



The Arrival of the L & T Railroad Stations and Flag Stops Along the Way Part III

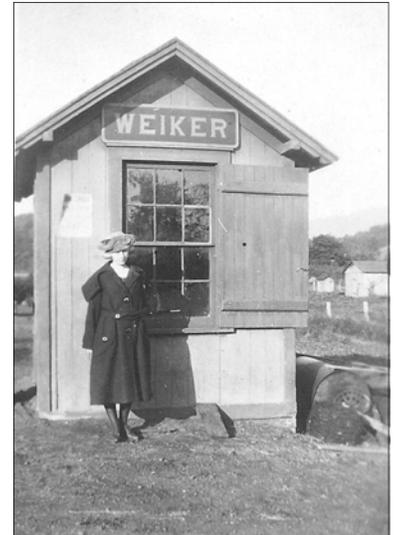
At the turn of the 20th century the Lewisburg and Tyrone Railroad (L&TRR) faced new challenges in a rapidly changing world. The new century was about to usher in new modes of transportation – most notably the automobile. As personal means of transportation became more attainable for the average family, travelers relied less on the strict schedule of passenger train service. The response to fewer passengers was – fewer passenger trains.

As public highways and roads improved, long haul trucks became an expedient means of moving goods, which resulted in further erosion of railroad business. The L&TRR never generated significant revenue, and the changes that were taking place along the rail line were making that situation even worse.

Despite these obstacles the Pennsylvania Railroad (PRR) invested in modernization of the infrastructure on the L&TRR during the early part of the 1900's. Some of those improvements included the installation of tie plates under the rails and the replacement of wooden bridges and trestles with steel or concrete. One of the largest bridge projects took place over the Susquehanna River at Lewisburg in 1912. The covered bridge was replaced with an eight span steel truss bridge. This new bridge was used exclusively by the railroad.

An advertisement promoting an L&TRR excursion to see the newly constructed state capital building in Harrisburg on November 24, 1906, revealed 12 scheduled stops and 16 flag stops between Bellefonte and Lewisburg. The Union County flag stops included Cherry Run, Lindale, Weiker, Pardee, Swengel, Barber, and Biehl. Passengers who boarded the 6:25 a.m. train at Bellefonte paid a \$2.50 fare to ride the L&TRR to the connecting train in Northumberland County before heading south to Harrisburg. Those who climbed aboard the train at one of the flag stops were permitted to purchase their ticket from the conductor.

(Continued on page 2)



The railroad used the appellation Weiker when it named this flag stop located in the Tight End of Union County. Shown above it Isabelle Jolly standing alongside the small Weiker Station.

This photograph is courtesy of Jeanne Jolly of Weikert.

Hartleton Mailbox by Postmaster Gail Hanselman

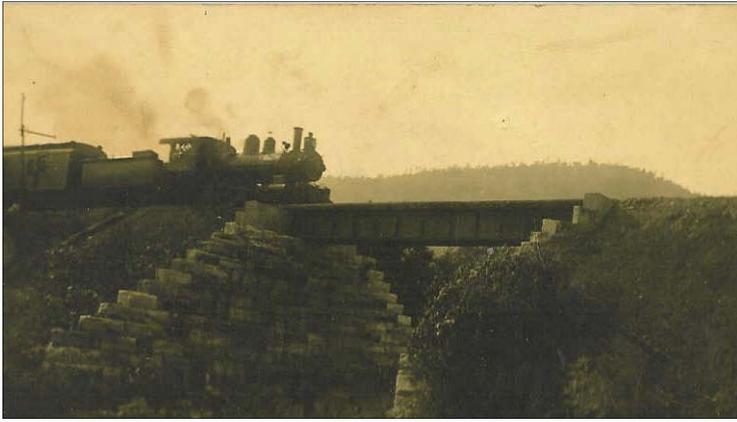
The winter of 2010-2011 was known as the winter that would not end....and I think the winter of 2011-2012 should be known as the winter that never really was.... and that is so o.k. with me. I just looked at the article I wrote for last April and in it I wrote that that we were having a day with all kinds of weather at once ...fresh snow, rain with thunder and lightning and yet the birds were singing....I was a little confused on what season it really was. I am so not confused on what season it is right now... Springso awesome!!!!

The beautiful weather and warm temps are making me think of summer vacations and traveling, possibly out of the country. If you are planning a trip out of the country you will need a passport or a passport card. Did you know that many Post Offices sell passports and passport cards and also take passport pictures?

The passport book - provides the traveler with identification and proof of citizenship to travel anywhere in the world, by any conveyance - it can be used for international travel by air, land or sea. The passport card - can be used to enter the US from Canada, Mexico, the

(Continued on page 2)

(Continued from page 1)



A train approaches the newly installed steel trestle over Cherry Run in this photograph circa 1907. This photograph was taken sometime after the original timber trestle was replaced.

Around the turn of the century most of the forestlands along the L&TRR were more or less denuded of trees. Between 1883 and 1908 lumber companies such as Monroe Kulp, Ryan Thompson, Laurelton Lumber, Pardee Lumber, and John Duncan provided significant revenue for the railroad. With the trees harvested these large-scale lumber companies folded or moved out of the area. The result was the loss of several major freight customers.

Trolley service came to Mifflinburg in July 1911. The Edison storage battery trolley car was operated by the Lewisburg, Milton and Watsonstown Passenger Railroad Company. The trolley, capable of transporting about forty passengers and their baggage, made four trips daily between Mifflinburg and Lewisburg. The trolley also crossed the Susquehanna River so that passengers could connect with the main line at Montandon. Trolley service was also available to Milton and Watsonstown.

Another change on the L&TRR took place in November 1911. The passenger terminus on the eastern end of the rail line was extended from Lewisburg to Sunbury.

In 1912 renewed speculation surfaced that the PRR was going to complete the unfinished rail link between Oak Hall and Fairbrook. However, the rumor turned out to be just that – rumor. Despite the lobbying efforts of numerous people, the company could not be persuaded that it was in their best interest to connect the divided sections of rail line.

