



## The Friends of Pardee Engine 59

The accident of Pardee Lumber Company Engine 59 occurred 121 years ago this month. In Part III and Part IV of the series of articles entitled “Changes to the Forest Landscape 1754-2012” published in the August and September 2012 issues of The Millmont Times, I included some of the details surrounding the accident that occurred on the narrow gauge logging tram road on January 15, 1892.

Numerous readers access The Millmont Times each month by visiting our website, [www.millmonttimes.com](http://www.millmonttimes.com). Occasionally new readers will visit our website while searching a particular name or place. I am always pleasantly surprised when some of the individuals take the time to contact me by mail, email, or by telephone after reading something they find interesting. Occasionally people will contribute additional information or photographs to something that I published.



The Friends of Pardee Engine 59 gather near the site of the January 15, 1892 logging accident. From left to right: Jeffrey Bastian, Dennis Williams, Gary Spangler, and Jonathan Bastian. The photographer is the editor and publisher of this newsletter.

I was particularly pleased when I opened my email on November 3, 2012 and discovered a message that was sent to me from Dennis L. Williams of Liverpool, Pennsylvania. His attention to my articles was the result of a random Internet search using the phrase “Pardee Engine 59”.

Dennis Williams’ initial and

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## In Your Mailbox by Gail Hanselman

Happy New Year!!!! I hope you all had a very Merry Christmas!

How about all this snow already - it is definitely a winter wonderland out there.

Here's some things I noticed while mailing out tons of Christmas packages ....1st - make sure your package is well taped for transportation, both the top and the bottom ...2nd - label the box just like you do a letter with the addressee's address in the middle of the package and your return address in the upper left hand corner ...3rd - if you're reusing a box remove all old address labels and remember you can not use a box that has markings for alcohol, cleaning supplies or any hazardous materials without totally covering up those markings, if you are not sure ask at your local Post Office.

As you know the hours are changing in a lot of the post offices. Here are some of the new hours taking affect in January....

The new hours at Weikert take effect on January 13<sup>th</sup>. M-F 1:45 p.m. - 3:45 p.m. and Saturday 8 a.m. - 12:00. At New Berlin the new hours take effect January 13<sup>th</sup>. M-F 7:30 a.m. - 11:30 a.m. Lunch from 11:30 a.m. - 1:30 p.m. The office reopens from 1:30 p.m. - 3:30 p.m. and Saturday 7:30 a.m. - 11:00 a.m. At Kreamer the new hours take effect January 13<sup>th</sup>. M-F 8:30 a.m. - 12:30 p.m. Lunch 12:30 - 2:30 p.m. The office reopens from 2:30 p.m. - 4:30 p.m. At Millmont the new hours take effect on January 26<sup>th</sup> M-F 12:30 p.m. - 4:30 p.m. and Saturday 8:30 a.m. - 12:00. The new hours at Laurelton take effect January 26<sup>th</sup>. M-F 8:30 a.m. - 12:30 p.m. Saturday from 8:00 a.m. - 10:00 .m.

Reminder - postage changes on January 27<sup>th</sup>. The cost of a one ounce first class stamp will be 46 cents; a book of stamps will be 9.20 and a coil of stamps will be 46.00 dollars. Please check with your local post office for other price increases.

All post office's will be closed on January 21<sup>st</sup> in honor of Martin Luther King, Jr. Day.

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subsequent emails to me included the following:

Greetings,

My name is Dennis Williams and I live near Liverpool, Perry County. In the late 1970's after overhearing a conversation about locomotives lost or abandoned in the forests, I became captivated with the idea of finding one - much like searching for lost treasure. Many years prior as a young boy hunting with my father, he often talked about walking a tram road while making our way to a particular hunting spot. Even then the thought of trains chugging through the mountains excited my curiosity to the point where I was more interested in the history of the tram roads than bagging game, much to the disappointment of my father!

Over the winter of 1978 - 79 I obtained several of the books in the series of Logging Railroads of Lumbering in Pennsylvania. Ben Kline was the author of the two I was most interested in since these covered the central part of the state. At that time I was working at PennDOT in a transportation planning bureau that also included the cartographic section so I was fortunate to have access to their historical USGS maps. Using Ben's logging railroad schematics combined with the historical USGS info and a huge amount of wild enthusiasm I figured this would be easy!

My first lost locomotive adventure (early spring 1979) was in search of the Bebelheimer Shay ("Pitch Pine and Prop Timber", book 1, page 141, Ben Kline) in the Detweiler Run area of Huntingdon, Centre, and Mifflin Counties. This is the "holy grail" of lost locos, but with my research, planning, and guesstamations it would be a sure success. Well, after walking for many miles and crawling through what seemed as much undergrowth the first expedition ended in disappointment. Grades, spikes, and a sawmill location was found but no locomotive. Shortly after this trip I got the opportunity to meet with Ben at the Railroad Museum of Pennsylvania in Strasburg where he worked. I described my enthusiasm and commitment for searching for lost logging locomotives. He politely explained these were just stories and legends handed down through time and, as no real evidence existed, that they should not be taken very seriously. I respected his research and time involved in compiling the Logging Railroad series but he still couldn't dampen my quest for lost locos. After talking at length about the Bebelheimer Shay, he mentioned the Pardee 59 in "Wild Catting On The Mountain". Again he tried his best to dissuade me from looking for it as it would only be a waste of time.

With a new target now identified, I set about once again comparing Ben's schematics with historical USGS maps while injecting a large dose of speculation. In mid-April of 1979 I enlisted the help of my nephew and a friend to scour a mountainside in Mifflin County. Shortly after lunch we discovered pieces of what was surely some type of railroad equipment. Using my metal detector we established an alignment of debris that appeared to confirm something rolling down the mountainside spewing broken bits of a larger mass. In other words, this looked like the site of the wreck of the Pardee 59 locomotive. Items we recovered and later gave to Ben Kline were two units of brake shoes and holder, various sizes of broken bolts, scraps of galvanized tin with rusty nails, and a broken step

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The photographs above were provided to me courtesy of Dennis Williams. They were taken in 1979 by Williams and his nephew, Michael J. Lewis. These discoveries were made when they, and other individuals, visited the site of the Pardee Engine 59 crash in search of relics. These are some of the items they found while scouring the mountainside.

