested for mine props. In the Cammal area it was the latter.

Within a thirteen mile radius of Cammal, Daniel Shepp and Charles E. Titman purchased much of this

timber. Both were brokers for the anthracite mines, Shepp from Tamaqua, Titman from nearby Shenandoah. Some of the timber was bought by Shepp, some by Titman, and some in partnership.

Four railroads were constructed: The Ferney Mountain Railroad on Ferney Run in Clinton County, the Trout Run Railroad at Cammal, both being narrow gauge, the Oregon and Texas Railway at Cammal, and the Cammal and Black Forest Railway at Cammal. The C. & B. F. took over portions of the Trout Run R. R. and standard gauged the line.

#### TROUT RUN RAILROAD — CAMMAL AND BLACK FOREST RAILWAY

The origins of the Trout Run Railroad are obscure. Shepp received a deed for the right of way on



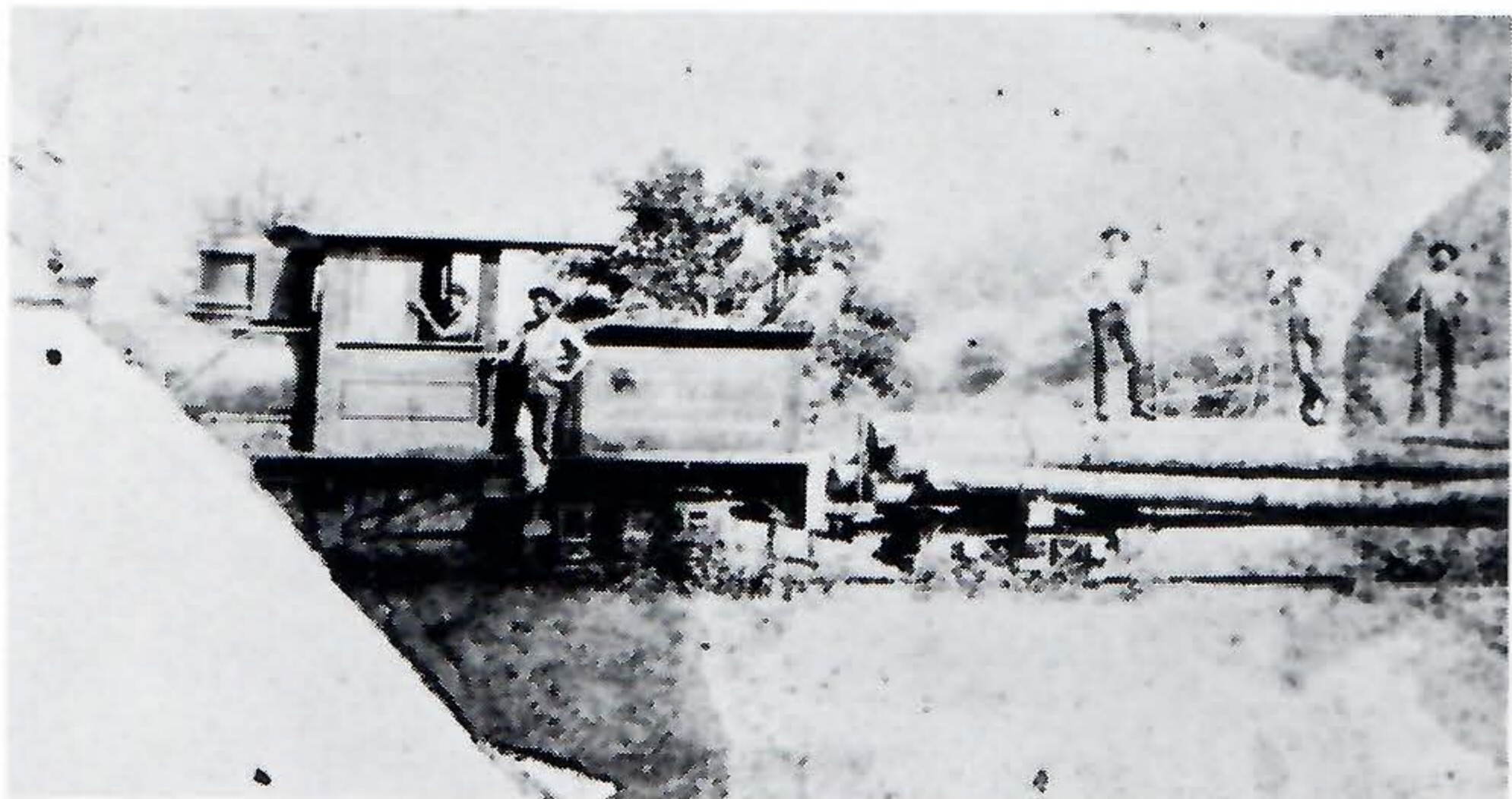


This picture was evidently taken in 1894-95. At the left is the old narrow gauge track leading to the covered bridge over Pine Creek. The new line — narrow gauge for the Trout Run R. R. line up First Big Fork and standard gauge C. & B. F. to Pump Station — had just been completed. Robert McCullough



This crew of Italian laborers, equipped only with picks, shovels, and wheel barrows, will dig the right of way along the hillside for a new spur line of the C. & B. F. Note the waterboy at the right — a most important member of the crew.





No. 216 photographed at Cammal. A number of photographs were taken at Cammal about 1893, but most have disappeared. This oil soaked, torn fragment survived long enough to be copied, but has since been destroyed.

January 8, 1889, but five months earlier he had purchased a new Shay locomotive, No. 216. Where was it used prior to 1889? We don't know. Possibly the railroad had already been partially built. However, at this time, neither Shepp nor Titman owned any land along Trout Run. Nor were they for several more years.

The railroad was incorporated December 26, 1889 to run from Cammal to Hyner. Shepp became president. Titman and his Shenandoah associates were directors.

The railroad was gradually extended to Pump Station, twelve miles, with a branch on Cannon Hole Hollow about four miles west of Cammal. Pump Station received its name from the oil pipe line pumping station located there. This was the original pipeline from the Pennsylvania oil fields east. Although no longer used, the four inch pipe can still be seen along route 44.

Evidently the railroad reached timber which Shepp and Titman had purchased, but which was not recorded at the court house. The railroad was 42" gauge so that all timber had to be reloaded at Cammal onto standard gauge cars.

Newspaper references are few. The Wellsboro "Gazette" on October 24, 1889 reported an accident: "The recently acquired locomotive (No. 258) of the Titman narrow gauge ran away and wrecked on Trout Run." No one was injured. It was the second locomotive to be wrecked on Trout Run; No. 216 must have been the first. A later reference on January 21, 1892 mentions that Francis DeLoy is cutting 5,000 acres of prop timber for Titman at the head of the seven mile railroad. It further stated that upon completion of the job, a standard railroad was to be built up Mill Run (the Oregon and Texas Railway).

After DeLoy completed his logging along the Trout Run R. R., the railroad apparently closed. The Annual Report of the Department of Internal Affairs states that the railroad was operating on June 30, 1892, but a year later said operations had been discontinued. The closure was temporary.

During October, 1893 Shepp made his first recorded timber purchase. Involved were about 3,000 acres on the west bank of Trout Run along its upper reaches. An additional 5,000 acres in the vicinity of Pump Station were purchased from the Pennsylvania Joint Land and Lumber Company on January 1, 1894. The railroad

reopened.

The "Gazette" on March 22, 1894 noted that Superintendent William Meson of the narrow gauge Titman road to the Black Forest and six men were coasting down grade when the brake stick broke, and they had to jump off. Although still referred to as the Titman road, Titman owned no land, Shepp did.

