

Official Newsletter  
of



NATIONAL RAILWAY HISTORICAL SOCIETY

P. O. Box 1361  
Altoona, PA 16603-1361  
[www.hscnrhs.org](http://www.hscnrhs.org)

**Summer 2021**

**CHAPTER OFFICERS**

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**NOTE:** Horseshoe Curve Chapter, National Railway Historical Society was granted a charter by the NRHS on May 11, 1968 (3 months and 10 days after the PRR-NYC merger), evolving from the Altoona Railway Museum Club (1965-1968). We meet on the **FOURTH** Tuesday of each month except December, at the Railroaders Memorial Museum, Altoona, PA, at 7:30 PM. Occasional exceptions are announced to the membership.

90 (+) % of all communications and notices are handled by e-mail. Please keep your e-mail address current with the officers, especially the President and the Chapter Historian/Editor.

Meetings are open to those interested in railroad history and membership inquiries are invited. Chapter-only membership is available but national membership dues are separate. For more information visit [www.nrhs.com](http://www.nrhs.com).

## **IN THIS ISSUE**

**by Leonard Alwine, Editor**

As this issue goes to press, Summer is fast upon us. And things are beginning to open up once again. The Altoona Railroaders Memorial Museum is now open and so is the Horseshoe Curve. They are to feature new displays rebuilt by the employees when they were shut down. They also have new discounted tickets available for families and seniors.

Bakers Mansion is also now open again and Everett Railroad will begin excursion service on Father's Day. So it is time to get out and begin to socialize again.

Inside are two feature articles, one by Jeff Holland about finding the location of an old trolley bridge seen for many years in a postcard photo, and another by Editor Leonard Alwine about a special day recently held at Horseshoe Curve by a group of men who restore old train horns.

There is also a book review for the new PRR Petersburg branch line and beyond recently released by the PRRT&HS.

Joe Harella keeps us informed about Local Yard News and chapter minutes and in the "Under the Wire" column is a look at an old Lakemont Park booklet.

Leonard Alwine writes about the East Broad Top Railroad and also the Walter L. Main Circus Train Wreck anniversary program in the "Interchange Tracks" column.

The "A Look Back" column has a few interesting articles and also a special photo look back contest at the end. And finally an "In Memory" section is a listing for Rose Tower.

So I hope all members will enjoy this newsletter for Summer. By Fall we will have lots of events to write about as we get out and do things again.

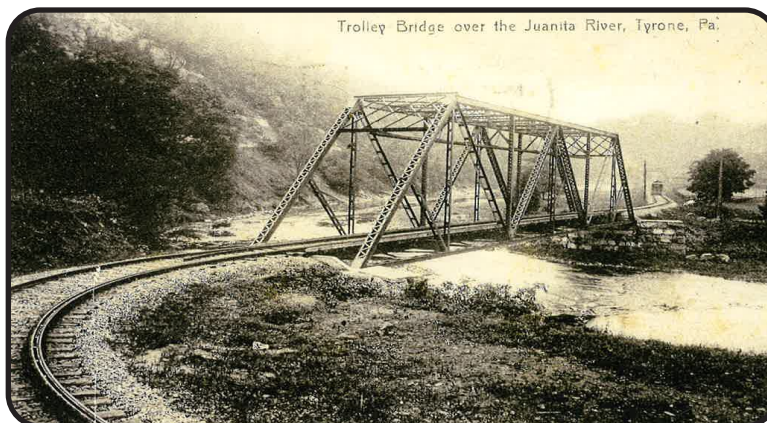
If you have something you wish to have included in the next issue, send it to the editor.

- Leonard E. Alwine, Editor

## **FEATURE STORY**

**by Jeff Holland**

### **POSTCARD PHOTO LOCATION DISCOVERED**



The postcard view of a trolley bridge near Tyrone, PA as used in the Altoona & Logan Valley history book page 26 is actually showing a trolley car going from Nealmont to Ironville circa 1902 when the area was new and clear cut.