Of particular note is the bottom photograph, which includes two pieces cast diamond plate. The diamond plate, along with pieces of galvanized tin, was telltale evidence to author Benjamin F. G. Kline, Jr. that this was likely the site where Engine 59 tumbled over the mountainside.

# BIRD TALK

by Jim McCormick



This concludes ten turns of the wheel, ten Cycles of the Seasons, my one hundred and twentieth column. My first column was in the February, 2003 issue of the *Millmont Times*. Tony Shively, the editor and publisher of this newsletter, had seen me walking around Millmont for over thirteen years, with my binoculars and camera hanging around my neck. I'm sure he wondered, like many others, what I was doing, so he asked if I would contribute to his newsletter. I was somewhat reluctant at first, but thought it might be an interesting writing exercise for me. I and my family had moved into Millmont around Christmas time in 1989 and I had immediately begun to walk around the area, curious to know what was there. I remember early on I had seen a bright red Cardinal along Penns Creek and it reminded me that I had a pair of binoculars from many years ago, tucked away somewhere. I already was carrying my camera which I had been doing for many years. With the binoculars, bird watching was a logical extension of my photography. The more I learned about the birds, the more interesting they became; so, by the time of my first column, I had become an avid bird watcher and named my column *Bird Talk*.

“Since this is called **BIRD TALK**, let's talk birds. But first, let me give you a word of warning: **Bird watching may be habit forming**. You start by learning their names, where they live and their songs. Then you may even begin to like them. Unfortunately, and this is the worst part, you may want to **PROTECT** them! If that thought does not scare you, let's begin.” - February 2003 *Millmont Times*.

From the very beginning, however, my column was never going to be just about birds; my intent was to communicate the wonder and beauty of nature that I saw all around me. As a photographer I wanted to describe how the light changed from hour to hour and from season to season, to describe the ever changing Cycle of the Seasons. As a part of that ever changing landscape, the activity of the birds became an integral element in the story I was to tell. As I watched year after year, the comings and goings of the birds, I was amazed at how important they were to the story of our lives. We had coexisted with these creatures for thousands of years and most of us were unaware of their activities, much to the detriment of the birds. We unthinkingly cut down trees, and roadside shrubs without a thought for the creatures that might be living in them. Year after year, I walked from my home on Maple Street, down to the concrete bridge on Penns Creek, from there to the Covered Bridge and then followed Shirk Road to Davis Road and back into Millmont on Millmont Road, a four and a half mile walk. It is an interesting walk with diverse habitats for birds, mammals and insects and the plants that support them, giving them food and shelter. All things are interconnected. We upset the balance at our own peril. The Winter Solstice has just passed and the hours of daylight are slowly starting to increase. One naturalist says that the Winter Solstice is the first day of spring for the birds; he sees their activities change then and I believe him. January is when I begin to listen for the first callings of the Cardinals, House Finches and Titmice. There has been the calling of Crows and Blue Jays all along, but that is just their socializing calling; I'm talking about territorial calling and courtship calling. That signifies that the new Cycle of breeding has begun and soon the Robins and Red-winged Blackbirds and Common Grackles will be the first spring migrants to arrive. And so it all begins, anew. That is the story I have been telling for ten years now but now it is time to move on; this will be my last regular column. Some of you have been readers since the beginning, and some have come along later, but to everyone I say: I hope you have found something to enrich your lives in this story and will pass it along to your children and grandchildren so they, too, can continue to find beauty and wonder in the world that is just outside our door.



Photograph of Red-bellied Woodpecker courtesy of Jim McCormick.

**Editor's Note:** Janice and I extend our sincere appreciation to Jim McCormick for his dedication and commitment to writing a monthly article for *The Millmont Times* over the last 10 years. Jim has been making a routine trek around the village of Millmont since 1989. Recognizing his interest in birds, I approached him in 2003 to see if I could persuade him to contribute a monthly article for my publication. I was thrilled when he said yes, and for the last 120 months I was delighted to be the recipient of his interesting and informative articles. For the past decade Jim's unique writing style has enlightened and entertained readers concerning the feathered friends many of us enjoy. He has also brought insight and enlightenment concerning the beauty and fragility of the natural world we all live in. His skillful writing abilities are equally matched with his photographic talents. While we will indeed miss his regular column in the newsletter, we would like to take this opportunity to extend to him and his wife, Diane, the very best, and a sincere **THANK YOU** for sharing his time and talent.

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Dennis Williams of Liverpool shows some of the artifacts that he discovered at the site of the Pardee Engine 59 crash site with Jonathan Bastian on the left, and Gary Spangler on the right.

plate. We also found a long section of heavy steel rod with a piece of bent flat steel attached, along with a piece of chain attached to the flat steel. This item was left on a large flat rock to mark the site for anyone else who might also search the area. As we were very excited about the brake rigging, Ben was overwhelmed with the step plate. He was certain this came off of a locomotive and not logging trucks. He also said the galvanized tin would have been used as a roof nailed onto the wooden cab frame. After a good while (exact timeframe escapes me) examining the “artifacts” and the location found as per our description, Ben compiled an article documenting the discovery to be included as an addendum if the Logging Railroad series should be reprinted. I wanted to take Ben to the wreck site but we never could coordinate a trip and time just slipped away. Ben died in 1992. I’ve revisited the site several times, the last being almost twenty years ago. At that time the long steel rod with the flat steel attached was no longer there. Had somebody else found the Pardee 59 wreck site and claimed it for a souvenir?

This early Climax Class A had a wooden frame. So the large metal pieces were the boiler, cylinders, wheels, gears, and assorted hardware needed for operation. At the site is the faint remainder of what appears to be a spur or road built from what was then the grade to the main piece(s) of the wreck. Was this a salvage operation by the lumber company or a scrapper grabbing metal during one of the world wars?

I wanted to share my story about the Pardee 59 with you since I just recently came upon the article in the Millmont Times online. I enjoyed the story very much and found the part about Gary Spangler finding the wheel most fascinating. I’ve been trying to compare the wheel in the photo to locomotive wheels in my Climax book. It looks similar but can’t be positively confirmed that it’s indeed a wheel off the Pardee 59, but I sure hope it is! I’m in the process of gathering photos of our finds in 1979, and will scan and send you copies if you are interested.