Additional activity was taking place at Cammal. Joseph Wood and Joseph Childs had operated lumber mills at Jersey Shore and Utceter. Now they purchased a mill site at Cammal. Between 1886 and 1890 they had gradually purchased 4,000 acres north of Pump Station on Manor Fork Run.

In January, 1894 Wood and Childs announced their intentions to build the saw mill and a railroad to reach their timber. The Cammal and Black Forest Railroad was incorporated on March 14, 1894. Robert McCullough became president of the new railroad and was given the task of converting the narrow gauge Trout Run Railroad to standard gauge up to Pump Station and then extending additional lines to Wood and Child's timber. A narrow gauge third rail was left in for two miles from Cammal to First Big Fork. Along this stream the narrow gauge reached Gallagher Township, Clinton County, where Shepp owned two warrants of prop timber.

How long the narrow gauge continued to operate is questionable. After the C. & B. F. was formed, the official reports mention only the standard gauge trackage. Poors Manual, however, gives a clue: On June 30, 1895 three locomotives were listed, but a year later only two. The decrease was probably caused by the sale of the narrow gauge engine, indicating that the narrow gauge was now gone.

To assist construction work the C. & B. F. bought



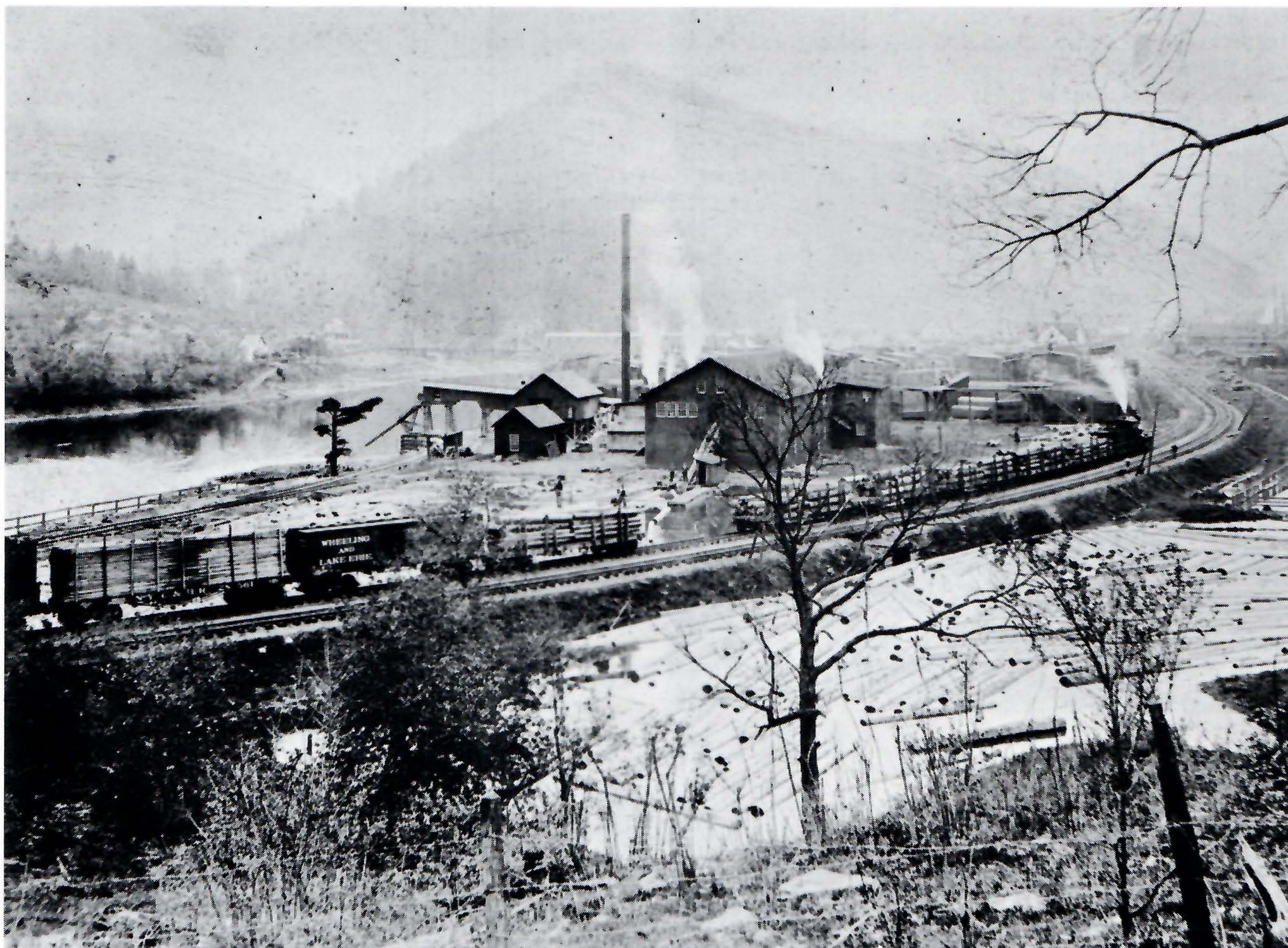
Robert McCullough  
Cammal and Black Forest R. R. No. 4 jumped the track, narrowly averting rolling down the small embankment. This 0-6-0 saddle tank locomotive was the only rod engine owned by any lumber company on Pine Creek in Lycoming and Tioga Counties.





View of Caminal taken about 1900. At the right is the Wood and Childs saw mill. The C. & B. F. crosses Pine Creek thru a covered bridge which is largely hidden by trees. The railroad shop is adjacent to the bridge. The railroad had a wye with one leg going to the mill and the other to the New York Central depot. The pipe factory is located on the far side of the wye. Today the mill site is brush covered, and the homes at that end of town are gone.





The Wood and Childs saw mill was small. To the left of it is the structure containing a conveyor for carrying scraps from the mill to Pine Creek. Until one child didn't get off in time and was killed, the kids in Cammal used to play on it.

a second hand 0-6-0 saddle tank locomotive, No. 4, in 1894. When the mill was ready to commence operations, a three truck Shay, No. 1, was purchased.

Beside McCullough, the officers of the railroad were: Daniel Shepp, vice president; Joseph Wood, secretary-treasurer; and Joseph Childs, second vice president. Strangely, no stock was issued until January 22, 1896. William Boyer, the jobber on Ferney Run, became superintendent of the railroad. The railroad was now bringing mine props for Shepp, logs for Wood and Child's mill, and logs for the pipe mill at Cammal where creosoted wood pipe was made.

George Raish became the jobber for Wood and Childs. The "Gazette" on February 14, 1895 said that there were fifty million feet of timber (which would be about 4,000 acres) to be cut. The saw mill would commence cutting thirty thousand feet daily about July 1.

The trackage was extended north to Manor Fork and above in 1895. During the next decade various branch lines were built, usually switchbacking down into the headwaters of the different streams. In 1898 one line was built down Baldwin Branch as far as the Clinton County line. Another went into Little Slate Run,

and at the north end of the railroad the track was extended into Daugherty Run. The final branch was added in 1903. Seven miles of track were built east from Pump Station into Naval Run via a series of switchbacks. As for reaching the railroad's namesake, the Black Forest, it never did.

Today the roadbed of the railroad is easily traceable. If you drive along route 44 between Pump Station and Manor Fork, the road bed can be seen in several places.