## ***Tyrone Trolley Bridge Rediscovered***

### **By Jeffery D. Holland**

For about 15 years now, I have been collecting photos, postcards and artifacts related to the Altoona & Logan Valley Electric Railway. In 2005 after reading the book *Images of Rail the Altoona & Logan Valley Electric Railway*, my interest was sparked. That spark became a roaring fire when a short time later my Uncle gave me my Grandfather's Altoona & Logan Valley Electric Railway Company hat badge. I was hooked. Over the years I have found a lot of photos and postcards but one in particular always stymied me. The postcard shown above labeled "Trolley bridge over the Juniata river, Tyrone Pa." I as well as Dave Seidel and Leonard Alwine had searched for the location of this bridge for years with no success. I had myself spent a lot of time looking at maps of the right of way between Altoona and Tyrone searching in vain for a location that matched the photo. Over time, I despaired and decided I would probably never know.

Recently, I came across a system map of the Logan Valley showing the entire system. My first thought was "where is that bridge!?" No luck. It showed the location of the track and stations but not bridges. One small detail became apparent from this map. I and I believe most everyone else thought the track at the northern most point of the line stopped in Nealmont outside of Tyrone. This map however showed the track going as far as Ironville traveling under the PRR viaduct at that location. That in and of itself seemed like a great discovery.

A few months later, I found myself driving to State College to visit a friend on a Saturday morning and as I approached the fork in the road to turn toward Warriors Mark I passed the small village of Nealmont. My mind went back to the Logan Valley's newly discovered section of right of way. Suddenly it hit me like a ton of bricks. We had all been digging in the wrong place! I had always made the assumption that the bridge in the postcard would be on the Altoona side of Tyrone but I had never looked north of Tyrone. I realized that to get to Ironville from Nealmont you have to cross the river. I kept driving knocking the idea around all the way. After visiting our friend my wife and I stopped for lunch. I finally had a chance to look at Google Maps. I scrolled in on the location I had hypothesized and everything seemed to be a match. It was clear that there was old right of way across the river at the point I had guessed.

On the way home we stopped and took a look and right where I thought a bridge abutment would be. There it was (See photos). I drove to the other side and found intact a second concrete bridge that had carried the Logan Valley track. The straight path of the track was still clear all but for the over grown grass (See photo). I was thrilled! But still a little uncertain.

I got home and immediately pulled out the postcard. Looking at it I remembered that I had found a copy of a photo at the Tyrone Historical Society years ago. The photo showed a bridge. One I had also not identified. I had never put the two images side by side. Doing so I found them to be one and the same. The greatest part was the second photo showed a view in the opposite direction showing the houses in Nealmont, houses that are still there and were a perfect match! This was the final confirmation. I had finally located the bridge from the postcard.





The bridge abutment on Nealmont side of the river



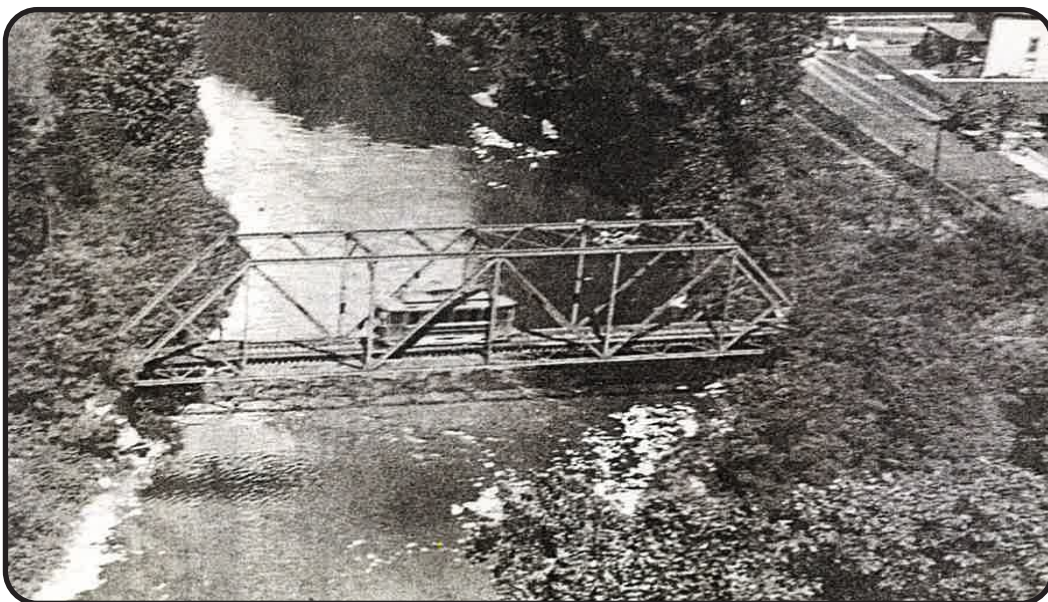
Concrete bridge near the Ironville town still intact on the right of way