A quick side note. I made a special pilgrimage to the wreck site on the one hundredth anniversary of the wreck as recorded in Ben Kline’s book as being January 22, 1892. Fighting snow and cold, I managed to coax my pickup to the site then held a brief memorial service. It was defiantly an eerie feeling being there one hundred years later, so far out in the wilderness alone, out of contact with others, and not knowing for certain that I could safely get back to civilization! But it was a literally a once in a lifetime experience and after more than a few close calls I was glad I did it. Too many details to write about here so someday I hope to tell you the more humorous side of this adventure!

PS: I’ve searched for the Bebelheimer Shay on and off since 1979 but still haven’t found anything, and, frankly, don’t expect to. Around ten years ago (or so) I did find pieces of the McNeal Lumber Company Climax that also rolled down a mountainside near New Baltimore in Somerset County. This account is documented in Ben Kline’s “Stemwinders In The Laurel Highlands”, book 13, page 1335 in the Logging Railroad Lumbering series. The “old timers” I used to hike the logging railroads with have all passed away. I can’t find anyone interested in this unique part of our history so I seldom get out to hike and explore anymore. I hope your article inspires new adventure-seekers to take up the quest for lost locomotives!

After communicating with one another via email, Dennis Williams and I made arrangements to visit the site of the 1892 logging accident prior to onset of winter weather. Aware of their interest in anything related to Pardee Engine 59 I also contacted Jonathan Bastian and his father Jeffrey of Mifflinburg, as well as Gary Spangler of New Berlin to see if they would like to accompany us on the trip. The five of us agreed to make a trip to Treaster Mountain on Sunday November 18, 2012. I dubbed our little group “The Friends of Pardee Engine 59”. My journal entry from that November afternoon is as follows:

The guys began to arrive at my Penn Street, Millmont home around noon. Denny Williams was the first to arrive. Next came Gary Spangler followed by Jonathan and Jeff Bastian. We talked at the house for short time, and Dennis showed us some of the artifacts found at the accident site during his 1979 outing. Janice had prepared food and drinks for all of us, and everything was loaded in the vehicle by the time the group arrived. After putting their equipment in the back of our Honda we were ready to depart for Strong Mountain Road, on the south side of Treaster Mountain about 12:30 p.m.

The rear seat was a little cramped as Jeff, Denny, and Jonathan each squeezed into the vehicle. I was the driver, and Gary Spangler was in the passenger seat. It was a beautiful day to be out in the mountains.

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## Do you recognize anyone?



This month I am going to ask the readers for their help in identifying the gentlemen in this photograph.

This photograph was furnished to me by Forrest Wenrick of Laurelton. He purchased this photograph on eBay and although the location is easily identified, the men shown in the photograph are unknown. If readers of this newsletter can identify any of the faces you can contact Forrest, or you can contact the editor and publisher. Contact information can be found on page 12.

Any help would be greatly appreciated. I thank Forrest for sharing the photograph with me.

## *Millmont Times Fun Facts*

Volume I Issue I of The Millmont Times was published in May 2000. That four page newsletter featured an article written by Bradley Catherman, son of Timothy and Bridget (Schmader) Catherman. The Catherman family was residing on Third Street in Millmont at that time. I encouraged Bradley to write an article for the first edition of the newsletter. His article was about his sister, Brandi Catherman. At the time Brandi Catherman was 15 year old, and a sophomore at Mifflinburg Area High School.

Today Brandi Catherman is married to Jeffrey Spotts and they live off Furnace Road near Lewisburg. Brandi is a high school biology teacher for the Lewisburg School District. Bradley is married to Megan. Brad is also a teacher in the Lewisburg School District. He is employed in the middle school.

## WANTED

I am looking for photographs and information from attendees of Camp Nikomahs at Trails End. I am also searching for photographs of the Millmont Boy's Baseball team, the Center Point schoolhouse as well as a photograph of the Lincoln School that was located in the vicinity of the muskrat pond at Laurel Park. I am also interested in locating school photographs where the late Mark Shively (1866?-1947) was the school teacher. Shively taught school at a number of area schools during the late 1800's and early 1900's, including the Green Grove School.

Another area of particular interest is locating photographs and information relative to Albert Lichtenwalter (also spelled Lictenwalter). Lichtenwalter was the superintendent of the Pardee Lumber operation for a period of years. There is a Levi Lichtenwalter living in the village of Pardee when the 1900 census data was collected. However, Albert Lichtenwalter is not listed in the Hartley Township census records for that year. The whereabouts of the Lichtenwater family (Albert, Levi, or other family members) following the demise of the Pardee Lumber Company remains a mystery. Anyone who can assist in solving that mystery is encouraged to contact me at the mailing address, email, or telephone number shown below.

Other photographs I am in search of include the Bingaman Sawmill at Laurel Park, the Knauss's of Swengel and their thrashing machine, and photographs of Charles L. Braucher.

I am also working on an article about the origins of various place names in the West End, Tight End, as well as the Bald Eagle District Forest (streams, gaps, mountains, trails, vistas, etc.) If you are aware of any obscure names, or the origins of those names please let me know. Early topographical maps, forestry maps (earlier than 1924) or other maps that includes the names of streams, mountain roads, trails, gaps, etc. would be helpful.

If you have any information or photographs concerning any of the topics listed above please contact me [tsively@dejazzd.com](mailto:tsively@dejazzd.com), or write to P. O. Box 3, Millmont, PA 17845, or telephone 570.922.4297.

## Free Newsletters!

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The following is the addendum as written by Benjamin F. Kline, Jr. regarding Dennis Williams' discovery on the south side of Treaster Mountain. This addendum was written in May 1979 and was to be included in any republication of Kline's book "Wildcatting on the Mountain". My sincere thanks to Dennis Williams for providing a copy of this unpublished addendum:

**Subject:** Locating the wreck of Ario Pardee's Class A Climax locomotive No. 59.

**Background:** The publishing of "The Logging Railroad Era of Lumbering in Pennsylvania" has unforeseen benefits. One of which was the use of the accounts within the individual books by interested persons to attempt to locate the sites and remained evidence of the sawmills, camps and other incidents described within the books. Numerous artifacts have been found, and includes those reported and those that have not, by both professional and amateur searchers. The accounting of the various locomotive wrecks and abandonment related within the series have attracted the interest of various groups, one as far distant as Cleveland, Ohio, but other groups of Commonwealth citizens have also had this particular interest.