As 1912 drew to a close the outlook for the L&TRR became even more uncertain as the PRR began foreclosure proceedings against the company. In June 1913 the railroad reorganized under the name Lewisburg and Tyrone Railway Company. However, within two years the company dissolved and the rail line between Montandon and Bellefonte became known as the Bellefonte Branch of the PRR.

While the West End did not have an abundance of iron ore, there were mining operations at Glen Iron and Weikert. The Glen Iron Furnace made use of the railroad as did some independent iron ore miners such as Milton Keister and Irvin Shively. According to waybills in the possession of Ronald Keister of Laurelton (Milton's grandson), ore mined off Jack's Mountain during 1909 and 1910 by Keister and Shively was shipped by rail to the Nittany Iron Company of Bellefonte and the Eagle Iron Company of Curtin, Pa.

Charles Loy Sanders wrote in 1963 that during the early days iron ore mined near the village of Weikert was transported by wagon to Glen Iron. Around 1907 the L&TRR installed a short spur line so that shipping ore by railcar was easier and more efficient. According to Sanders, the owner of the iron ore mining operation at Weikert was the Eagle Iron Company.

Federal Judge Charles B. Witmer began camping in the area of Cherry Run, along Penns Creek, in the late 1890's. In 1916

(Continued on page 4)

(Continued from page 1)

Caribbean, and Bermuda at land border crossings or sea ports-of-entry. It cannot be used for international air travel. The passport card is less expensive but is not accepted everywhere.

You will need to have 2 forms of ID with you when you go to get a passport. The first form proves U.S. Citizenship....previously issued, undamaged U.S. passport; certified Birth Certificate issued by the city, county or state; Consular Report of Birth Abroad or Birth Certificate; Naturalization Certificate; Certificate of Citizenship.

The second form is current Identification.....previously issued, undamaged U.S. passport; Naturalization Certificate; Valid Driver's License; Current Government ID (city, state or federal); Current Military ID (Military and Dependents).

If you have questions contact your local Post Office. If they don't do passports they can direct you to a Post Office near you that does.

Tips for Traveling Abroad: -sign up for the Smart Traveler Enrollment Program - State Department assistance in an emergency, free on line service at <http://travelregistration.state.gov>.

-leave copies of your itinerary, passport data page, and visas with family or friends so you can be contacted in case of an emergency.

-country-specific information, travel warnings, and travel alerts are updated regularly and are accessible through the State Department's travel information website at <http://www.travel.state.gov>.

-if your U.S. passport is lost or stolen while you are overseas, report it immediately to the local police and to the nearest U.S. embassy or consulate. A consulate can issue a replacement passport. Links to contact information for U.S. embassies and consulates may be found at <http://usembassy.state.gov>.

New Stamps coming in the month of April: William H. Johnson - available April 11, one design on a pane of 20; Twentieth-Century Poets - available April 21, in 10 designs on a pane of 20.



BIRD TALK

by Jim McCormick

On St. Paddy's Day I started on my walk and noticed that even Nature was celebrating with 'the Wearing of the Green!' Spring had, indeed, come early to our valley. This snowless winter was coming to an end and I can't say I was sorry for that. The once brown and grey landscape was beginning to take on the subtle green that is the start of spring, but this was the middle of March, not April! The Robins had finally arrived, a little late this year, perhaps, but there they were hopping across the Village Green—a truly welcome sight. High atop a walnut tree, a House Finch was singing its heart out to the morning sun or to its mate or, perhaps, just a warning to other males to stay away!! No matter, though, his singing was a welcome sign of spring. In the distance I could hear the soft cooing of the Mourning Doves, only recently awakened from their winter silence. Near Wilson's field I started to hear the distinctive call of the Red-winged Blackbirds, "REEEEEEEE!..... REEEEEEE!" They had recently returned and had already set up their territories; one had arrived in late February. As I stood looking over the field, I could hear the faint but familiar trill of a Song Sparrow, just starting to sing, adding to the spring chorus. The field was still covered in brown, but it, too, would soon be sending up green shoots. I reached the bridge on Penns Creek and looked upstream and downstream. I could hear the call of a Carolina Wren, such a powerful song for such a small bird! "TA WEET! TA WEET! TA WEET!" I tried to locate it, following the direction of the sound. It's just a little bird, the size of a sparrow, but I finally managed to locate it in a sycamore tree growing on a small island in the middle of the creek. To my amazement, just as I focused on the little bird about twenty yards away, a Belted Kingfisher landed in a branch just above it. The Kingfisher had a fish in its beak and was trying to maneuver the fish so it could swallow it. A male Red-winged Blackbird then flew into the same tree and began to sing his song and perform his wing and tail displays. Two Common Grackles that had been down at the water's edge flew up into the same tree; so, there were four species of birds all just branches apart. Spring had truly sprung!

Walking along Canada Drive I noticed that many of the roadside shrubs had tiny leaves just emerging from their buds. Weeping willow branches hung overhead and I could see that they were completely covered with their spring catkins and new leaves. Close by, the red maples, too, were sending out their spring blossoms; I couldn't believe I had never really looked at them that closely before. They were beautiful! A Northern Cardinal was calling loudly and forcefully; letting the world know it was in charge of this territory. All this and I hadn't even reached the Covered Bridge yet! I had been thinking that I hadn't seen an Eastern Phoebe this spring, but there on a wire next to the bridge was one of those early migrants singing his "pheeeee-bee.....pheeeee-bee". Upstream there was a black and white male Common Merganser clinging close to the shoreline; the female must have been sitting on her nest nearby. I had been watching this pair for several weeks and figured they would start nesting quite soon. Other migratory birds will be arriving over the next month or two and will be just passing through or staying for the breeding season. Whichever it is, I hope you will take the time to observe this wonder of nature!

This month's photo was taken where Cold Run runs under Davis Road. This little Song Sparrow was singing away, perched on the spike of last year's Common Mullein plant. It reminds me of a young choir boy dressed in his church vestments singing his praise of Heaven.



This Song Sparrow appears to be living up to its name.

Photograph courtesy of Jim McCormick.

The small photograph in the upper left hand corner of page one shows a view of a railroad culvert near Cherry Run. The stone masons who laid up this culvert would be proud that their work is still in evidence today, some 138 years after it was constructed. The culvert was made entirely of native stones, some of which are quite large in size.