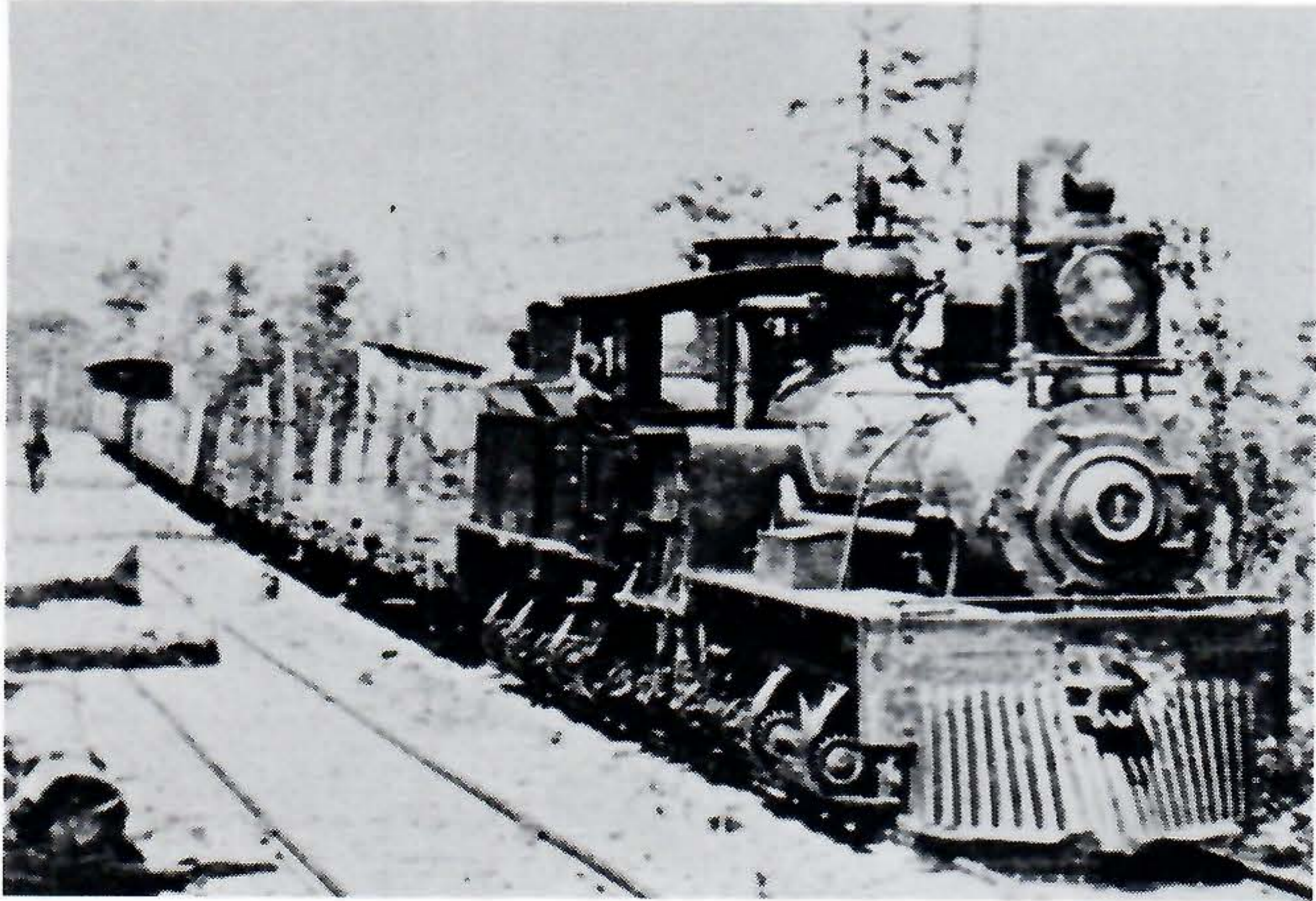
Operations of the railroad and the lumber operations of Wood and Childs were uneventful. In common with many logging railroads, the C. & B. F. had its picnic specials. On one special, the return trip was unexpectedly delayed by bears. The story eventually appeared in a number of newspapers, one being the Sullivan "Review" on August 4, 1904:

"A few days ago an excursion went out over the Cammal and Black Forest Railway to have an all around good time in the old fashion Pine Creek style. The party was made up of about 150 picnickers.

"The day had been well spent and at 3:30 p.m. the train started on its return trip to Cammal. When going down the grade at Wilcox Summit, a large bear was seen



on the trestling which crossed a small stream. The train was brought to a stop about 100 feet distant and brakemen Haney and Raemore went out to drive old Bruin from the trestle, when it was discovered that there were three more of the animals under the trestle. They had dug and undermined some props, making it unsafe to cross. There was not a weapon of any sort on the train. The bears paid no attention to the stones hurled at them by the train crew, although all sorts of schemes were resorted to in order to frighten them away so that the



Robert McCullough

The C. & B. F. used flat cars with stakes rather than log cars with chains.

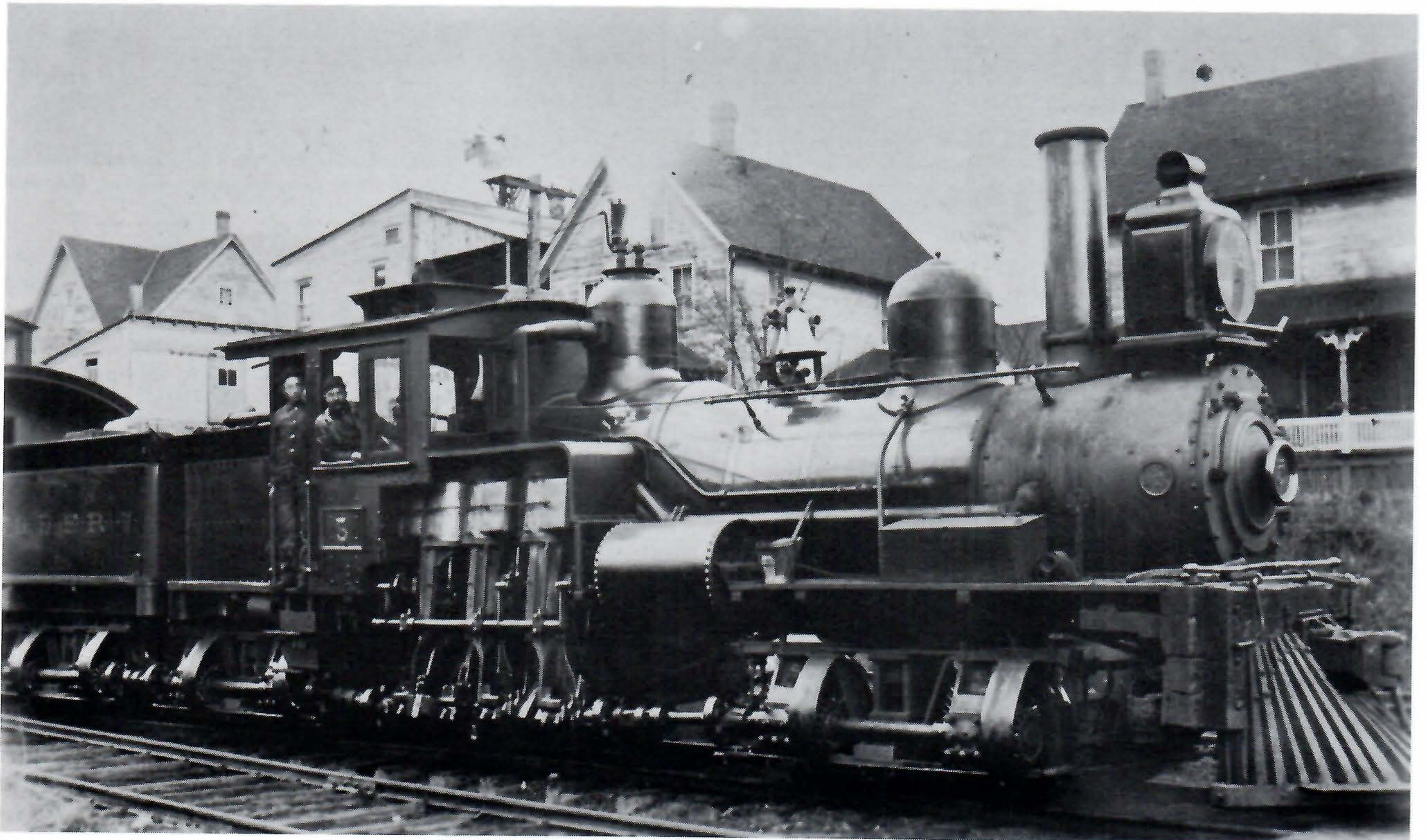
trestle could be repaired. Two hours passed and still the bears stuck to their post with no change in the condition of affairs.