**Account of search:** One such group has included Michael J. Lewis, a private business employee, and Dennis L. Williams, an employee of Penndot; both from Duncannon, Pa. The third member is Kristy L. Snyder of Camp Hill, Pa., an employee of the Penna. Historical and Museum Commission. These three are the core of this particular group, which at time includes others. Their first interest was an attempt to discover the location of the abandoned Bebelheimer Shay recounted in Book 1, page 141 of this series. After searching for several weekends, they found the site of the sawmill, several other buildings, numerous abandoned grades and several small artifacts. With the approach of warm weather, the search was discontinued until cooler weather because of the snake problem in the area.

In the meantime, this same group had read about the wreck of Ario Pardee's Class A Climax Locomotive, No., 59, book 2, page 220. After consulting with the author of that book to gather all known information, they decided to attempt to find the wreck site.

On Saturday, April 14, 1979, the before mentioned trio made their first trip to the area. They first entered New Lancaster Valley, and using a forest service road, entered Treaster Valley, the reported area of the wreck. They entered the Valley from the opposite direction from which the Pardee tramroad had entered the same valley. Using available maps, and other information, they drove over what seemed to be an old tramroad grade that had been converted to a service road, and up the slope of the mountain that formed the North valley, turned around to check the general location against the given description, and then returned down the road to a point where they thought it was wise to start their search.

Having found the area described in the narrative, they spread out across the slope and moved slowly in line. The first piece of wreckage was found at approximately 2:30 PM. It was a piece of brake rigging. Having found this, they went for their metal detector and began to conduct an intensive search. This continued until 4:30 PM when it was time to leave. The weather was partly cloudy.

The location of the remains have been found, are in a location that corresponds with the accounts given by various witnesses when they were interviewed in the 1960's. The tram road passes through the "Gap", turns abruptly to the east and descends on a steep grade until it reaches the floor of the valley. The tramroad grade itself is on a narrow shelf along the hillside and the terrain is strewn with large rocks and boulders. The footing is very difficult and again is what is described and one of the reasons stated why the remains were left. The parts were found in more or less of a straight line that would have been made by an object rolling down the hillside. From all indications, most of the remains are from one of the locomotive trucks. There are two (2) brake shoes and their hangers. Various identifiable parts of brake rigging and other misc. hardware. There is also a badly decayed piece of wood that had a metal piece attached, which may have been part of the truck framing.

While there was no individual part that could be positively identified as part of the early Climax locomotive, the nature of the parts found would be typical of those which would be expected to be found on the early Climax locomotives. They are definitely not parts from a wrecked log car or truck as several parts such as the two broken pieces of cast diamond plate that were found would not have been used on a log car. The absence of any part drawings, if they would have existed at the time of the locomotives manufacture, prevent positive identifications. However, the wide flat brake shoes are identifiable as of locomotive type of construction, and their appearance is identical to those shown in illustrations of similar, but slightly later in construction of Climax locomotives.

The parts found include two (2) brake shoes, 1 complete and 1 broken. Two (2) brake hangers, one of which is badly bent. Two (2) pieces of broken cast diamond plate which were probably part of a step, and which also were the only parts found to this date separated from the remaining parts. One (1) short chain with remains of attaching eyes, and one (1) broken cast iron casting which is thought to be part of the truck hardware. One (1) iron bar with nails to attach it to wood and evidently used as a wear plate, and a piece of strap iron evidently used for the same purpose. The above pieces were picked up, cleaned by Mr. Lewis and Mr. Williams with a wire brush, and brought to the Railroad Museum for identification. Several larger parts were left where they were found for future search and retrieval.

The parts found are from all evidence the remains of one of the locomotive trucks. As to parts of the main locomotive frame, and the other truck will be found, will depend upon future searches. As of this date, no piping or other material

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On the way to the site of the Pardee Engine 59 accident we stopped at Camp Keeawae alongside Hunter Road. Gary Spangler is a member of this camp, which is located a short distance from where the engine tumbled over the mountain-side. There we found a couple of guys at camp who showed us some mule shoes, a horse shoe, and other metal items that were found not far from the cabin. They also gave us a tour of the cabin. It is beautiful, both inside and out.

We then headed to the top of Treaster Mountain where I turned the Honda around and proceeded downhill near the site of the accident. After alighting from the vehicle Gary Spangler showed everyone the location where he found the wheel in the late 1980's or early 1990's. How he managed to bring the 180-pound cast iron wheel up over the steep embankment without any assistance is incredible.

Jonathan Bastian then showed everyone the section of strap rail embedded in the base of a tree. His father, Jeff Bastian, elicited much excitement when he discovered an old railroad tie with the spike still in it. Since the tie was rather deteriorated the spike pulled right out. The tie and spike were left intact exactly as they were found.

Dennis Williams showed everyone the location where he found numerous artifacts in the late 1970's. The two locations, where Gary found the wheel and where Dennis found his artifacts, were separated by perhaps 50 to 75 yards, which was somewhat puzzling to everyone.

Williams then retrieved his metal detector from the Honda and began to do a cursory search on the roadway. He found a couple of metal objects, but nothing of significance. We spent the entire afternoon on the mountain searching for clues to the mystery that is Pardee Engine 59. Denny related the story about finding the step plate, which he gave to Benjamin Kline, the author of *Wild Catting on the Mountain*, and the man who made the story of Pardee Engine 59 famous. Denny said that according to Kline the diamond step plate was strong evidence to prove that he had in fact found the site where the crash took place. Kline indicated that the step plate and some other metals parts found at the scene could only have come from an engine.