(Continued from page 2)



Shown above are a number of people waiting for the train at a flag stop located near Camp Westfall at Nikomahs. The photograph was taken July 3, 1924. When not in use the flag was rolled up and placed inside a compartment in the post.

This photograph is from the collection of Leona (Sholter) Wirt and was provided to me courtesy of the late Dr. Donald Mayes.

he built a cabin, known as the “Pioneer” in this remote section of the Tight End. In his memoirs Johnny Witmer (Judge Witmer’s son) wrote that he frequently traveled to and from his home in Sunbury to his parent’s cabin at Cherry Run. To get to the cabin he traveled by foot, by automobile, and oftentimes on the L&TRR.

One of the escapades Witmer included in his memoirs was a frightening story about driving an automobile on the railroad tracks not far from his parent’s cabin. This harrowing incident took place between Weikert and Cherry Run, where the railroad tracks crossed the highway two times in a stretch of about one tenth of a mile. The following excerpt is from Witmer’s book and pertains to one of his adventures while staying at the cabin in Cherry Run circa 1917:

One morning, just before the army grabbed Al Seiler, we were down the valley to Weikert to gorge on ice cream, cake and the like. On the way home, we were singing, laughing, Al and I smoking. Helen and Kathryn nibbling on candy. We came to the first crossing in the meandering township road below Dave Johnson’s Store. Like the silly, foolish person that I was, I suggested to Al

that he drive up the railroad tracks, about a city block, to the second crossing. He grinned and did just that. Everything went okay until, less than a hundred feet from the second crossing, there was a shrill blast that shattered the peace and calm of that summer afternoon. Al yelled “jump!” Kathryn and I went out on the right side and Helen out the left bank on the cut. Al stuck to the car. We were hugging the banks when there was a roar. A locomotive and a car streaked past. It was a pay car; they stopped for nothing. After it was past, a quiet descended. The girls and I walked up to the second crossing to find Al still behind the wheel of his flivver which was not more than a foot on the south side of the track. Al was white. I said, “You damn fool, why didn’t you get out?” He said “I was too scared.” Well, he got out and we stood together and formed a circle holding hands. This was our prayer. “Thank you – never again.” We all four were cured in those few minutes. We all agreed that it had aged us spiritually.

While tragedy was averted for Johnny Witmer and his friends, there were numerous instances where the outcome had a much different result. During his career as an engineer on the L&TRR, William McCollum was involved in several accidents that resulted in fatalities. In 1919 he was the engineer in two separate accidents that occurred within days of each other at Brook Park, west of Lewisburg. Three men died in these two accidents and one person was injured.

McCollum was the engineer operating a passenger train that derailed in a remote section of rail line near Ingleby in December 1920. Although the train came to an abrupt stop none of the passengers suffered serious injuries. While the passenger cars went off the rails they remained upright. However, the baggage and express cars went over the embankment. Aboard the express car were seventy-four cans of milk.

The Mifflinburg Telegraph article does not mention the name of the engineer operating the train that struck a vehicle at the 8th Street railroad crossing in the borough on May 26, 1923. Inside the vehicle were Dr. Oliver K. Pellman and Franklin S. Frederick. Witnesses stated that the Willys-Knight roadster suddenly and unexpectedly stopped on the crossing directly in

(Continued on page 5)



Field Notes, by WEO Dirk Remensnyder

During a recent outdoor expo a hunter came up to me and related how he had set out his equipment prior to archery hunting the next day. After he had gone to bed his daughter came home from a date and saw bottles sitting out in the dimly lit kitchen and thought her mom had purchased new perfume and decided to try the new scent. Imagine her surprise when she sprayed some on only to find out it was her dad’s doe in estrous scent to be used during hunting season.

Deputies are investigating a case involving three individuals who were hunting rabbits in closed season, harvested two rabbits, had on no fluorescent orange and hunted in a safety zone.

(Continued from page 4)

front of an east-bound passenger train. Both men were instantly killed.

McCullum was the engineer on the passenger train on Saturday September 26, 1926 during an eerie accident that occurred in Centre County. The train McCullum was operating struck and killed a 5 year old boy standing on the tracks near the Penns Cave Station flag stop. While McCullum blared the whistle and applied the brakes the startled young boy froze as the train approached. This accident had a somewhat strange twist. According to the newspaper article the boy's five-year old sister was killed near the same spot two years earlier. In both instances the children wandered away from their parent's home only to end up on the railroad tracks where they both met the same unfortunate fate.

Ernest Boop was killed, and his two young daughters were seriously injured, when a westbound train struck the vehicle he was driving on Sunday July 10, 1938 at a private railroad crossing on his father's farm east of Swengel. Ernest and his daughters, Alveretta and Rosetta, age 8 years and 9 years respectively, were all ejected from the vehicle upon impact. While the girls ended up in a field, Ernest was thrown onto the tracks.

As the number of travelers making use of the Bellefonte Branch rail service decreased, PRR announced the removal of two daily passenger trains in 1928. This change left one morning and one afternoon passenger train along this section of rail line.

In 1932 passenger trains on the Bellefonte Branch operating Monday through Saturday left Montandon at 6:06 a.m. and arrived at Bellefonte at 8:57 a.m. There were 11 scheduled stops and 16 flag stops along the route. Scheduled stops included: Montandon, Lewisburg, Mifflinburg, Millmont, Glen Iron, Coburn, Rising Springs (Spring Mills) Centre Hall, Oak Hall, Lemont, and Bellefonte. Flag stops included: Brook Park, Vicksburg, Swengel, Rutherton (Laurelton), Pardee, Weiker, Cherry Run, Paddy Mountain, Ingleby, Penns Cave, Gregg, Linden Hall, Dale Summit, Rockview, Pleasant Gap, and Axemann.

By April 1948 mail delivery to post offices along the Bellefonte Branch switched from rail service to truck. Eight months later weekday passenger service was reduced to three times per week. By September 1949 passenger service, which had been mixed with freight trains, was discontinued altogether.