Grass growing on the right of way looking from Ironville towards Nealmont



Houses in Nealmont May 2021 along the old trolley line



Trolley on bridge going to Tyrone Forge when in use. Same houses still standing along street. The bridge was built 1901-02 and the line converted to buses in the mid 1920's making the bridge obsolete.



## HORNS AT THE CURVE

by Leonard Alwine

It was a warm and sunny day, Saturday, March 27th, so my wife Diane and I decided to get out of our house and take a ride. After riding around a while we eventually ended up at the Horseshoe Curve to watch trains, something we hadn't done for quite a while.

Although the Curve Park was still "shut down" it proved to be an excellent choice for a stop on our ride that day. That was the day that a group of men had come there to blow their restored train horns.

There were twelve men there and they came from Pennsylvania, Ohio, Virginia, New Jersey, Maryland and New York. They told me that they were not an organized club but just talked on the internet and decided to meet there for a day of blowing old train horns.

We got there shortly after they did around 12:30 and watched them set up and get their horns ready. I quickly realized that this is not a cheap hobby for them. They were very friendly and glad to "show off" for us and another family that had stopped at the curve to have their kids see trains rounding the horseshoe.

They had brought with them 43 sets of horns between the different men representing many different railroads. Each set of horns had a little different sound and some even had the bell sound also when air was pumped through them.



Some of the 43 sets of horn that they had brought with them that day.

The seven cars and trucks that they came in each had a rack built on them to hold the horn sets. Each also either had a compressor or an air tank to hold the air.



A couple of the trucks showing the rack for holding the horns.

The ones with just an air tank for supplying the air had to refill between runs using a portable air compressor that they had rented and brought with them.



A truck with just an air tank is getting refilled between runs with the portable air compressor.



Some of the trucks had a completed system with a gas powered compressor and tank built into the horn racks.



The control handle built into the cab of the truck for regulating the air flow to the horns.

The horns weigh between 35 and 50 pounds depending on the number of horns in each set. The racks are built to some standards so that the horn set can be switched from one to another in about five minutes by taking off a couple bolts and the air line then reattaching them to the next set of horns.

In use, the driver would go down the road to the bridge at the lower dam then come back up to the red light at the curve blowing his horns, it sounded just like a train coming up from Altoona except when it got to the

curve it was just a Dodge Ram pickup truck. One car with a rack on it's roof even went through the tunnel and turned and came back down. The echo in the runnel was quite the sound.

The group even had set up a couple of tripods near the red lights to record the sound coming up the valley.

We stayed there most of the afternoon and did see three trains going up the curve and one coming down. This was unique also as when these trains blew their horns, the guys down at the road would answer with another horn blast. Both the engineers and the guys seemed to enjoy this.

As it neared supper time we had to go. I think they had planned to stay for a while longer as they pulled out Sheetz MTO's and drinks. It was a nice day with a surprise attraction at the curve for us that day.

As they are, we left for home and as I passed them I sounded a long-long-short-long honk on my Dodge Caravan horn. They seemed to really enjoy this as they laughed and waved goodbye to us.

## **NEW BOOK REVIEW**

**by Leonard Alwine**

My copy of the new history book titled "The Pennsylvania Railroad's Muleshoe, Horseshoe, Altoona and Beyond" arrived in mid March and for the next week of evenings I read through it and then went back and reread and looked again at photos included in the book.