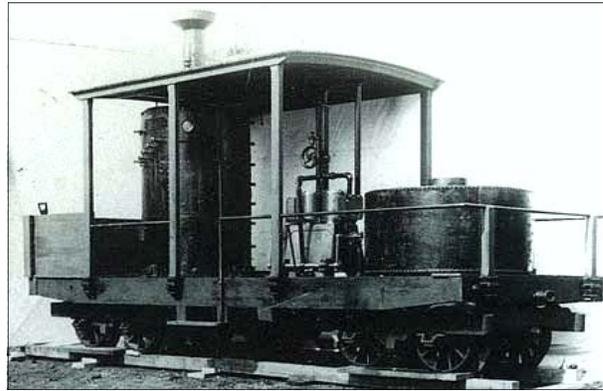
We had an enjoyable afternoon with a really great group of guys. The event was made possible as a result of *The Millmont Times*. Denny found my article in the newsletter after a hap hazard search query for Pardee Engine 59. He was excited when he read the article and quickly told his wife about his discovery. He subsequently contacted me by email, which then led us to make arrangements for our rendezvous today.

We had nothing but sunshine and blue sky all afternoon. As the sun rapidly sank below the rim of Thick Mountain we decided it was time to head down the mountain. On the way we saw a nice size deer out in the distance standing on the roadway. I got the binoculars out and discovered it was a large buck gazing toward our vehicle.

We then proceeded to Camp Keeawae, which is just east of the intersection of Hunter Road and Strong Mountain Road. Gary Spangler and his fellow camp members graciously allowed us to eat supper inside their cabin. The camp was toasty warm and we all enjoyed a meal prepared by my wife. She made a variety of sandwiches and desserts. She also sent along some chips, soda, water, cheese sticks, apples, and grapes. You name it we had it. Following an afternoon of scouring the mountainside in search of artifacts related to the Pardee railroad and Engine 59 everyone was pretty hungry.

It was dark by the time we departed Camp Keeawae, and we arrived in Millmont around 6:30 p.m.

While we were all still gathered on Treaster Mountain I suggested the possibility of placing a small bronze marker on the flat surface of a boulder near the accident site to commemorate the location of the accident. The small plaque would be our way of letting other interested individuals know exactly where the accident occurred. I mentioned to everyone that a number of people who have searched for this site went to their graves wishing that they had known exactly where this accident took place. Obtaining permission from the Bald Eagle District Forest office to erect the small bronze plaque will be the first step. Hopefully that will come to fruition in 2013.



On January 15, 1892, Pardee Lumber Company Engine 59 descended this mountain towing loaded log trucks. As the locomotive sped out of control along the narrow tram road three men jumped to safety. Wm. "Bill" Jordon heroically struggled to regain control of the engine. Prior to tumbling over the steep embankment Jordon jumped from the locomotive, only to be caught beneath the wheels of the log trucks and killed.

It is unclear when the bulk of the wreckage from Engine 59, an early Climax A locomotive, was recovered. Since that time numerous relics have been found on the slope south of this marker. What remains today are memories of the adventurous and fearless men who harvested and transported timber for the Pardee Lumber Company.

Erected 2013 by the Friends of Pardee Engine 59.

Above is a draft of the proposed bronze plaque that has been sent to the office of the Bald Eagle District Forest for approval.

## Recipe of the Month

### by Janice (Dorman) Shively

# French Onion Soup w/ Cheese Toast

½ C. butter  
 3 lb. onions, thinly sliced  
 3 garlic cloves, crushed  
 7 C. beef broth or 4 (14 ½ oz.) cans ready-to-serve beef broth  
 2 C. dry white wine or chicken broth  
 ¼ tsp. salt  
 ¼ tsp. pepper  
 13 slices toasted French bread (½ - inch thick)  
 13 oz. Swiss or Gruyere cheese, sliced  
 Chopped fresh parsley or summer savory, if desired  
 Melt butter in 5-quart dutch oven or stock pot over medium heat. Stir in onions and garlic. Cook for 20 - 30 minutes or until onions are very soft. Stir in broth, wine, salt and

pepper. Cook uncovered for 40 - 60 minutes or until flavors are blended.

Just before serving, toast bread; place cheese on hot bread. To serve, ladle soup into bowls; top with toasted cheese bread w/ parsley (if desired). Makes 13 (1 C.) servings.



About 20 years ago my friend Rose Brown shared this soup and subsequently the recipe with me. It has become one of my winter time “warm me up” meals. This recipe makes a large pot of soup, ideal to feed a big family. Or, you can freeze it in serving size containers and it’s a great meal for one person. Sometimes I toast the bread, put it on top of the soup and sprinkle shredded Swiss cheese on top. Then I pop the bowl of soup into the toaster oven on the broil setting for a few minutes to melt and crisp the cheese on top. ENJOY!

## Thank You!

I would like to thank the following people for making monetary donations toward the publication of this newsletter: Rhelda Valentine, Tobias Catherman, and Laura Campbell of Mifflinburg; Harold and Patricia Zechman of Milton; Richard Rowe, Lulu Hoffman, Kenneth and Janice Shirk, and Isabel Kline all of Millmont; Randall Boob and Richard and Susan Boop of Laurelton; Robert and Diane Wert of Quakertown; Caroline Wenrick of Hartleton; Richard Lutz of Denver; Kenneth Pick of Shillington; and Nelson and Ann Clements of Levittown.

I would like to welcome the following new subscriber: Sylvia Hackenberg of Mifflinburg.

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 Caroline Wenrick of Hartleton for donating a Get Well card that was sent to her in the 1940’s from my great-grandparents - Elder Greene and Adda Shively; Seibert “Herb” and Connie Teichman of Laurelton for allowing me to copy numerous old school photographs from the West End; Jane Foster for donating a digitized copy of Pearl Kaler’s 1989 book entitled “The Genealogy of the Dorman Family 1753-1989”; Robert and Diane Wert of Quakertown for donating a poem written by the late Rev. Greene Shively entitled “Christian Experience”; and Forrest Wenrick of Laurelton for sharing his photograph published on page 5 of this issue.



## *Field Notes, by WCO Dirk Remensnyder*

While patrolling during the deer season we have an opportunity to hear all the incidents communicated over the radio that are given to officers to handle. One incident in particular that we heard made cadet Barrick and I check to see if we both heard it correctly. The dispatcher relayed to the officer that a deer was stuck in a soccer net in the middle of the field. Either that deer is the strongest deer ever to have been able to move the net that far, or soccer rules have changed and the nets are placed differently now.