Excitement in Glen Iron reached a fever pitch in August 1953 when Robert and Dorothy Neidig, who resided just east of the small village, spotted two escaped convicts from the Lewisburg Federal Penitentiary walking west on the railroad tracks. The Neidig's were seated on their back porch 10 yards south of the railroad tracks. As Winford Starkey and George Hurley walked by their home they turned their faces in an attempt to avoid identification. The Neidig's immediately became suspicious of the two men. Dorothy rushed to Sassaman's Store in Glen Iron where she was shown photographs of the two escapees who had been on the lamb for five days. Mrs. Sassaman immediately telephoned the police. Before long state police and FBI agents were on the scene and nabbed the two convicts without incident.

The trucking industry continued to encroach on railroad business. Customers who had previously used rail service to transport milk, mail, grain, and coal were all switching to trucks. By the 1950's freight service on the Bellefonte Branch was reduced to "as needed".

The last steam engines to utilize the Bellefonte Branch occurred during the 1950's. According to L&TRR historian Mike Bezilla of Lemont, steam engines stopped running on the line in 1956 or 1957. Eugene Hoffman, an L&TRR enthusiast of Mifflinburg has vivid memories of one of the last steam engines he observed as it rolled through the heart of Buffalo Valley. On Wednesday August 1, 1956 he watched a Pennsy H-Class 2-8-0 steam engine pulling 28 boxcars (plus caboose) heading west at the railroad crossing on Forest Hill Road. This particular train was the longest Hoffman had ever seen on the L&TRR.

Hoffman also recalled when the Laurelton State School spur line was removed in autumn 1955 or spring of 1956. He remembered riding the school bus through the West End while accompanying his grandfather, Reno Hoffman, who was the bus

Below are the names of some of the Hartley & Lewis Township residents who listed their employment on the railroad in the census records from 1880 through 1930. It should be noted that some of these men in the 1900 census may have been working for the Laurelton and Pine Creek Railroad.

1880

Horace Cawley – Station Agent
Robert Watson – RR Repair
John Kaler – RR Repair
Robert Gilroy – RR Repair
William Libby – Section Hand RR

1900

Abe E. Grove – Station Agent
Ammon Dock – Section Hand RR
Adam Krebs – Section Hand RR
William Pick – Section Hand RR
Gainesville Johnson – Telegraph Operator
Frank Jolly – Laborer RR
Thomas Eisenhuth – Section Boss RR
Robert Catherman – Telegraph Operator
Levi Hartley – RR Laborer
George Zimmerman – RR Laborer
Adam Krebs – RR Laborer
John Showalter – RR Laborer
Jacob Smith – RR Laborer
William King – RR Laborer

1910

Cyrus Eberhart – Section Hand RR
John Mark – Section Hand RR
Abe E. Grove – Station Agent
J. Merrill Grove – Telegrapher (age 19)
Ammon Dock – Section Hand RR
Adam Krebs – Section Hand RR
George Bilger – Railroad
John Hironimus – Railroad
William Eisenhuth – RR Repair
Oscar Pursley – RR Repair
William Odenkirk – Station Agent
David Pursley – RR Office Telegrapher

1920

Carbon Walter – Track Hand PRR
Samuel Boyer – Section Hand PRR
Harry Boyer – Section Hand PRR
Clyde Knauer – Electrician PRR
William O. Dale – Station Agent
Luther Boyer – Laborer PRR
Leroy Rearick – Trackman PRR
Alfred Yarger – Trackman PRR
William Koonsman – Trackman PRR
Edward Embeck – Trackman PRR
Samuel Dorman – Trackman PRR
William Shipton – Trackman PRR
Paul Ranck – Trackman PRR
John Blackford – Trackman PRR
Clarence Boop – Track Laborer

(Continued on page 9)

(Continued on page 6)



Meanderings by Hertha S. Wehr

The S.S.Badger

I recently saw an article about the S.S. Badger. I couldn't resist telling you what I know about the ship and our trip aboard her. We had been to Minnesota and decided to take the ferry across Lake Michigan rather than drive around the lower end of the lake.

After driving down to the dock we got out of the car as the ferry hands load all cars and trucks. First they put several large trailer truckloads of coal into the hold. After that was dumped and the trucks came out the loading of the paying people began. It was fascinating to see the help back trailer trucks,

smaller trucks and cars into the ship. There was no room for error as smaller cars were squeezed in between trucks. All of this took place in Ludington, Michigan.

We were allowed aboard. The first thing I looked for was where the life jackets were located. I began talking to a young man who didn't seem to be doing much at the moment. I asked him where the life jackets were. He pointed to a chest and above our heads where they were lodged above wooden strips in the ceiling. However he said not to worry about life jackets as; "you would die from hyperthermia before you would be rescued as the water is very cold". What a cheery thought. I didn't ask him any more questions.

If you are wondering why I asked about life jackets it has to do with the fact that one of our sons was attached to the Coast Guard as a specialist about life jackets or PFD's, or Personal Flotation Devices. He has us all geared to water safety.

It is about a 60-mile voyage across the lake. If you wanted to have a snack you could go below and purchase drinks and a variety of things to eat. I spent most of the time on deck, walked around and saw where the ash was expelled into the lake. It was sort of slurry as it was mixed with water. Interesting.

The ash is what may see the end of the ferry. The owner is working to try to use some other type of power but fears he may not get it accomplished before the EPA shuts him down. The ash contains arsenic, mercury and other heavy metals. The season runs from May to October and discharges about 500 tons of ash in a season.

We found the trip interesting. I cannot recall how long it took us to cover that 60 miles but I do remember landing in Manitowoc, Wisconsin. The unloading was just as interesting as the loading. Then we found that Manitowoc built submarines during World War II. I could hardly believe submarines were built that far from the ocean. They told us, after a tour around the area, and a tour inside a submarine, if you can call anything so small a tour, that the finished subs were floated down the Mississippi to be put into service.

I thought I was finished writing but sometimes I see things that I think perhaps other people might enjoy hearing about. Happy summer!