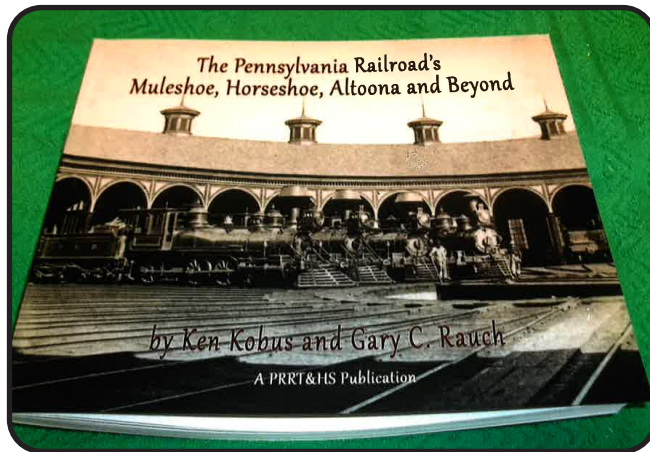


Photo of the book cover

The book was published by PRRT&HS and is an excellent addition to anyone's library who is interested in PRR or Altoona history.

It is well written and laid out taking the reader on a rail trip from the Petersburg branch switch through Williamsburg, Hollidaysburg, The Wye Switches up the Muleshoe, around Cresson, Gallitzin and down around the Horseshoe Curve to Altoona and the yards there and through Juniata.

For me, the book brought back memories of my childhood and places I remember from trips with my dad to see trains. The Wye Switches, The Route 22 overpass on Cresson mountain and the many buildings in and around Altoona and Juniata.

My dad worked for the PRR and he would take us on Sunday car rides to see trains passing by. Most every ride ended up at Horseshoe Curve. The photo on page 76 of the old curve is just as I remember it in my younger days and it seemed to make the whole book worth the purchase price. (The aero train rounding the tracks in this photo just put the icing on the cake so to speak.)

Of course we can never go back to those times. They are now just memories in our minds or photographs. This book will bring back those memories with the many photos used inside. It might also make you sad as you remember what was here and was destroyed by redevelopment in the 1960's and 70's. What an attraction Altoona could have had as a railroad tourist town.

I do recommend that all get a copy of this book and take that trip back in time.



## LOCAL YARD NEWS

by Joseph Harella

On April 10, 2021, six cars of a unit coal train derailed across from the Altoona train station. R.J. Corman Railroad Services quickly had the cars rerailed and new track installed in the area destroyed by the derailment.

It was interesting to watch as this wreck took place right next to the fence behind Station Medical Center and people could watch the recovery take place less than ten feet away.



Photo of wreck and cleanup efforts  
by R.J. Corman Crew

By supper time the wreck was cleaned up and the new track installed and ballasted. Of course, the effort was helped along by the members of the Horseshoe Curve Chapter, NRHS which were there to act as sidewalk supervisors.



NRHS Supervisors

Left - Right

Front Row: Leonard Alwine, Joe Harrella and Joey DeFrancesco

Back Row: Dave Seidel, Mark Yingling, Jeff Holland, Tim Seymore and Dick Charlesworth

Photo taken by Virginia Seidel



## DATE FOUND

With the help of Jeff Holland's computer, the date of the Old PRR building fire in the last issue has been found. The story about the fire appeared in the evening edition of the Altoona Mirror on April 19, 1976.

The article reported that at that time the building was owned by Altoona Pipe and Steel and was leased to Puritan Sportswear of Altoona, which had large amounts of silk and yarn stored inside the structure. The loss was reported as 2.5 million dollars in 1976 dollars. Also stated in the article was that 12 people were injured fighting the fire, mainly from smoke inhalation of the silk materials.

OOPS! Editor's Note: One of the photos in the last issue was printed twice. The photo that should have been printed in the 3rd place is printed below in this issue.



Firemen are trying to advance a hose line up the ladder truck and into the building.

## **HORSESHOE CURVE CHAPTER NRHS**

### **REGULAR MONTHLY MEETING**

**MARCH 23, 2021**

The regular monthly meeting of the Horseshoe Curve Chapter NRHS was held on March 23<sup>RD</sup>, 2021. The meeting was called to order by Pres. Frank Givler at 7:30 P.M.. The meeting was held at Kings Family Restaurant.