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Two individuals were cited for locating a bear from their vehicle and stopping and shooting at it from the roadway.

*(Continued from page 6)*

clearly identifiable as boiler parts have been found. There likewise was no rail or spike found, but this is to be expected as this was probably a wood railed tramroad.

**Summation:** The foregoing is a description of the search and findings as told to me by others and interpreted by myself according to my knowledge of the incident and the construction of the early Class A Climax locomotive. Sources of identification are various photos and drawings of the Climax locomotive as manufactured at that date, 1889. I do believe these are parts from Ario Pardee’s first Class A Climax, Construction No. 59, and as such, was one of the first 6 known Climax Locomotives built. Precise geographical locations have been left out of this description to prevent disturbance of the area by others.

May 31, 1979

# *Penlines From my Kitchen to Yours*

*by Lucy Hoover*

## November 18, 2012

Minister Edwin Leinbach and a van load of others from Lancaster County were at Vicksburg Church.

Melvin and Lucille Zimmerman of Mifflinburg have their second daughter. Her name is Luanna Ruth. Grandparents are Aaron and Susie Zimmerman and Isaac and Ruth Reiff.

## November 19

Dana and Lois Weaver of Millmont have their first child, a son named Brandon. Grandparents are Paul and Lucy Weaver and Phares and Anna Horning.

## November 22

Thanksgiving Day!

Nephew Melvin and Mary Hoover of KY are in our area and came to our house for supper along with more of the Hoover family.

Verna Hoover of Lewisburg has a chronic ulcer on her foot. She is staying at home to keep her foot elevated.

## November 23

Curvin and Katie Oberholtzer became first time parents to baby Michael. Grandparents are Allen and Lucy Oberholtzer and Elvin and MarryElla Zimmerman.

Betty Stimmel of Mifflinburg has suffered an injury.

## November 24

Marvin and Norma Reiff of Mifflinburg have a son named Keith. He has two brothers and three sisters. Grandparents are Alvin and Minerva Reiff and Eli and Anna Shirk.

A son named LeeAndrew was born to Edwin and Lori Oberholtzer of Mifflinburg. They also have two daughters. Grandparents are Harry and Alta Oberholtzer and Alvin and Lizzie Sensenig.

## December 3

John and Esther Nolt of Mifflinburg have a daughter named Karen. She has a four year old sister and seven brothers.

## December 4

Pauline (10) gave her pony "ButterCup" a bath in the shop washroom. Then I saw her sneak through the kitchen with a bathroom towel. "Whoa! Where are you going with that towel?" She said that Marie had told her to wrap a towel around the pony's ears to walk from the shop to the horse stable so that ButterCup doesn't get an earache.

## December 7

Jessica (3) daughter of John Aaron and Amanda Martin of Mifflinburg, had a short hospital stay.

## December 9

Two more baby boys were born today! A son named Lucas to Aaron Ray and Anita Zimmerman. He has two brothers and one sister. Grandparents are Aaron and Susie Zimmerman and Paul and Lucy Weaver.

A son named Micah was born to Luke and Ada Mae Hoover of Mifflinburg. He has eight brothers and four sisters. Grandparents are Joseph and Margaret Hoover and Phares and Ada Zimmerman.

## Remembrance

Carl A. "Cat" Catherman, 72, of Spring Mills, passed away on Monday, December 17, 2012, at his residence. Born on January 20, 1940 in Millmont, he is a son of the late Andrew J. and Esther (Dorman) Catherman.

On June 3, 1962, he was married to Patricia (Weaver) Catherman, who survives. Mr. Catherman was the owner of Catherman's Auto Body and Frame Shop, which he established in October 1976. He was a Deacon, Elder, and President of the Church Council at Grace United Church of Christ in Spring Mills. He was also a member of the R & R Gun Club in Poe Valley. He was a former member of the Gregg Township Fire Company and had served as Chief from 1966-1968. Cat was a Penn State and Pittsburgh Steeler's fan and also enjoyed NASCAR, especially following Jimmy Johnson. He will be remembered for his hard and strong work ethic.

In addition to his wife, he is survived by a son and daughter-in-law, Andrew "Herm" and Shannon Catherman of Centre Hall; a daughter and son-in-law, Kim "Sis" and William Colyer of Spring Mills; two sisters, Diane Hackenburg, of Mifflinburg, and Linda McClintock, of Millmont; one brother and sister-in-law, Kenneth and Beverly Catherman of Millmont; two grandchildren, Russell and Ashley Mark, of Spring Mills; and his devoted employees at the shop.

Burial was private at the convenience of the family.

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Marvin Dick Benner, 78, of 1640 Brethren Church Road, Mifflinburg for 57 years, entered into rest at 2:35 p.m. Monday, Dec. 24, 2012, at SUN Home Hospice Care Center, Sunbury.

He was born February 26, 1934, in Woodward, a son of the late Stewart H. and Lulu (Geiswite) Benner. On October 26, 1952, at Buffalo Valley Church of the

Brethren, Mifflinburg, he married the former Mary Jane Keister, who survives.

He was a 1951 graduate of Mifflinburg High School.

Marvin was employed for 43 years at American Home Foods, Milton, retiring in 1996. He also had a saw sharpening business for many years and recycled for the county, giving free blue bird boxes to those who contributed to the recycling.

He was an active member of Buffalo Valley Church of the Brethren, Mifflinburg, where he served on many committees, and he was a lifetime member of the Buffalo Valley Sportsmen's Club, Mifflinburg.

Marvin enjoyed refinishing antique furniture, building wooden crafts, hunting and camping with his granddaughters.

Surviving, in addition to his wife of 60 years, are one son and daughter-in-law, Jeffrey S. and Dawn M. Benner, of Mifflinburg; two granddaughters, Kelsey J. Benner and Courtney L. Benner, both of Mifflinburg; two sisters, Erma Orndorf, of Woodward, and Shirley Katherman, of Laurelton; and one brother, Wayne Benner, of Laurelton.

Burial was in the Buffalo Valley Church of the Brethren Church Cemetery.