"George Miller, one of the party, finally thought of a scheme. He secured several long poles, fastened a bunch of waste on the end of each, saturated them with oil, picked his men, and at 5:30 the torches were fired, a charge made on the bears, and a royal battle ensued. After 15 minutes of "Wild West" tactics the animals were forced to retreat. One of the cubs was captured, and brought to Cammal."

Less than a month later on September 1st, the Wellsboro "Gazette" stated that sixteen miles of the railroad would be torn up during the next six months. The lumber days were now rapidly drawing to a close. No mention was found in any newspaper recording the mill closing. However, it was sometime in 1905.

The mill was dismantled, and fire ravaged a number of recently abandoned homes of former mill workers. But the village of Cammal was to live on. It had never been a "company" town, and it was the largest on Pine Creek with a population of about seven hundred persons. During the period of Wood and Childs the village supported four hotels, three churches, and several stores. The hotels were operated by Matt Stradley, near the lumber yard; Amos Hostrander, at the north end of town; Claude Kurtz and Judson Campbell. Their bars were kept busy.

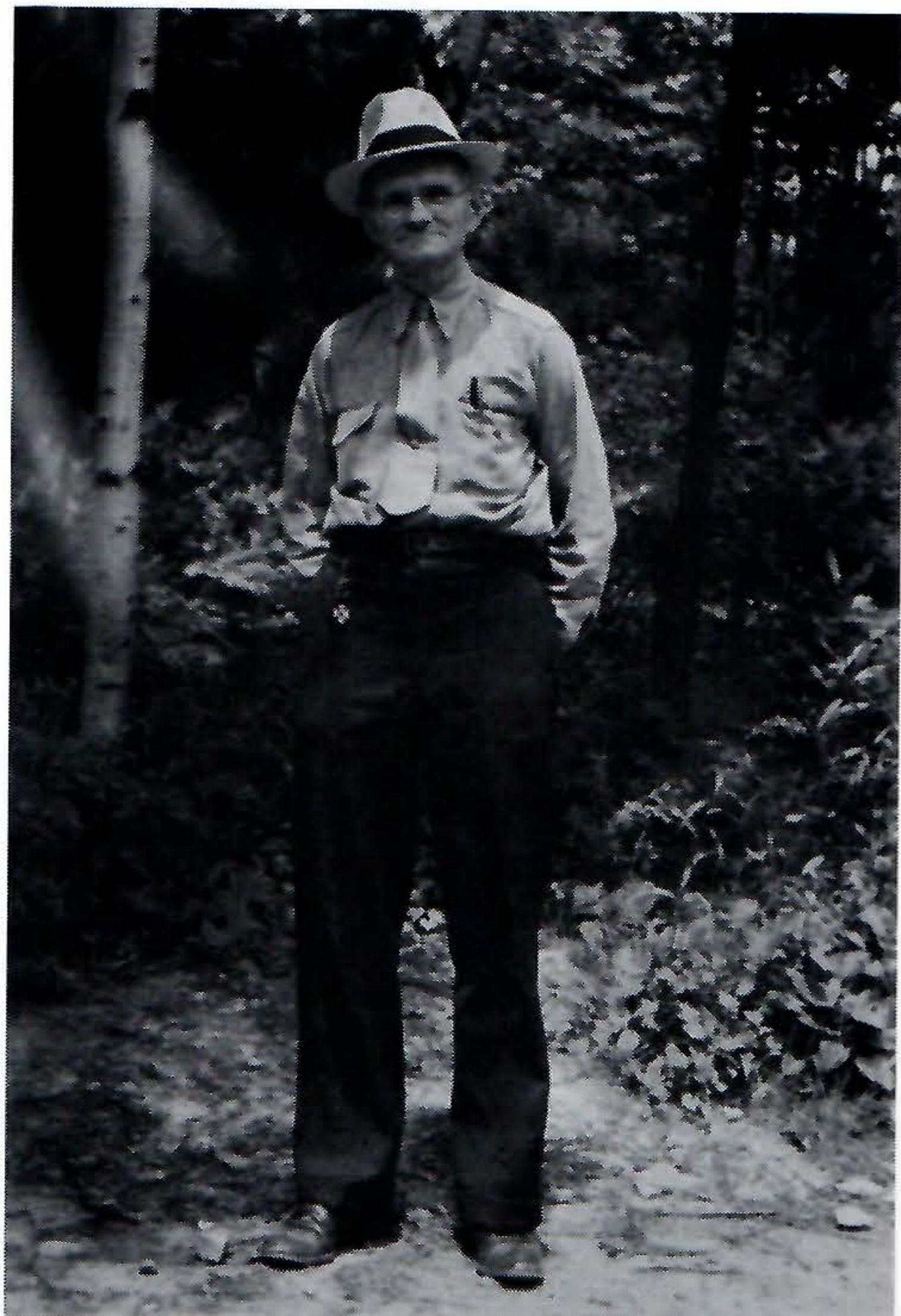
The son of Judson Campbell, Bruce Campbell, remembered the wood hicks coming to the hotel. The thing



Robert McCullough

For a no longer known reason No. 1 was renumbered No. 5. Similarly, why No. 4 was No. 4 is unknown. The C. & B. F. only had two locomotives. Possibly it had to do with the previous equipment on the Trout Run Railroad. Note that the locomotive now has air brakes and the link and pin couplers have been replaced. The four wheel caboose, used earlier, is also gone.





Nelson A. Caulkins, photographer of Pine Creek lumbering.

that impressed him most was the magazines which the lumbermen, who could read, read. One old hick, Flip Niland, would give Bruce his copies after he had finished with them. He remembered them as being, "A little paperback book shaped like a magazine about eight to ten inches wide and twelve inches high with about 32-36 pages. Of course it was a sin for us young boys to read them. The articles were mostly historical or feats of strength."

The churches included a Primitive Baptist, Baptist, and Methodist. David Hostrander ran a department store, and there were a millinery store and bakery owned by Wilcox. A meat store and another store were to the west side of the railroad.

Few of the mill workers are remembered today. The Raemore name, however, is prominent. Peter Raemore was the log train engineer, John Raemore was a conductor, and Lewis Raemore was the sawyer. William H. Hostrander was mill superintendent, and three sons of Joseph Childs, Harry, Bud, and Bill, are remembered working in the mill for him. Several others who worked on the log train were James Morton, Charles Schreider, and John Weyrick. After the shut down, many people drifted away. Some went to Jersey Shore and Avis to work for the railroad while others continued to follow the woods.

**FERNEY MOUNTAIN RAILROAD**

The Fernel Mountain Railroad is a classic example of misleading or incorrect information supplied to organizations gathering information — in particular, Poor's Manual of Railroads and the Pennsylvania Department of Internal Affairs Annual Reports.

