

SCHEDULE OF EVENTS: SEPTEMBER 5, 2015

12:00 PM-7:00 PM

12:00 TO 3 PM:
CHICKEN BARBECUE

12:00 TO 5 PM: FACE
PAINTING, HAY RIDES,
GAMES, MUSIC...

2:00 TO 4:00 PM:
LIVE MUSIC, LOCAL
PERFORMERS

5:00 TO 6:00 PM:
LENOXVILLE BAND
AND CLOUD DANCE

BRING YOUR LAWN CHAIRS!

* SEPTEMBER 12-13, 2015
PHOTO OPPORTUNITY:
STEAM TRAIN EXCURSION FROM
STEAMTOWN NATIONAL
HISTORIC SITE

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CENTENNIAL
CELEBRATION
MARTINS CREEK VIADUCT

BROOKLYN & HARFORD
HISTORICAL SOCIETIES



SEPTEMBER 5, 2015
SUSQUEHANNA COUNTY
KINGSLEY, PENNSYLVANIA

MARTINS CREEK VIADUCT

In 1912, concrete technology and a monumental engineering effort a world away influenced the construction of two massive concrete structures in the quiet rolling hills of the Endless Mountains. The Panama Canal construction in 1912 had followed years of similar attempts by the French and others, which had resulted in failure. The United States succeeded in this unprecedented engineering feat, just as another in our local area would also succeed. Started in 1912 and finished a short three years later, the 39.6 mile “Hallstead Cut” as it was known by the Delaware Lackawanna and Western Railroad would shorten the rail distance between New York City and Buffalo by a mere 3.6 miles and the maximum grade to .68 percent from 1.22 percent, at a cost of 12,000,000 dollars.

This would include the Martins Creek Viaduct, known locally as the Kingsley Bridge. Research to date suggests the Bridge alone cost about 1,000,000 dollars. A huge sum even by today's standards, but an investment that would pay off over the next 100 years, including World Wars I and II, as rail traffic fueled this nation's peace-time economic development as well as war-time efforts.



UNDER CONSTRUCTION!

Jump forward to July 2014 and a meeting of the Brooklyn Historical Society, including discussions on celebrating the history and legacy of our piece of the Hallstead Cutoff- our own Kingsley Bridge. Officially known as Martins Creek Viaduct, it is 1,600 feet long and 150 feet above the bed of the creek. Though a bit smaller than the now more famous Nicholson Bridge, she was finished first and for a short time was the largest concrete viaduct in the world.

Still, the Martins Creek Viaduct would remain unique forever, as it celebrated its completion on September 3, 1914 on its nearly complete rail bed with a dance called the “Cloud Dance.” The F.M. Talbot Company and the Delaware, Lackawanna & Western Engineers hosted the event as an “Aerial Dance” atop the viaduct on the evening of Thursday, September 3, 1914 at eight o'clock PM. The dance was conducted on the first pier of the giant bridge under electric lights.

Approximately 200 people from throughout the entire system of the D.L. & W. arrived at the Kingsley station to get to the dance. A carriage was used to raise and lower dancers via a huge construction derrick. Other means of arrival were prepared for those unable to access the dance floor vertically. Music for the evening was provided by the Oppenheim Orchestra of New York City. Following the dance, trains left Kingsley station at 12:30 and 1:30 a.m. Patronesses of the unique affair included Mrs. W.L. Lozier of Kingsley and Mrs. M.B. Knowles of Nicholson. This unique Cloud Dance will be the theme to celebrate this bridge on September 5, 2015.