The minutes of the previous meeting were read and approved by Don Goebel, second by Gary Price. The motion passed.

Due to the absence of the Treasurer, we did not have a financial report.

### **OLD BUSINESS**

1. Everett Railroad- A discussion was held on just how much the Chapter is owed to complete the sale of the cars to the Everett. Pres. Givler said that Alan Maples has three payments left, or about \$3000.

### **NEW BUSINESS**

1. Insurance Premiums- Pres. Givler informed everyone that with our volunteer accident insurance and the insurance to cover the Walters, our insurance premiums for the year should be about \$700.

### **GENERAL DISCUSSION**

1. Model Train Show- Dick Charlesworth reported on the model train show which was held at the convention center on March 14<sup>TH</sup>. He said that 491 people attended the show, as well as many new vendors. The show netted about \$4000 in profit.
2. Alto Model Train Museum Association- Dick Charlesworth reminded everyone that the group holds an "Open House" the 3<sup>RD</sup> weekend of each month. Stop by if you have time.

Ralph Simpson then made a motion to adjourn the meeting, Ron Givler second, the meeting was adjourned at 7:42P.M.-20 Members Present.

Attendance: Dan Summers, Mary Ann Stanley, George Stanley, Gary Price, Karen Givler, Frank Givler, Larry Lear, Jean Noonan, Zach Noonan, Chuck Swenson, Marge Simpson, Ralph Simpson, Ron Givler, Dick Charlesworth, Wil Teeter, Paul Campbell, Don Goebel, Larry McKee, John Fisher, Joe Harella

**JOSEPH HARELLA**

**RECORDING SECRETARY**

**HORSESHOE CURVE CHAPTER NRHS**

## **HORSESHOE CURVE CHAPTER NRHS**

### **REGULAR MONTHLY MEETING**

**APRIL 27, 2021**

The regular monthly meeting of the Horseshoe Curve Chapter NRHS was held on April 27<sup>TH</sup>, 2021. The meeting was called to order by Pres. Frank Givler at 7:25 P.M.. The meeting was held here at Kings Family Restaurant.

The minutes of the previous meeting were read and approved by Ron Givler, second by Chuck Swenson. The motion passed.

The financial statements were read by Treasurer Denny Walls. Dick Charlesworth made a motion to accept the financial report, Ralph Simpson second, the motion passed.

### **OLD BUSINESS**

1. Roaring Spring Historical Society- Dick Charlesworth reported that currently the society is undertaking several projects that are necessary to help to maintain the station. The projects include replacing the hot water tank, a leak in the basement that needs fixed and also a dehumidifier is needed. In light of how well they treated us over the years, Dick thought that we might be able to help them out with a donation towards these projects. Dick then made a motion that the Horseshoe Curve Chapter make a donation of \$500 to the Roaring Spring Historical Society, Ron Givler second, the motion passed.

### **NEW BUSINESS**

1. Dick Charlesworth also informed everyone that recently he spoke to Jason Lamb from the Everett Railroad. Dick asked Jason if he would be willing to attend one of our chapter meetings and give us an update as to any future plans regarding the Everett. Jason said that he would.
2. New York City Day Trip- A trip to New York City, which is open to anyone, is being planned for sometime in August. We would car pool from Altoona to Elizabethtown, Pa, then hop on AMTRAK which will take us into Penn Station in New York. This could possibly turn into an overnight trip. More on this later.
3. Western Maryland Chapter Meeting- Dick Charlesworth and Joe Harella attended the Western Maryland Chapter monthly meeting which was held on April 21<sup>ST</sup>, 2021. The WMSR Superintendent John Garner gave an excellent report on steam locomotive no. 1309. They are hoping that the engine will be up and running by the 4<sup>TH</sup> of July. John also spoke about the Pennsylvania Railroad Observation Car the "JACKS NARROWS". The car was donated to the Western Maryland Chapter several years ago. John said that they plan to restore the car.

### **GENERAL DISCUSSION**

1. The members were informed that Neal Meyers is back working at the Everett Railroad.



Ron Givler then made a motion to adjourn the meeting, Chuck Swenson second, the meeting was adjourned at 7:42 P.M.- 17 Members Present.