(Continued on page 11)

# *Blessings from the Bible*

*By Brenda Weaver*

*“In everything give thanks for this is the will of God in Christ Jesus concerning you”*

I Thessalonians 5:18

Scrape—thud. Swoosh.

Another shovelful of snow landed on my growing pile. A new patch of sidewalk emerged. Scrape—thud. I took another stab at the crusted six-inch pile of heavy snow. My thrill at the arrival of two snowfalls in three days abated a bit. But as twilight settled over our neighborhood, I couldn't help but feel thankful. Pausing for a rest, I noted God had pulled back a corner of the snow-gray sky to reveal the sun lowering amid a few clumps of cloud. I took a deep breath of cold, fresh air and wiggled my chilled toes inside the soft lining of boots. Through the kitchen window I could see my teenage daughter; she was making stromboli for supper. The big breath I'd taken escaped my lungs as a sigh. I had much to be grateful for.

Around me I heard the whine of at least three snow blowers. I heard the scrape of other shovels. In the distance a tractor hummed with snow removal. The quiet stillness of snowfall had evaporated with the last falling flakes; dig out time had come to our small village. On my frequent rests I noted how quickly the paths and roadways appeared when a machine was involved. I was enjoying shoveling again because snow arrived with the calendar - just days away from the block marked "First Day of Winter." But I had to admit the amount of shoveling I had to do, combined with that icy crust hiding between two layers of soft snow, daunted me. I sighed again, this time *not* with satisfaction. That nasty layer of crust wasn't exactly the pleasant icing between two mounds of soft whoopie pie! About the time I really started feeling sorry for myself (Where had my thankfulness gone?) my son's truck made a calculated slide into the parking lot and I heard his cheery voice. "Why don't you let your son do that?" I smiled.

"Yes, if only." I didn't have to remind him he'd been away all afternoon taking engagement photos in the new snow. No wonder his usually cheerful voice was even more cheerful!

Very soon he joined me in shoveling, causing my thoughts to turn to thankfulness again. Briefly. A few shovelfuls later I thought about next year, when this son would be shoveling snow for his new bride. I fought the icy crusting on the sidewalk as some old crusting on the side of my heart announced, *life isn't fair*. Here I am a widow and my shoveling time is about to increase greatly. *Things could be much worse* I told myself. *And shoveling snow is enjoyable to me*.

"In everything give thanks." The verse drifted into mind, softening the fairness crust in my heart. I do not have to give thanks *FOR* everything, rather *IN* everything. So right there on the half shoveled sidewalk, *IN* the snow I thanked God for some things.

I didn't thank Him *for* the cancer that stole my husband away before his shoveling days were exhausted. I thanked Him that *in* this snow, and *in* this season of my life, I still have much to be grateful for.

Boots. Gloves. Shovels. A daughter making supper. A son who shovels cheerfully. A beautiful sky. Crisp, fresh air. Neighbors who wave, and who dig or blow their way out of another snowfall, alongside me. Neighbors who sometimes sneak over to do some of my snow removal. (I spied two of you today. Thank you for clearing our street and helping with my shoveling at our church next door!) The ability to shovel. The feeling of accomplishment. Exercise. And a husband in heaven.

What better way to start the New Year? We don't have to thank God *for* the national debt piling up faster than winter snows. Or *for* the condition of a country whose animals are valued more highly, protected more fiercely, than unborn human life. No, we don't have to thank Him *for* the circumstances that are bound to bring His sovereign judgment. But *in* these times, *in* these circumstances, we can thank God for many things. His mercy. His forgiveness. His justice. His sovereign oversight. His presence.

Ah yes, His presence. Reminds me of another verse that slips into mind quite often recently. "...in thy presence is fullness of joy; at thy right hand there are pleasures for evermore" Psalm 16:11.

Scrape—thud. Swoosh. That old fairness crust is tossed aside.

While we used to shovel snow together, one of us is enjoying the pleasures at the right hand of God! (!!!) And one of us can find fullness of joy in His presence while shoveling snow.

Oh, *THANK YOU, God!*

Prayer for today:

*Father God,*

*Have mercy on us when we complain and fret about everything from snow, to the condition of our country, to life in its unfairness. Forgive us for not trusting You, for not recognizing Your goodness to us—yes, even in the unfair circumstances of life.*

*Help us, Lord, to enter the New Year, with all its uncertainties, in an attitude of thanksgiving. Because thanking You brings us close to You, and in Your presence is fullness of joy! And at thy right hand there are pleasures forevermore!*

*Amen.*

(Continued from page 9)

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Milford Kling Hoover, 76, of 126 Boop Road Mifflinburg for the past 40 years, entered into rest at 4 p.m., Sunday, December 23, 2012, at his home.

He was born August 6, 1936, in Lewisburg, a son of the late Charles A. and Mary Joyce (Hopp) Hoover. On July 16, 1983, in McClure, he married the former Bonnie L. Straub, who survives.

Milford was a 1956 graduate of Mifflinburg High School.

He was employed as a welder at New Columbia Joist for 35 years, until he retired in 1995.

Milford enjoyed hunting, fishing, walking his dog, and working on projects at his home.

In addition to his wife of 29 years, are two sons and one daughter-in-law, Charles K. and Jessica M. Hoover, of Mifflinburg, and Milford A. Hoover, of Sunbury; five grandchildren, Austin, Ava, Courtley, Mary-Joyce, and Dante; and two foster sisters, Lydia Fitzgerald, of Sunbury, and Mary Hummel, of Mount Pleasant Mills.