(Continued from page 5)



Some of the L&TRR trackmen pose for the photographer in front of the Millmont Railroad Station. Left to right: Cyrus Eberhart, Paul Vanatta, Billy Koonsman, and John Mark foreman on the far right. The names of the well dressed men - fourth, fifth and sixth from the left - who posed with the workers are unknown. Photograph from the collection of Shirley (Showalter) Boyer of Mifflinburg.

driver. It was during that time that he remembered seeing the rails and ties being removed near the railroad crossing on Weikert Road in the village of Laurelton. The nearly three mile spur line was put into service in August 1927 as a means of transporting coal to the heat plant at the state institution.

Tragedy again struck the railroad on December 22, 1953. A vehicle driven by Miss Mary E. Murray failed to stop as an east bound train entered the crossing on Route 45 west of Mifflinburg. At the time of the accident it was presumed that the bright afternoon sun prevented Murray from seeing the train as it approached the intersection. Murray died as a result of the accident.

Another fatality occurred at the rail crossing on Shirk Road on October 20, 1958. Sixty-eight year old Oliver C. Hummel of New Berlin had just delivered a load of firewood and was on his way home when he failed to yield to an east bound train. Although the engineer blew the whistle and rang the bell, Hummel was apparently unaware of the approaching train. This crossing was the scene of a deadly accident 60 years earlier when the buggy William Moyer was riding was struck by an eastbound train.

Eugene Hoffman also remembered witnessing the last train to travel over the rail line west of Mifflinburg. That event took place on Thursday May 9, 1968. Hoffman stated that the west bound

train was powered by an EMD GP9 diesel pulling four covered hopper cars and a caboose. When the train went through Mifflinburg late in the evening the hopper cars were not attached. The hopper cars were dropped off in Centre County. Shortly thereafter Penn Central took the Mifflinburg to Coburn section of rail line out of service.

On December 17, 1969 (six months before filing for bankruptcy) the Penn Central Board approved the abandonment of the

(Continued on page 7)

(Continued from page 6)



A westbound train approaches the Glen Iron Station in the photograph above.

This photograph was provided to me courtesy of the late Delphia (Jolly) Shirk.

Montandon Secondary line between Mifflinburg and Coburn. The Interstate Commerce Commission concurred with this decision, and during the spring and summer of 1971, Hyman and Michaels, a wrecking firm from Chicago, IL, removed the rails, plates, spikes, and anything metal that could be salvaged. Much of the right-of-way between Mifflinburg and the county line at Cherry Run reverted to the adjacent landowners.

The inaugural run of the West Shore Railroad between Lewisburg and Mifflinburg took place on May 26, 1984. A West Shore train ran excursions on the rail line until 1999. In January 2008 the West Shore Railroad gave notice that they intended to abandon the 11.8-mile Mifflinburg Branch line. Later that year the railroad company entered into an agreement with the Lewisburg Area Recreation Association (LARA) to purchase the abandoned line.

The rails and ties were removed beginning in May 2009 and this section of rail line was converted to a

bicycle and pedestrian trail. The trail between Lewisburg and Mifflinburg was officially dedicated in November 2011.

An article written for the Williamsport Gazette & Bulletin and republished in a June 1874 edition of The Mifflinburg Telegraph stated:

The fame of Buffalo Valley is not so wide spread as that of Yosemite, or those of Chester and Cumberland, yet its magnificence would not contrast unfavorably; not so extensive in area as the latter two, yet the fertile soil and the grandeur of the wide spread agricultural region, surrounded with its wall of mountains, afford attractions that never fail to impress the visitor with unbounded admiration.

The natural splendor and beauty along the former L&TRR was, and remains, exceptional. Several excursion trains highlighted the spectacular beauty along the rail line prior to its abandonment. In October 1940 a six-coach passenger excursion departed Harrisburg and made its way over the Bellefonte Branch. The train stopped at the Paddy Mountain Tunnel to allow passengers to disembark and enjoy the scenic beauty.

Another excursion took place on June 19, 1955 when the Exchange Club of Williamsport sponsored a special train ride that included the Bellefonte Branch. About 350 passengers were aboard the eight cars, pulled by two diesel engines.

The last passenger excursion over the length of the Bellefonte Branch occurred in the summer of 1956. This event was sponsored by the Bellefonte Sesquicentennial Committee, and included some 530 passengers as they journeyed along the former L&TRR.

In the beginning railroad planners and supporters had visions of extending the rail line from Lewisburg to Danville into the coal regions and beyond. When the railroad was inaugurated in 1869 supporters envisioned this section of rail line as a link in what they believed would be a transcontinental railroad. While that proposition may seem logical from a geographic point, from a practical and business standpoint the region was never destined to be included in such a grandiose railroad.

The Lewisburg, Centre and Spruce Creek Railroad (later L&TRR) played an important role in the lives of many people, both during and after construction. While few traces of the railroad remain between Mifflinburg and Cherry Run, it is difficult to visualize how different the landscape would look today had the railroad never been constructed. It is doubtful the lumbering trade would have been as extensive as it was had it not been for the railroad. Perhaps the villages of Swengel,



Shown above is a West Shore train near Vicksburg. This photograph was taken by Allen E. Bubb in January 1986. This photograph was provided to me courtesy of Evelyn (Raker) Miller of Mifflinburg.

(Continued on page 9)

Recipe of the Month
by Janice (Dorman) Shively
Colorific Salad

1 head romaine lettuce, chopped
 2 C. shredded cheddar cheese
 1 C. chopped red pepper, chopped
 1 C. pecan pieces
 ½ purple onion, sliced
 1 C. raisins®
 1 C. honey roasted sesame stix
 With exception of the honey roasted sesame stix, layer the ingredients above in a bowl.

Dressing:

1 T. prepared mustard
 1 C. sugar
 ½ C. oil
 ⅓ C. cider vinegar
 ¼ C. water
 1 tsp. salt
 1 T. onion flakes



Combine dressing ingredients in blender. At mealtime, sprinkle the sesame stix on the salad and dress with the sweet and tangy salad dressing.

Our neighbor and friend, Brenda Weaver, gave this simply beautiful and delicious salad recipe to me. I like to make the dressing with canola oil but you can use whatever oil you prefer.

ENJOY!