**ATTENDANCE**- Don Goebel, Jean Noonan, Zach Noonan, Dan Summers, Ron Givler, Marge Simpson, Ralph Simpson, Chuck Swenson, Paul Campbell, Dick Charlesworth, Larry Lear, Karen Givler, Frank Givler, Wil Teeter, Denny Walls, Mike Walls, Joe Harella

JOSEPH HARELLA  
RECORDING SECRETARY  
HORSESHOE CURVE CHAPTER NRHS

### **HORSESHOE CURVE CHAPTER NRHS**

#### **REGULAR MONTHLY MEETING**

**MAY 25, 2021**

The regular monthly meeting of the Horseshoe Curve Chapter NRHS was held on May 25<sup>TH</sup>, 2021. The meeting was called to order by Pres. Frank Givler at 7:30 P.M. The meeting was held here at Kings Family Restaurant.

The minutes of the previous meeting were read and approved by Ron Givler, second by Gary Price. The motion passed.

The financial report was not available at this time.

Pres. Givler informed the members that we have received a thank-you from the Roaring Spring Historical Society for our \$500.00 donation.

We then dispensed with the regular order of business as Pres. Givler introduced Jason Lamb, General Manager of the Everett Railroad. Jason attended the meeting tonight to give us an update on the future plans for the Everett. He then opened the floor for questions and provided us with the following information:

**Excursions**- They will begin on the 3<sup>RD</sup> weekend of June { Father's Day Weekend} and continue on the 3<sup>RD</sup> weekend of July, August and September. The regular fall schedule should begin in October with the Pumpkin trains and continue through Christmas. Initially volunteer car hosts will not be needed , as only a limited number of seats will be sold due to covid.

**Coach Restoration**- Car #23, the Combine, will have some additional restoration work done to it. There are some items that were missed the first time around. Car #997, an Ex Central New Jersey car , is also currently being restored. When finished it will look very much like Car #1194. It should be finished to be used on the Santa trains. Another Central New Jersey car #1198 is also being worked on.

Steam Engine #38- The engine is currently being worked on however it is in very rough shape. The fire box is being repaired, but the crown sheet is ok. The boiler should be done by the end of this year. Although there is no time table for its' completion, Jason estimated that #38 is about 3 to 4 years out. He also said that engine #11 is at full capacity when pulling four cars up to Roaring Spring. The engine narrowly missed starring in a movie that is currently being filmed in Oklahoma. In the end however, Engine #11 lost out.

Diesel Locomotives- Due to the closing of the Roaring Spring Paper Mill, one GE is no longer needed and will be sold. The paper mill accounted for 8 to 10 cars per week. There still remains another GE and two EMD's. The Everett also owns four Pennsy box cars. Curry Rail is currently storing some Everett Railroad freight cars.

Former Chapter Cars -One of the cars has been repainted. However, as the restoration work on the CNJ cars is completed, the chapter cars may eventually be phased out.

Employment- There are presently 8 full time workers and 10 part time for a total of 18 employees at the Everett. Jason then concluded his report and update of the Everett Railroad. Pres. Givler then thanked Jason for enlightening us on the current status of the Everett Railroad.

#### General Discussion

1. Member Larry McKee informed everyone that a memorial service will be held on May 26<sup>TH</sup>, 2021, in Tyrone to commemorate the wreck of the Walter L. Main circus train which occurred on May 30<sup>TH</sup>, 1893. The service will begin at 10:00 A.M..
2. Member Denny Walls reported the he visited the East Broad Top Railroad last weekend for a war reenactment. He said that it was very interesting.

Ron Givler then made a motion to adjourn the meeting, Ralph Simpson second, the meeting was adjourned at 8:06 P.M.- 24 Members Present.