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:

*Sat. January First 1944 – Temperature same as last evening as it was at 8 this morning. Mother got a wire from a brush in her throat. Called a number of doctors and all were out so Mr. Gingrich took her to Dr. Glovers and he took he took it out, which was most wonderful for a man of his age. Dr. Glover has been our family doctor for many years but we thought he would not be able to do work of that kind because of his age and he has not been well for some time. 32 degrees at 7 this evening.*

*Sun. Jan. 2, 1944 – 20 degrees at 8, hazy. “Ready to serve”, Mark 1:22. G. T. Mark 1:15. Present 32. Con. \$4.62. I taught my class and spoke from Pro. 29:18. Mother still has the cold and her throat is sore from her experience yesterday. The official brethren and sisters met this evening at our home to arrange for some church work.*

*Mon. Jan. 3, 1944 – snowing this morning about an inch deep. Snowing and raining all day, depth after noon four inches. This evening I was to School Directors meeting. The Swengel school needed a bucket for water. The secretary enquired at a number of stores and was unable to locate one. I told them I would give them a bucket.*

*Tue. Jan. 4, 1944 – Missed the temperature today, it was a real nice day. Snow melted considerable, at 9 this evening it is 32 degrees. I was doing some writing. On the 23 of Dec. I thought I had deposited \$81.96 by letter in bank, but received no acknowledgment, so I called them up but they could find no record of it. I consulted the postmaster and he could not recall mailing the letter, so we made out it was lost. I later found it with the bank book in the file, so there it is, must be getting old.*

*Wed. Jan. 2, 1944 – 33 degrees at 7, rainy all day, 36 at noon. Writing some letters. Made a few copies of my birthday poem.*

The small photograph in the upper left hand corner of page one shows a wintertime view of Cottage 10 on the grounds of the former Laurelton State Village. The photograph was given to me by the late Marilyn Keister.

## Looking Back

The following newspaper article was originally published in the January 31, 1883 edition of The Mifflinburg Telegraph.

### West Buffalo Items

The dam at “Buffalo Mills” is about completed, and is one of the nicest and most substantial wooden structures of the kind in these parts; the water in it will be about fourteen feet deep, at the deepest, and will cover five or six acres of ground. A Mr. Mason, Patron of Husbandry, I believe, from up river, bossed the building of the dam at four dollars per day I was told. (If Chauncy F. Black does *his* work as well in the office of Lieutenant Governor, as Mason did *his*, at the *dam* our vote for him will not have been in vain.) The company still have (sic) some thirty hands at work, some on the R.R. up the creek, some digging out for the boiler and engine house, some making rough wall, and some framing the mill timber; all of the work going forward as fast as possible, by such weather. I have heard it said, that some of the hands find fault with the boarding furnished by the company; say (sic) it is not as it should be. Now, I am not much of a judge of fancy boarding, but, having eaten army rations for nearly two years; lumberman’s, farmer’s, and mechanic’s boarding at many different places, and having eaten at *this* company’s table frequently, I do not hesitate to say that their boarding and lodging ranks high, taking all things into consideration; and *no* laboring man needs to hesitate about asking for work there on that account; neither need any one hesitate on account of wages, for I know that Mr. Thompson, the kind and courteous paymaster, pays promptly and regularly, which is always the surest and best way to do business. I think by this time no one will say that this lumber company is no benefit to the community. There always will be disadvantages, where there is business, but who would say, go away with your trade, we have no need of you. Even the M.D.’s, the Lawyers, Preachers, and Professors might be benefited by a trip to the mill, a drink from the creek, a little pure air and a good dinner, such as Mrs. Shontz cooks for the company. But, my mill story is growing long, and of course somebody will say the company must pay Sammy Grove well, being he has so much to tell; but don’t you fear, dear readers of the TELEGRAPH, *no* one pays me for this, except by your kindness and respect for me and my family; and, if any are benefited by this, it accomplishes the object in view. Buffalo mills are (sic) not in West Buffalo township, as many suppose, but in Lewis township, with the outlet through West Buffalo to the R.R.; so you see, Lewis will have the benefit of the tax.

I find that our teachers, with one exception, are in the institute this week, the place where they should *all* be, the full time, and directors, too, as much as possible, and soon our school work would be better and more easily done.

S. G. Grove

Dec. 20, ‘82

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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](mailto:tshively@dejazzd.com)

### January Birthdays & Anniversaries

2 – Charles and Fay Zechman - 1953  
 2 – Joan Klinger  
 2 – Brady O. Koonsman  
 3 – Fay Zechman  
 3 – Edward Martin  
 4 – Stacey Witmer  
 5 – Sarah Gordon  
 5 – Harry Oberholtzer  
 5 – Wilmer Zimmerman  
 5 – Donna Fultz  
 6 – Rachel Keister  
 6 – Lisa Martin  
 6 – Betty Wallace  
 6 – Arlene Zimmerman  
 6 – Craig Yarger  
 7 – Helen Harter  
 7 – Norma "Pat" Bennett  
 8 – Pauline (Crebs) Levan  
 8 – Colby Yarger  
 10 – Linda Sholter  
 10 – LaNell Reiff  
 11 – Carol Wilson  
 11 – Leroy Zimmerman

12 – Travis Brown  
 12 – Peter Makosy  
 12 – Ann M. Koonsman  
 13 – Mary Catherine Hummel  
 14 – Della Schneeberg  
 14 – Helen Raker  
 16 – Marge Schmader  
 16 – Julia Libby  
 16 – Jason Zimmerman  
 16 – Diane Hackenburg  
 17 – Leroy S. & Verna Zimmerman - 1961  
 17 – Lucille Wenrick  
 18 – Keyen Bingaman  
 18 – Glenn Kuhns  
 19 – Donald & Phyliss Ruhl – 1973  
 20 – Anne Little  
 21 – Tracey Beaver  
 21 – Jennifer Martin  
 21 – Bill Mattern  
 22 – Dianna Lloyd  
 22 – James & Helen Camp - 1961  
 22 – Helen Camp  
 22 – Wilmer Zimmerman

22 – Hertha Wehr  
 22 – Gerald Starks  
 23 – Fred Yarger  
 24 – Kenneth Rishel  
 24 – Richard Martin  
 24 – Randy Lyons  
 25 – Sandy Aikey  
 25 – Ellen Kahler  
 25 – Betty Makosy  
 25 – Warren Zimmerman  
 26 – Helen Martin  
 27 – Evelyn Miller  
 27 – John Stamm  
 28 – Kathryn Hartman  
 29 – Lottie Sheesley  
 29 – Richard Wenrick  
 29 – Margaret Yarger  
 30 – Eugene Antol  
 30 – Daphne Martin  
 30 – Stan Weaver  
 31 – Marcus Zimmerman  
 31 – Hilda Zechman

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