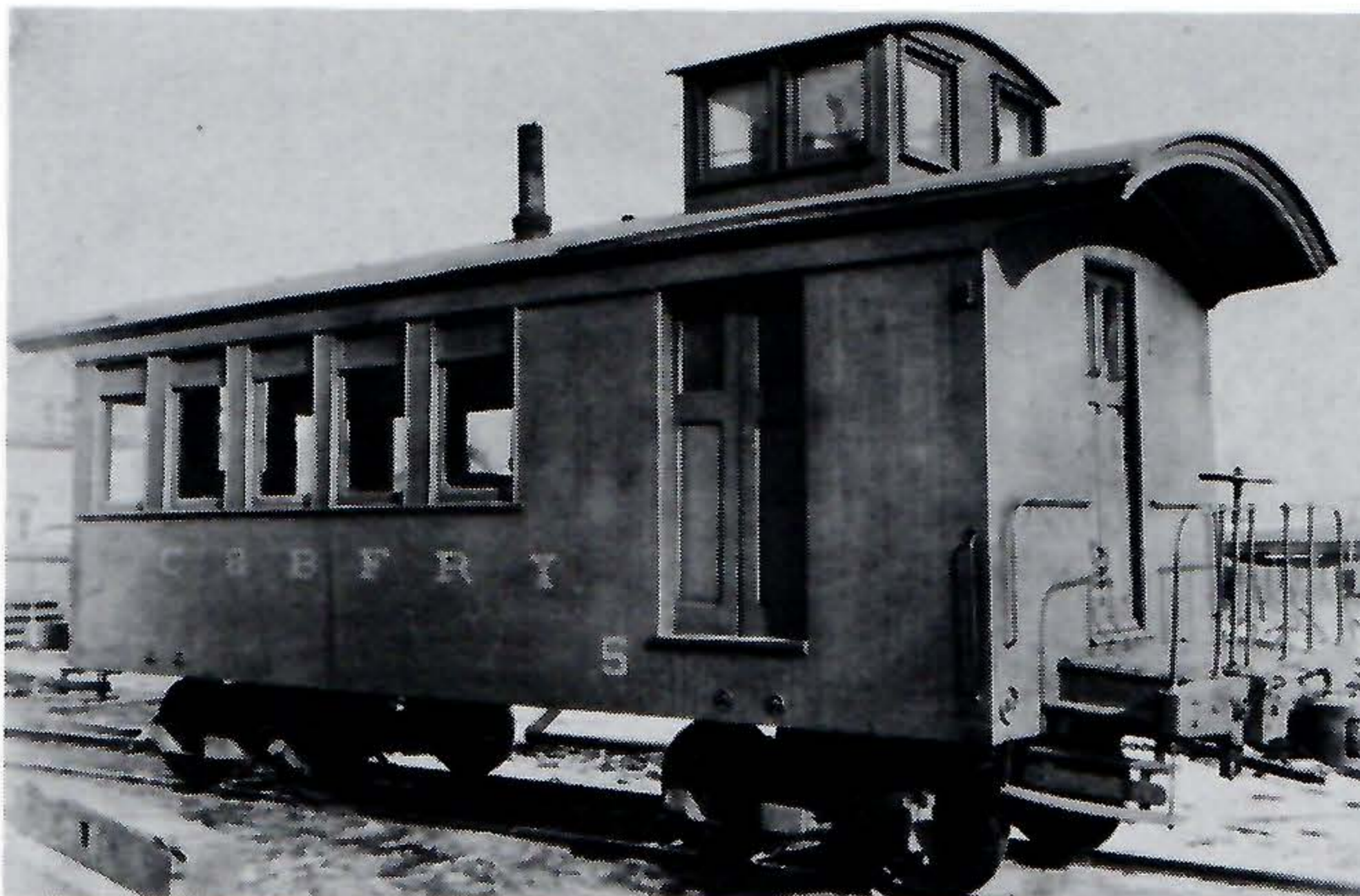


One of the streets in Cammal. Note the electric power lines and poles. A generator at the mill supplied electricity to the village until the mill closed. For the next thirty five years, until 1940, Cammal — and all villages on Pine Creek above Waterville — were without electricity.

CAMMAL & BLACK FOREST RAILWAY.									
R. McCULLOUGH, President, Jersey Shore, Pa.					H. B. HUMES, Auditor, Jersey Shore, Pa.				
J. S. CHILDS, Vice-President, "					C. B. McCULLOUGH, Gen. Manager, Cammal, Pa.				
J. WOOD, Secretary and Treasurer, Jersey Shore, Pa.					J. A. MINSKER, Freight and Passenger Agent, Cammal, Pa.				
W. R. PEOPLES, Counsel, "									
April 15, 1900.									
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.....	9 33	5 53	7	.....	1 34	4 07	5 07	.....	.....
.....	9 48	6 08	9	.....	1 14	3 57	4 57	.....	.....
.....	9 58	6 18	10	.....	12 59	3 52	4 52	.....	.....
.....	10 07	6 27	12	.....	12 50	3 45	4 45	.....	.....
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.....	10 39	.....	22	.....	12 00	.....	.....	.....	.....
.....	A M	.....	.....	.....	LEAVE	Noon	.....	.....	.....

Connections.—<sup>1</sup> With N. Y. C. & H. R. R. R. and Ore. & Tex. Ry. (Lumber Road). <sup>2</sup> With Trout Run Ry. <sup>3</sup> With Slate Run Ry. (Lumber Road).

Timetable published in the Official Railway Guide. Two trains were run. One probably brought logs for the mill, and the other brought prop timber. The timetable still showed Trout Run Junction for the narrow gauge, but that line had been torn up several years earlier.



For hauling people and supplies to the camps and the pipeline pumping station, this passenger car was on the rear of every train.



In the former publication the location of Ferney to Waterville was incorrect (Ferney to woods would be correct); the mileage of twenty one was incorrect (six miles); either the tons carried or ton miles or, most likely, both were incorrect (12,000 tons reportedly travelled an average of thirty miles on a railroad that was only six miles long); the earnings exactly matched expenses (\$3,600.00); and the gauge of 3' 8½" was incorrect (3' 6").

The latter publication presented the officials which included: a general manager, M. M. MacMillan; a general superintendent, William Boyer; a division superintendent, Israel Boyer, a general passenger agent, William R. Jones; and a general ticket agent, F. P. Spiere — a very impressive array of positions for a six mile railroad operating one train carrying only mine props. However, such titles were worth something. It entitled each to receive passes for free transportation on the Pennsylvania Railroad or any other railroad they might chose to use.

The railroad was the result of land purchases made by Daniel Shepp. In 1886 he purchased 1,474 acres on Ferney Run in Grugan Township. Four years later he added another 1,500 acres and about 1,800 acres in adjacent Colebrook Township. Ferney Run is ten miles west of Lock Haven.

The railroad was built early in 1890. As with the Trout Run Railroad, 42" gauge was selected. Shepp incorporated the line on July 1, 1890 and became president. The railroad was probably already in operation. The track ran from the Pennsylvania Railroad up Ferney Run to the Gallegher Township line, six miles. Spurs were also built.

For a locomotive, it is believed that a Trout Run Railroad engine was used. They had two, but a ten mile mine prop railroad, with no mountain grades to haul loaded cars over, should have only needed one. The locomotive was a Shay, either No. 216 or No. 258.

Only one newspaper item has been found mentioning the railroad. The Middleburg Post of Snyder County on November 20, 1890 noted that two men were killed on William Boyer's lumber camp on Ferney Run when three cars of logs ran down a 7% grade three miles and crashed into the dinky locomotive. William Boyer was the jobber for Shepp, and was also responsible for the railroad.

Logging was completed and the railroad abandoned sometime between July, 1893 and June, 1894. The Boyers then moved to Cammal to job along the line of the Cammal and Black Forest Railway.