Attendance- Gary Price, Mark Yingling, Ron Givler, Dan Summers, Don Goebel, Paul Campbell, Wil Teeter, Karen Givler, Frank Givler, Larry McKee, John Fisher, Larry Lear, Mary Ann Stanley, George, Stanley, Dave Seidel, Virginia Seidel, Ralph Simpson, Marge Simpson, Jason Lamb, Zach Noonan, Jean Noonan, Mike Walls, Denny Walls, Joe Harella

JOSEPH HARELLA  
RECORDING SECRETARY  
HORSESHOE CURVE CHAPTER NRHS

## **INTERCHANGE TRACKS**

**by Leonard Alwine**

### **EAST BROAD TOP RAILROAD RECEIVES GRANT**

The East Broad Top Railroad has received a \$100,000.00 grant from the Allegheny Foundation of Pittsburgh. The grant will be used to upgrade and rebuild the Colgate Picnic Grove located at the wye where trains are turned around for the trip back to Rockhill Furnace.

Colgate Grove was developed in 1961 when EBT reopened as a tourist railroad. It is located near Shirlensburg about 5 miles from Rockhill Furnace where a spurtrack used to serve a clay mine at the top of Sandy Ridge. The wye was installed and picnic grove built so passengers could ride out on one train, get off and enjoy a picnic, and then catch the next train back.

The grant will allow the EBT and the EBT Foundation to build a new pavilion and a platform at the grove in the hopes of having music performances and holiday events at the grove.

EBT was and is a narrow gauge railroad built in 1874 to serve coal and iron mines and furnaces along it's 33 mile route and connect with the PRR in Mt. Union, PA in a dual gauge track system yard.

The railroad shut down in 1956 and was sold to the Kovalchick Family who was in the scrap business. The line was reopened by them in 1961 as a tourist railroad but it eventually closed a few years ago.

In February 2020, the EBT Foundation was established to acquire the railroad and reopen it as a historic passenger railroad again. The foundation has begun a restoration effort and hopes to get the line back to steam operations sometime during 2021.

Until then diesel excursion trains will be run at 11 am, 1 pm, and 3 pm on June 11-13, June 25-27 and July 9-11. A special First Responders Day will be held June 26.

For ticket information visit [eastbroadtop.com](http://eastbroadtop.com).

### **CIRCUS TRAIN WRECK MEMORIAL HELD**

On Wednesday, May 26, a memorial service for the five people who lost their lives in the Walter L. Main Circus Train Wreck was held at the wreck site in Vail about 4 miles North of Tyrone, PA. The actual wreck happened May 30, 1893, 128 years ago.

A monument to the train wreck was built and dedicated in May 1975 at the site. A memorial service has been held ever since. Organized by the Tyrone Area Historical Society and the Adam Forepaugh Tent No. 2 of the Circus Fans of America.

There are several speeches by those invited dignitaries and then a wreath laying service at the memorial. Several years ago two elephants were present to do the actual wreath laying. Other times it was performed by clowns of the Adam Forepaugh Tent No. 2 group.

A book about the wreck is available through the Tyrone Area Historical Society.

## **UNDER THE WIRE**

**by Leonard Alwine**

The Lakemont Park in Altoona was originally built by the City & Park Railway on grounds that Elias Baker had mined on for his smelting plant located about a mile away. Later, it became a part of the Altoona & Logan Valley Electric Railway Co. They used the park to produce income for the trolley company at nights and weekends when regular trolley operations were slow.

In 1908, they produced a booklet about the park and it is copied here for your reading.



# LAKE MONT PARK.



ONE HUNDRED AND SIX ACRES of wooded land, side of a mountain converted into a little Paradise. Thirteen acres of water, with boats and electric launch. Large Casino, where entertainments are given afternoon and evening during summer. Carousel for little people. Shrubbery and flowers, picturesque paths, rustic bridges. All brilliantly lighted by electricity. Fifteen minutes' ride from Altoona or Hollidaysburg, and cars every seven minutes. Grounds are free. Popular place for conventions, picnics and outings. For further information address,