From the diary of the late Elder Greene Shively, born in White Springs in 1870 and a resident of Millmont from 1918 until his death in 1954:

Friday—April 19, 1934. A most delightful day. I worked in the garage till 9:00 then I went with Rev. Frantz to Mifflinburg to attend the Good Friday services. Each member of the Ministerium present spoke briefly on one of the last sayings of Jesus on the cross. The one assigned to me was “My God, My God, why hast thou forsaken me”. Ministers present, Dr. Rearick, Bidlack, Reasser, Dubbs, and Vining.

“My God, My God, why hast thou forsaken me”. Psalm 22:1. These words of the Psalmist were sang by the children of Israel for over a thousand years. The answer to this momentous question is implied in the conversation between the Savior and the Jewish Rabbi who came to him at night seeking the way of salvation. “God so loved the world, that he gave his only begotten Son, that whosoever believeth in him should not perish, but have everlasting life”. Love and its Eternal attributes, life and light, which God breathed into the soul of our first parents, which was lost, thru unbelief and disobedience was again made available thru faith and obedience to God’s message of Salvation the Savior brought from Heaven and sealed with His blood on Calvary. Paul in a letter makes use of these words, “Christ on Passover was sacrificed for us”. During his activities on earth prior to his experience he communed with His Father. Upon a number of occasions the Father’s voice was heard by those standing nearby. Upon different occasions we are told of the ministration of angels, but on the cross he died alone. The Father’s voice was hushed, the angels were silent. He died alone that we might have “Everlasting Life.” I closed this brief message with my poem, Christian Experience.

Remembrance

Sarah Catherine Boyer, 83, formerly of Millmont, entered into rest at 9:45 a.m. Thursday, March 15, 2012, at Riverwoods, Lewisburg, where she had been a resident since 2005.

She was born October 18, 1928, in Pardee, a daughter of the late Melvin and Sarah (Walls) Jolly. In 1947, she married Robert Boyer, who preceded her in death in 1989.

Sarah was employed at the Mifflinburg Silk Mill, and as an aide at Laurelton Center for many years.

She enjoyed knitting, going for walks, caring for plants and flowers, shopping, crafts, and collecting bears. Sarah was a Pittsburgh Steelers fan.

Surviving are one son and daughter-in-law, Carl F. and Judy A. Boyer, of Danville; one sister, Edna Mae Emery, of Mifflinburg; and three grandchildren, Zach F. Boyer, of Paxinos, Nicole R. Boyer, of Danville, and Elizabeth A. Boyer, of Maudale.

She was preceded in death by two sisters, Delphia A. Shirk and Audrey Pick.

Burial was in the Hartleton Cemetery.

Penlines From my Kitchen to Yours

by Lucy Hoover

February 19, 2012

Ammon Martin of Mifflinburg was able to be in church for the first time since his surgery.

February 21

Daniel and Naomi Martin of Middleburg have a daughter named Rose Ellen. She has one brother. Grandparents are Ammon Martin and Amos and Elizabeth Oberholtzer

All of Green Ridge Country Market workers were on duty for "Donut Day". They made thousands of donuts and were sold out before the day was over.

February 23

Yesterday and today there was a quilting at Harold and Lucy Nolt's, where they had four quilt frames. Benefits are for Dr. Martin.

Landis and Linda Reiff of Mifflinburg have a son named Jessie. They also have three daughters. Grandparents are Alvin and Minerva Reiff and Irvin and Esther Martin.

A truck and trailer and three vanload of people from Union County went to Cumberland County Clothing Center to help sort and pack clothes for Christian Aid Ministries. Others traveled along to visit friends in that area.

February 28

Elsie brought two eggs in that her bantam hen had laid in the barn. The next time she came in Isaac (3) came and asked her, "Did you lay another egg?" Obviously he is not being raised on a farm.

March 1

Yesterday and today there was a comfort knotting for C.A.M. at Zimmerman's Harness Shop.

Harold and Marian Horning of Millmont have a daughter named Wilma. She has five brothers and one sister. Grandparents are Phares and Anna Horning and Allen and Lucy Oberholtzer.

Phares and Anna Horning of Mifflinburg moved to a smaller home along Wildwood Road. Their son, Alvin and his wife, will take over the home farm where Phares had farmed for 39 years.

March 5

Chris and Wilma Brubacker's children, Harlan (19 months) and Lavon (2 weeks) both needed to be hospitalized.

March 6

Warren and Louise Hoover of Millmont have a daughter named Rosene. She has two brothers and one sister. Grandparents are Mary Hoover of Ephrata and Phares and Anna Horning. Warren and Louise Hoover's son, Timothy (5) was in the hospital for a few days.

(Continued from page 7)

Millmont, Glen Iron, Pardee, Weikert, and Cherry Run would not even exist today had it not been for the railroad.

Those of us who often wax nostalgic when it comes to the L&TRR lament the railroad's passing. We wish the iron rails were still in place and the quaint railroad stations and flag stops were still in use. We yearn for the days when both passenger and freight trains traveled the rail line on a daily basis. We remember with fondness the engineers and their friendly wave and cheerful smiles. We crave to hear the shrill blast of the whistle, the roar of the engine, and feel the earth tremble beneath our feet as the train passes by. And we wish that there was some way we could turn back the hands of time.

TLS

Editor's Note: My thanks to Bill Mattern of Mifflinburg who initiated this series of articles by providing me with a copy of Kenneth Erdley's poem entitled "The Buffalo Valley Flyer"; Mike Bezilla of Lemont for information he provided for use in this article; Ronald Keister of Laurelton for providing copies of shipping bills from the Keister and Shively iron ore operation near Glen Iron; Eugene Hoffman of Mifflinburg for providing information used in this article; and Evelyn Miller of Mifflinburg for providing a photograph of the West Shore train.

Sources: The PRR's Lewisburg & Tyrone Railroad: When Two Halves Didn't Make a Whole, by Michael Bezilla; Memories of the L & T Branch of the Penn Railroad by J. Andrew Dale published February 1980; Early Railroads of Union Co., PA by Dr. Mary Belle Lontz; Union County Sesquicentennial - The Story of a County 1813-1963; Union County, a Bicentennial History by Charles M. Snyder; The Mifflinburg Telegraph; the Lewisburg Journal, and the Lewisburg Chronicle.