#### OREGON AND TEXAS RAILWAY

The State of Maine has long been known as the unlikely location for the communities of Mexico, Denmark, Poland, and Norway. Pennsylvania's distinction in this field was the Oregon and Texas Railway — a railroad which had no intentions of reaching either state. There is, however, an Oregon Hill and close by a Texas Mountain (which is the reverse of what the two states are thought as having). The railroad was destined to miss both places by miles.

A railroad with such a thought provoking name was deemed worthy of special study. Not only is it interesting to learn what was found, but also to realize that it can still be found more than seventy years after the track was torn up. The discoveries, however, are typical



This picture is believed to have been taken near Pump Station. It shows engine No. 258 waiting while loads of prop timber are brought in by wagon. Also evident is some larger hemlock that appears to have been left for the time being.





Bruce Campbell

The northern end of Cammal in the mid nineties. The O. & T. track curves into the foreground in front of the New York Central's station and heads up Mill Run to the left. The saw mill of Wood and Childs is out of sight in the rear although the covered bridge of the Cammal and Black Forest Railroad is barely visible.

of what can be located by careful search wherever there were logging railroads. James L. Moore hiked, mapped, and photographed the remains while the author researched newspapers, deeds, cemetery tombstones, and other records.

Ten thousand acres were acquired by C. E. Titman and Daniel Shepp in a series of purchases between 1888 and 1892. In partnership with Titman for several of the transactions were three other men from Shenandoah: Gurden G. Clauser, John M. Robbins, and John S. Kistler. The land ownership started about a mile and a half north of Cammal and stretched to the headwaters of Mill Run and Sebring Branch. An attempt to secure more land over toward English Center was unsuccessful.

Initially, they owned a small saw mill at Cammal, but following a fire in June of 1891 there is no newspaper mention of it being replaced and old timers don't remember it. After the fire saw logs were probably cut by small contractors with portable mills.

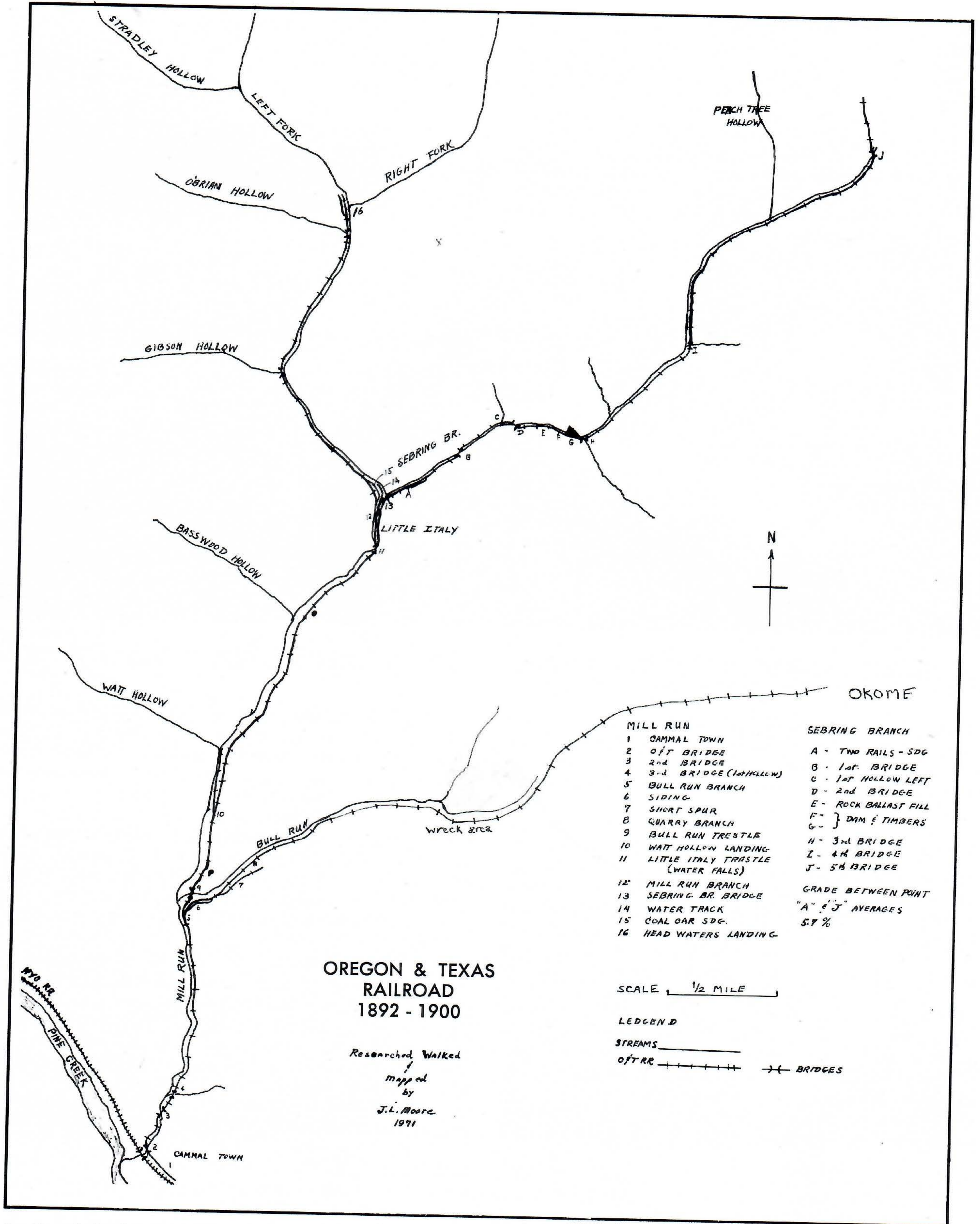
During the following year six miles of railroad were constructed up Mill Run. After Mill Run was logged, the track was moved to Sebring Branch. No switchbacks were used so that a grade exceeding 8% was necessary to the top of the hill. Zura Baker, formerly track superintendent for the Fall Brook Railroad, built the railroad. Later Gurden Clauser was superintendent of the line and the lumbering.

The new railroad was incorporated June 18, 1892 and soon after was completed. Mine props were taken out for several years with nothing worthy of note occurring. Then, on July 15, 1897, the first of two serious accidents struck. The locomotive blew up. Few logging locomotives ever blew up even though the experience and abilities of the men operating and repairing them was often questionable. However, the O. & T. was an exception. Engineer Harry Campbell, age 28, and fireman Wilford W. Hostrander, age 30, died of burns from steam blowing thru the broken crown sheet and fire door into the cab.

The inquest disclosed C. E. Titman and Company grossly negligent. The locomotive had been reported a week earlier unsafe, but nothing had been done about it. This being the era before personal law suits were filed whenever something happened, Titman and Company proceeded as if nothing had happened. The locomotive was repaired.

The Wellsboro "Gazette" on November 18, 1897 stated that a railroad would be built ten miles to Okome by Titman, but Titman did not own land in the Okome area. Eleven months later construction was reported underway, the rails coming from portions of the recently abandoned O. & T. Poor's Manual also reported the O. & T. not operating. It was anticipated that beside logs and bark, some clay would be handled. The railroad was





Exploration of the Oregon and Texas Railway revealed few sidings. Logs were evidently left at trackside and the train crew waited while the logs were loaded or else, more likely, loaded them themselves. In some places it was necessary to slide or skid the logs for as much as two miles north of Sebring Branch.

