



Nordmont train station

12/21/2016

TOURING SULLIVAN COUNTY'S MUSEUM . . . while dusting

The following excerpt from a Sept. 1888 Sullivan Review: "A Queer Depot. – At Nordmont, the northern terminus of the Williamsport and North Branch Railroad, a passenger car has been dismantled from the trucks and set down on the platform to serve as a depot. It is a combination car and the compartment formerly used for

baggage now serves as a telegraph and ticket office. We don't remember having heard of a similar depot, but it answers the purpose exactly and is much more comfortably than the ordinary country railway station."

Prior to that article, in July of 1886, two articles appear: 1) The W.&N.B.R.R., officials have changed the name of Elk Lick to Nordmont." 2) "The contract for building the W. & N.B.R.R., from Elk Lick to Dohm's Summit has been signed by the parties engaged in building the road and the railroad officials. The road will now be pushed forward to completion as soon as possible. We understand that Mr. Woods the contractor will put men to work all along the road."

By Oct. of 1937 the demise of this line had its uncelebrated last run through after fifty-one years of operation. The origin of track started back in 1864 with a three mile strip going east from Hughesville being planned and then completed in 1867. A new organization began in 1872 to have track from Halls Station to Hughesville. By 1886 the track was now 27 miles from Halls to Picture Rocks. As the W&NB continued into Sullivan County, the company ran out of funds and stopped at Nordmont. Then in 1893 the railroad was bought again and tracks continued to Laporte, connecting with the Lehigh Valley's Sullivan Branch at what was then called Dohm's Summit (later Satterfield). The track now measured 44 miles.

At its height there were three freight trains and six passenger trains operating over the line daily. Business was booming with lumber and coal being major shipments. The acid factory in Nordmont and the Sonestown washboard and clothespin factories, plus the Muncy Valley tannery and also covered wagons being made in Picture Rocks; all this continued for the railroad being a major conduit both in and out of Sullivan County. But as automobile and truck traffic steadily increased, the existence of the railroad steadily declined until its demise after all those years of service.

One cannot help but wonder that if those tracks had continued to be in use, what strides Sullivan County could have yet enjoyed today. But alas, what is the saying?: 'All good things must come to an end.'