(Continued from page 5)

Samuel Dunlap - Track Laborer
Ammon Keister - Track Laborer
Lester Zimmerman - Track Laborer
Roy Steese - Track Laborer
Clifford Zimmerman - Brakeman RR
Daniel Libby - Track Laborer
Harry Fauver - Civil Engineer RR
Wesley Aumiller - Lumber Inspector RR
Charles Wallace - Track Laborer
Wilfred Shively - Track Laborer
Samuel Sholter - Track Laborer
George Bingaman - Track Laborer
Charles Boop - Track Laborer

1930

Dreese Moyer - RR Clerk
William Koonsman - Laborer PRR
William O. Dale - Station Agent
Franklin Rearick - Laborer PRR
George Libby - Conductor RR
Ammon Keister - Laborer RR
Harry Zimmerman - Railroad Laborer
Aaron Aumiller - Lumber inspector RR
Wesley Aumiller - Lumber inspector RR
Clarence Boop - Laborer RR
Samuel Sholter - Laborer RR
Jacob Smith - Laborer RR

Blessings from the Bible

By Brenda Weaver

“And he said unto me, My grace is sufficient for thee: for my strength is made perfect in weakness. Most gladly therefore will I rather glory in my infirmities, that the power of Christ may rest upon me.”

2 Corinthians 12:9

Grief isn't just magnified on holidays or family birthdays or anniversaries; grief overwhelms me as the seasons change. When the blustery winds of winter first whipped our home, I fretted and grieved. Now spring is here and my grief grows with each familiar scent and scene. Daffodils bloom near my husband's grave. Tulips stretch toward the sun and gingerly open fragile petals. The scent of earth erupts from the tilled garden, though it was not tilled by him. The warm wind on a soft spring night beckons me to take a walk around the "Village Green." All around me the season advances—and I am afraid in my weakness.

The plants in our strawberry fields are growing rapidly—weeds and strawberries alike. I groan in my spirit. *How will I ever make it through spring time and strawberry season without my strawberry Farmer?*

God gently reminds me His grace is sufficient; His strength is made perfect in my weakness. I have children and extended family to help me. John's words of advice ring in my ears. Somehow, someday, we'll make it. Because the power of Christ rests upon me, I can rest—and though I grieve, I can enjoy this new season—this pleasant spring.

“Therefore I take pleasure in infirmities, in reproaches, in necessities, in persecutions, in distresses for Christ's sake: for when I am weak, then am I strong.”

2 Corinthians 12:10

Warm weather brought my first bike ride of the year. Thankfully family rode with me for I was aware with every push of the pedals that someone was missing.

He was the one that often invited us to ride with him. When the children were little he strapped them in bike seats. As they grew he taught them to ride alone. He didn't recommend training wheels, but taught them to rely on balance alone. When all five of our children were old enough to ride we took long rides, biking on old railroad beds converted to bike trails. We biked close to home, or loaded the bikes onto a trailer and traveled to Pennsylvania's "Grand Canyon," where we biked along Pine Creek, enjoying the ride and the views. One year John's extended family biked sixteen miles of the canyon trail and stayed overnight at a cabin. Mindful of the little children whose short legs would struggle to keep up with the pedal-strides of the adults, John purchased two "tag-along" bikes to attach to bicycles of parents.

Now our oldest grandson pedals one of the tag-alongs, and two younger granddaughters smile at me from their cart, pulled behind their mother's bike.

Again I was thankful - grateful that there were things to smile about, memories to cherish, and pedals to push, even while my heart was breaking with my loss. I pushed the pedals harder, cresting a small hill, the gurgle of the nearby stream pleasing my ears and warming my heart. And as I whizzed down the other side I thought not only of my infirmities, but of the strength God gives to bear them.

"Anya and Lynn," I called out to my cart-riding granddaughters, "Grandma's going to pass you!" From under her hood one-year-old Anya peeked out at me with wide eyes.

The Lord gave. The Lord took away. In my infirmities I am strong because of HIS strength. Alone, yet not alone, I pedal on, strongly aware of strength far greater than my own.

Prayer for Today:

Dear Lord of the changing seasons,

You alone are God. I have always relished Your creativity and variety in nature. I've always enjoyed spring. This year when I feel apprehensive, help me to remember that Your grace is sufficient and Your power is made perfect in weakness. Most gladly, therefore, will I glory...

Amen.

Thank You!

I would like to thank the following people for making monetary donations toward the publication of this newsletter: Wayne and Betty Hess, and Gloria Musser of Millmont; John and Lorene Sholter, and Robert and Frances Stroup; David and Ruthann Schooley of Lewistown; and the donation from some people who wish to remain anonymous.

Thanks also to everyone who renewed their subscriptions for an additional year. Your support is what helps to make this newsletter possible, and is greatly appreciated!!

I would also like to thank George Sholter and Harry Snook, both of Weikert, and Leona Wirt of Riverview Manor in Lewistown, for providing helpful information about the Dunkard Church that was once located alongside Weikert Road; Jonathan Bastian of Mifflinburg for donating copies of newspaper clippings from The Mifflinburg Telegraph circa 1880's; and Paul and Jane Foster of Camp Hill for donating a copy of the history of the White Springs United Methodist Church (Millmont Circuit), and the History of Hartley, Lewis and West Buffalo Townships and Hartleton Borough by Richard Van Boskirk Lincoln.

Union County Historical Society Program Thursday, April 12 at 6:00 p.m.

"Memories of the Union County Sesquicentennial" at the Union County Sportsmen's Club, Weikert, PA Program. Tom Deans, former president of the UCHS, will share his recollections of the Union County Sesquicentennial in 1963, when he served as chair of the events and program committees as well as editor of the Sesquicentennial booklet, "A Story of the County." Tom served under his father John who was the overall chairman of the Sesquicentennial Observance. Tom will focus on his efforts to make the observance a countywide event, relate interesting anecdotes, and discuss how events and activities, including the historical pageant, helped to bring people together on that memorable occasion, the county's 150th anniversary.