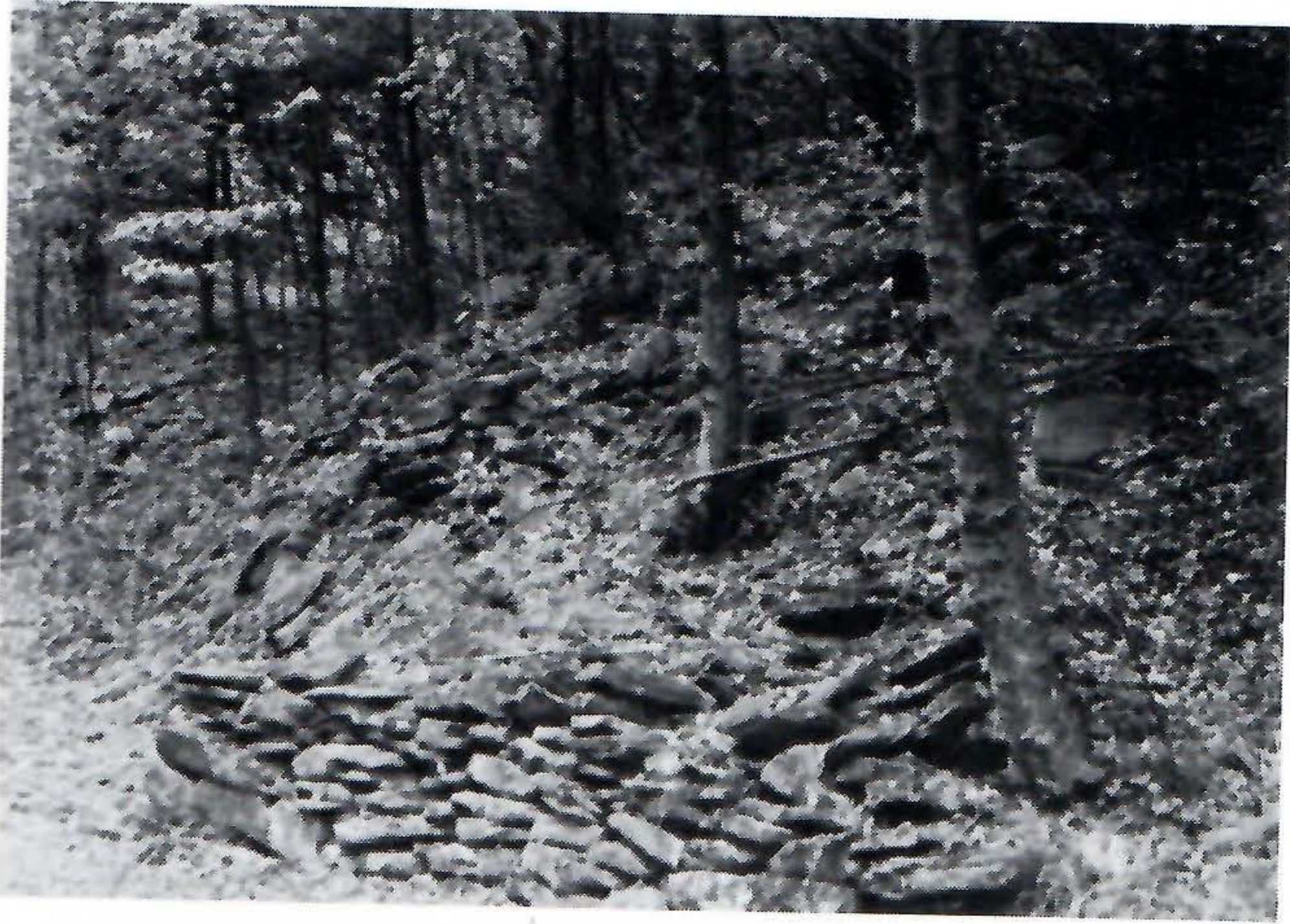




70  
Old bridge steps, north end of bridge over Mill Run at Little Italy. Area 11 on the map.



Junction at Little Italy. The left track ran up Mill Run while the right track descended down to the stream, crossed it, and headed up Sebring Branch. Area 12 on map.



Old bridge steps at entrance to Sebring Branch from Mill Run. Area 13 on map.



Two rails about a quarter mile up Sebring Branch. Why were these and only these left? Area A on the map.



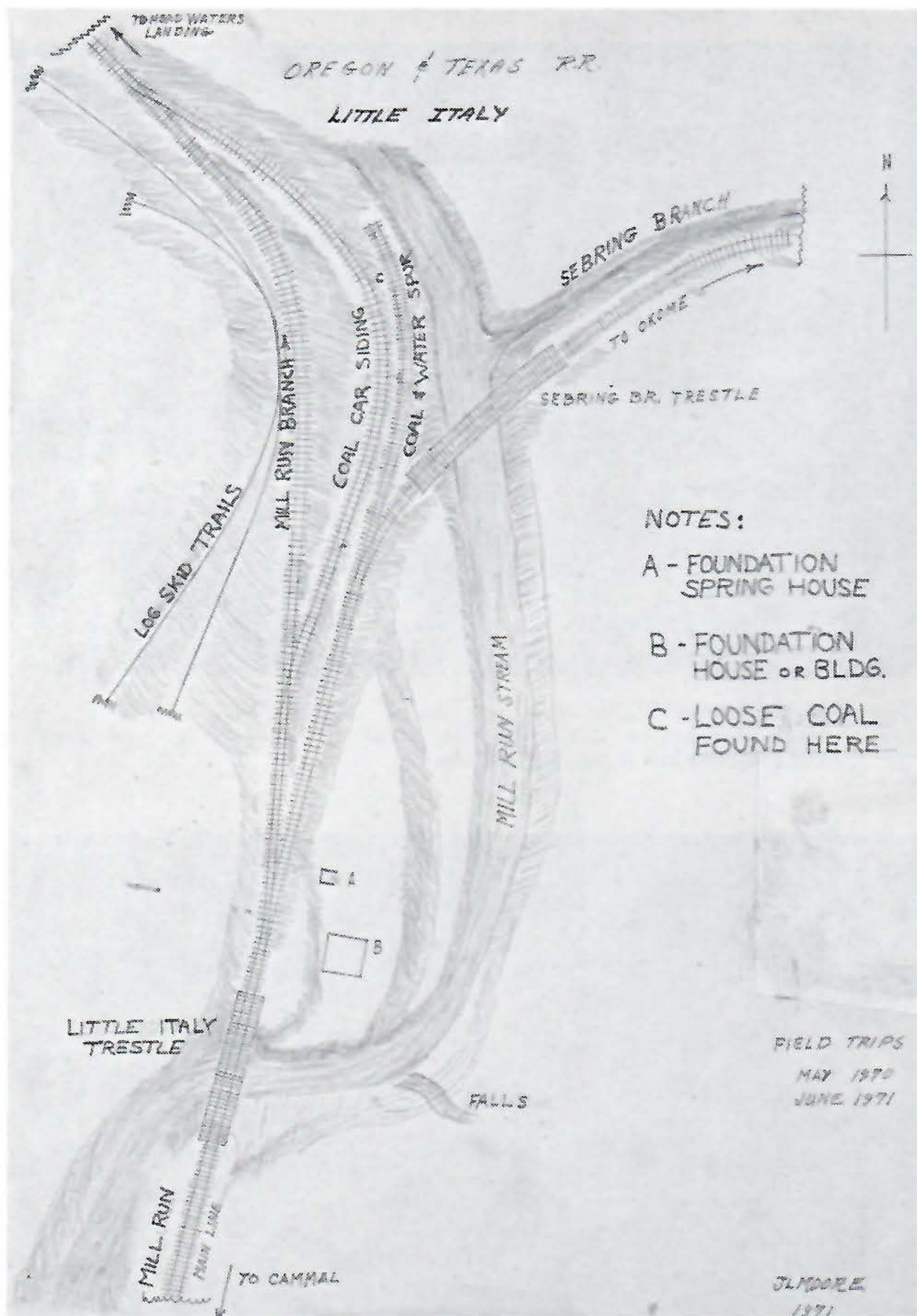
A large curved fill on Sebring Branch that clearly shows the type of grading necessary to maintain a uniform climb.



A stringer still remains of the third bridge along the Sebring. Area H of the map.

This group of photographs was taken by Jim Moore in 1971. They show typical findings that an explorer may locate: part of a bridge abutment, a piece of rail, a broken lantern or saw blade, and not the least, the amount of work that went into building these temporary railroad grades.





Careful exploration at Little Italy revealed a number of track locations. At this point the section gang maintained their camp, and supplies were kept here.

built and operations commenced again. All of the O. & T. above Bull Run along Mill Run was removed for use on the Okome line

Everything came to an abrupt halt on June 14, 1900. The worst railroad wreck ever to occur on a Pennsylvania logging railroad saw the train run away down the mountain. Seven persons died.

There had been trouble with the sanders on the locomotive, and the rails were wet. Bull Run is less than two miles long, and rises 800 feet in that distance. The railroad grade for more than a mile was 10% or greater, thereby making it one of the steepest "main line" logging railroad grades in Pennsylvania. Possibly it was the steepest; at least that is what the newspapers claimed following the wreck.

The return trip from Okome on the fateful day had fifteen persons on board including six Italian track workers. At the head of Bull Run the train stopped. An argument arose as to whether the entire train of three cars should be brought down or only one car at a time. Engineer William McGilverly wanted to take the entire train, and his wishes won out. Five of the Italians got off, but their foreman, Jello Dennis stayed on. Also on board were James A. Roe, who had been taking the 1900 census at Okome, and Justice of the Peace T. F.

Schuyler, who was also hitch hiking back from Okome. Two other hitch hikers were John Memmon and Frank Carlson. Harry English was the fireman, and Wilbur Bonnell was the brakeman. Bonnell and the remaining Italian sectionman got on the last car. The others were on the engine or the first car.

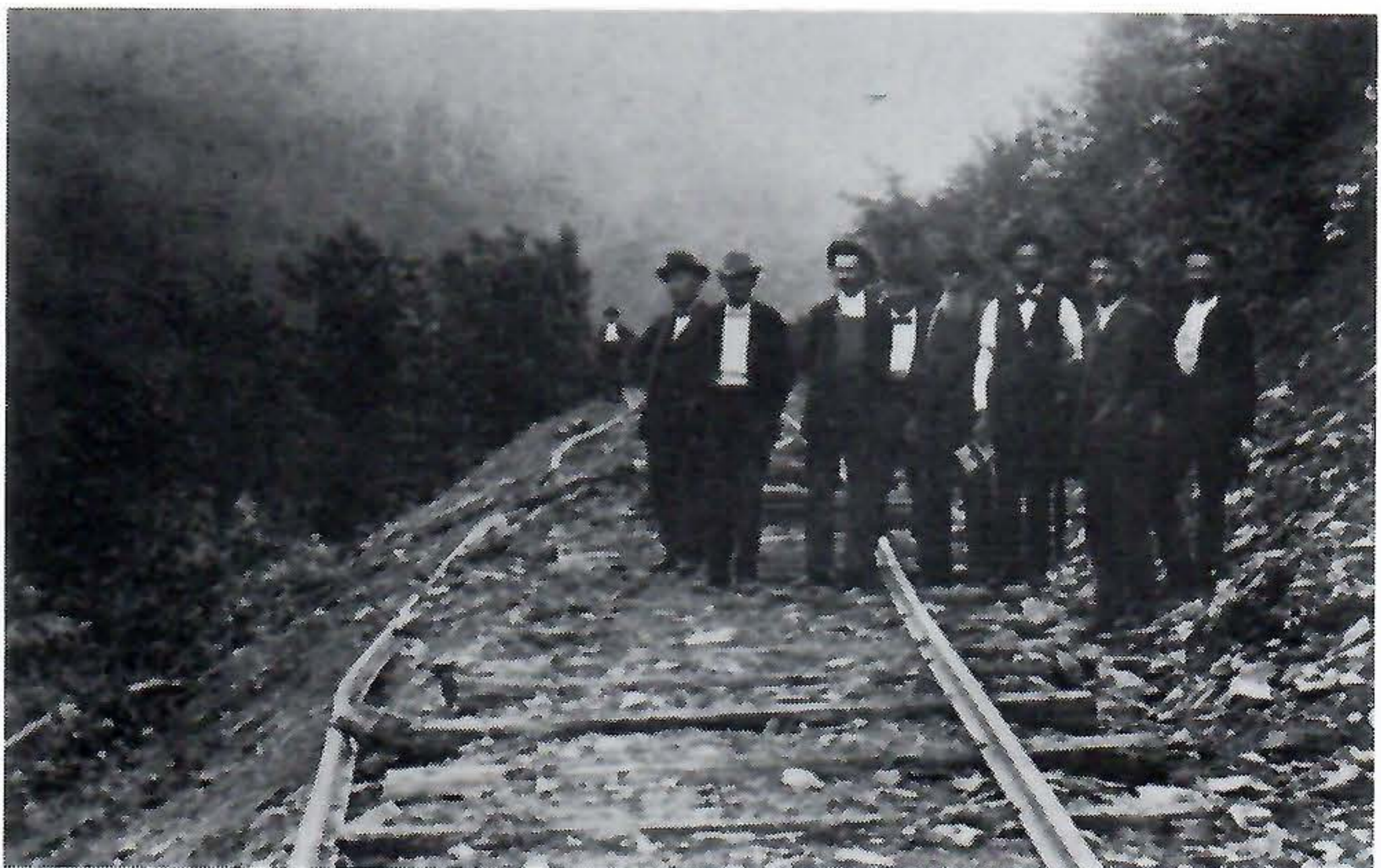
The train started down the 10% grade. The sanders failed. Without them the train was immediately out of control. Increasing speed alerted Bonnell and the sectionman that something was wrong. They dropped off the hind end and escaped with minor injuries. The others weren't so fortunate. On one side was a steep drop of close to three hundred feet, the railroad being well above the stream at this point. On the other side the hill hugged the track. One by one the men jumped against the hillside, only to be bounced back against the cars and killed. All too quickly the train reached an S curve. The engine shot off into space; the cars followed. Those still on the train had no chance.

Blame for the accident was placed on the engineer.

Three months later the newspapers noted that the railroad had been abandoned and the rails removed.



Three hundred feet down an embankment, the remains of No. 383 lie beside Bull Run. How the locomotive was ever hauled out without first being cut up into pieces is unknown. The locomotive survived the wreck, was rebuilt, and sold to the Emporium and Rich Valley Railroad.



Torn track marks the site of the disaster. This view looks upgrade with the curves that caused the derailment behind the men. Because Bull Run drops four hundred feet in a third of a mile, the railroad took a more gradual descent along the mountain side. With a mile of 10% grade, it is a wonder that they operated for more than a year in all kinds of weather without a runaway.





Bruce Campbell  
 The Oregon and Texas was incorporated as a Railway, but the locomotive is initialed for a railroad. Lima records show No. 383 (two of the three digits are barely visible on the dome) being built for the Trout Run R. R. No. 3. This is an error caused by Shepp and Titman being involved with both railroads, and the O. & T. had not been incorporated or probably a name selected at the time the locomotive was ordered. Therefore, they used Trout Run on the order. The Trout Run was 42" gauge; the O. & T. was standard gauge. The slightly sloping tender is unique for a Shay.



Mrs. Russell Hopple  
 A Sunday outing in the mid nineties at Titman's camp. Note the variety of dress by the wood hicks. From left to right are: Blanche Barton White, Major Davis, Frank Barton (seated), Laura Callahan Brion, Jake Baylor, Samuel Brion, Huey Gibson, Leslie Brion, Alvie Callahan, Harry Brion, Charles H. Brion.