Dinner: The program will follow a buffet dinner at the popular Union County Sportsmen's Club in Weikert. Local members will receive dinner reservation information in the mail. Others interested in attending may email hstoricl@ptd.net or call the Society office at 570-524-8666.

Village Green Association News

An Easter egg hunt will be held on the Village Green in Millmont on Saturday April 7, 2012 beginning at 2:00 p.m.

Millmont Community Yard Sales will be held Saturday June 23, 2012.

The Millmont Fall Festival will be held Saturday September 29, 2012. Crafts, antiques, Chicken Barbecue and more. More information will be released in future issues of the newsletter. You can also contact Tom Catherman at 922.1662 for more information.

Looking Back

The newspaper article below was originally published in the April 13, 1972 edition of The Mifflinburg Telegraph.

Railway Turns Nature Trail

A key access way in the Allegheny Mountains has been transferred to the state by the Nature Conservancy, a national environmental organization headquartered in the metropolitan Washington area.

The 25-mile-long strip of land, which runs from Mifflinburg to Coburn in Union and Centre Counties, was once a Penn Central railroad grade and borders Penns Creek, described as one of the most exceptional and unspoiled trout streams in Central Pennsylvania.

In a joint announcement with the Commonwealth, the Nature Conservancy said the grade was conveyed to the state at the non-profit conservancy cost of \$10,500. The Conservancy had earlier purchased the area from the bankrupt Penn Central Transportation Co.

A spokesman for the Conservancy said restrictions in the deed to the state prohibit motorized vehicles from using the access way.

"Use of the grade by snowmobiles, off-the-road vehicles or dirt bikes would have a destructive effect on the terrain as well as having been detrimental to the wild life that inhabits areas adjacent to the trails," the spokesman said.

Dr. Maurice K. Goddard, Secretary of Environmental Resources, said the department has proposed the grade be developed into a hiking, horseback riding and bicycle trail.

"We are most pleased to receive this piece of land and to be able to develop it for the enjoyment of residents of central Pennsylvania and other areas," Goddard said.

The Nature Conservancy is the only national environmental organization receiving its support from the public using resources which are solely devoted to the preservation of ecologically and environmentally significant land. It and its 30,000 volunteer members have been involved in the purchasing of 740 acres which comprise more than 282,000 acres in 45 states and the Virgin Islands.

The need for the Conservancy to preserve access to Penns Creek and the state forest lands that lie along the railway grade was first brought to the organization's attention by another national conservancy organization, Trout Unlimited.

In the announcement of the transfer, officials noted that, "The conveyance includes two tunnels and all bridges and trestles, except a trestle over Penns Creek near Coburn and a bridge over Laurel Run, which were removed by the salvage contractor."

Hyman-Michaels Company of Chicago, the salvage contractor for the Penn Central Transportation Company, will have an opportunity to remove the remaining rails and ties along the trail until June 30, 1972.

The trail will be under the jurisdiction of District Forester Donald K. Summer, of Mifflinburg.

Editor's Note: Unfortunately what was written in this article from 1972 never came to pass. Nearly the entire railroad right of way reverted to the adjacent landowners. Only that section of right of way through the Bald Eagle State Forest, west of Cherry Run, was converted to a biking and pedestrian trail.

The Millmont Times is distributed during the first week of each month, and is available through mail subscriptions. Mail subscriptions are \$10 per year (12 issues). The newsletter is also available at Koch's Country Store in Hartleton, PA. Telephone 922.0452. The single issue cost is \$1.50.

Internet subscriptions can be obtained FREE by visiting: www.millmonttimes.com

All of the newsletters published between January 2004 to the current issue are now available on the website.

Please use the following address if you are interested in contacting the editor, subscribing to the newsletter, making a donation, sending a gift subscription, or changing your address: Tony Shively, Post Office Box 3, Millmont PA 17845, telephone: (570) 922.4297 or E-mail: tshively@dejazzd.com

April Birthdays & Anniversaries

- | | | |
|---|--|---------------------------------------|
| 1 – John & Mary “Lib” Dunkle - 1955 | 15 – Lauretta Brubaker | 26 – Anna Brubaker |
| 1 – Florence Kreps | 17 – Galen Keister | 26 – Trudy Shively |
| 2 – Kenneth & Annabelle Hackenburg - 1949 | 16 – Larry Wilson | 28 – Susie Brubaker |
| 2 – Kenneth Shuck | 16 – Tyler Radel | 28 – Robert Rowe, Jr. |
| 4 – Bruce Schnure | 18 – Kenneth Blyler | 28 – Betty Klock |
| 4 – Ruth Lenhart | 18 – Mervin Kline | 29 – Donald & Eleanor Hoy – 1965 |
| 4 – Peter & Betty Makosy - 1975 | 19 – Joyce Bartolo | 30 – Donald G. & Renda Shively - 1977 |
| 4 – Vicki Gordon | 21 – Richard & Susan Hassenplug - 1973 | 30 – Polly Libby |
| 5 – Harvey Ilgen | 21 – Perry Swinehart | |
| 5 – Larry & Carol Wilson - 1966 | 21 – Dave Hopta | |
| 5 – Lilee Dorman | 21 – Harold Hackenburg | |
| 6 – Oscar & Ella Maust - 1957 | 22 – Dick VonNeida | |
| 8 – Lydia Ann Zimmerman | 23 – Jim Wilt | |
| 9 – Norman Strickler | 24 – Betty L. Hess | |
| 10 – Harold Zechman | 24 – Margaret Boney | |
| 11 – Evie Groff | 24 – Lucy Hoover | |
| 11 – Harold Zimmerman | 25 – Harold & Catana Zimmerman - 1966 | |
| 11 – Anthony & Kay Guida - 1988 | 25 – Donald & Kafy Long – 1968 | |
| 11 – Lois Pick | 25 – Glenn & Rita Kuhns – 1998 | |
| 11 – Elam Brubacker | 26 – Jim Hironimus | |
| 11 – Kathryn Shively | 26 – Karen & Baris Goktas - 2003 | |
| 12 – Kenneth Hugar | 26 – Randall Erdly | |

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