*C. A. Buch, Sec'y and Treas.*

*The Altoona and Logan Valley  
Electric Railway Co.  
Altoona, Pa.*

## LAKEMONT PARK—THE GEM

Lakemont Park is, in reality, the most beautiful pleasure resort in Central Pennsylvania. It is situated three miles southwest of Altoona and an equal distance northeast of Hollidaysburg, in the line of the Altoona and Logan Valley Electric Railway. The place was pretty before a park was created there. It is a natural amphitheatre at the base of the Brush mountain. Noble forests covered it before the park was thought of, and these are still retained, although, of course, thoroughly cleaned up and beautified by the landscape gardener's art. The little valley in which the park lies is a mile long and a half mile wide and is surrounded on all sides except the western by forest-clad hills. A beautiful mountain stream flows through it and has been forced to feed a large artificial lake in the middle of the park. Thirteen acres of ground are covered by water, lending fine boating facilities to the place in summer and excellent skating in winter. At one side of the lake is a land locked bay and near the upper end is a large island laid out in a labyrinth of walks and adorned with a fine

lawn and many beautiful and artistic flower beds. A pretty rustic bridge connects the island with the mainland and other bridges of similar beauty and uniqueness cross the stream at the head of the lake and at various other points in the park. Neither time nor money has been spared to make everything about the park agree with its reputation as the gem park between Philadelphia and Pittsburg.

On paying a visit to the park, you will find that it is reached from Altoona by way of the Logan Valley Electric railway. The speed made is rapid, even in the city, and when once the city is left behind and the double tracks in the open country are reached, the cars skim along at express speed and the ride becomes a genuine delight. The cars are of the latest make and are the most comfortable to be had. In the summer open cars are used, of course. In the winter closed cars with vestibules and smoking compartments are the rule. Strangers coming to this section are surprised at the luxuriousness of the equipment of this line.

### Inside description of the park

A spring snow and ice storm in March 1936 caused damage to the park which Logan Valley could not repair. By May 1936 this announcement in the Altoona Mirror offered the park to anyone willing to take it and keep it as a recreational center.

Eventually Blair County took over ownership of the park for many years until they could not fund it anymore. It has since been leased to private companies.

#### Shall Lakemont Park Be Abandoned?

NOTICE TO THE MUNICIPAL AUTHORITIES OF THE CITY OF ALTOONA, THE TOWNSHIP OF LOGAN, THE COUNTY OF BLAIR, AND STATE OF PENNSYLVANIA, TOGETHER WITH ANY INDIVIDUALS OR CIVIC ORGANIZATIONS INTERESTED IN THE CONTINUANCE OF LAKEMONT PARK AS A RECREATIONAL CENTER

MAY 1 - 1936

Lakemont Park was originally constructed at an expense of several hundred thousand dollars. For many years the Altoona and Logan Valley Electric Railway Company has continued the operation of Lakemont Park at a loss of several thousand dollars per annum. This Company can no longer continue the operation of the Park and suffer the annual loss.

The owners of the Park will convey the title to the same, together with the buildings and improvements thereon erected, and including the beautiful shrubbery, to any municipal authority interested in the perpetuation of Lakemont Park as a playground and recreational center, for a very nominal consideration.

If the City of Altoona desires the Park as a public playground and park center the same could be annexed to and made a part of the City of Altoona. The purchase price would be nominal and no cash would be necessary. The consideration could be applied upon future taxes accruing against the Company.

This notice has been directed to be published by the Board of Directors of the Altoona and Logan Valley Electric Railway Company so that all municipal authorities and individuals may have full knowledge that unless some municipality or individual assumes the ownership and operation of the Park, the same will be abandoned and discontinued as a park playground and recreational center.

The present owner will co-operate in a most generous manner with any municipality, individual, or group of individuals desiring to own and operate said park.

ALTOONA AND LOGAN VALLEY  
ELECTRIC RAILWAY COMPANY

By: S. S. CRANE,  
President and General Manager.



## **A LOOK BACK** **by Leonard Alwine**

**75 YEARS AGO**

On March 13, 1946, The Altoona Highway Yard reported that 1,077 tons of cinders were used on the city streets in the last month and that 776 truck loads of snow was removed from downtown and around funeral homes and family homes so that mourners could get to the services.



Again in the mid 1960's snow had to be removed from the city streets since Altoona was still a shopping center for the area. The scene is at 12th Street & 12th Avenue.

**65 YEARS AGO**

In June of 1957 a fire at the Federal Bakery in downtown Altoona was successfully extinguished by the Altoona Fire Department using their twin 1947 American LaFrance pumpers.



**50 YEARS AGO**

Janet Blair from Altoona was to star in a new television series "The Smith Family" with Henry Fonda. Janet's real name was Janet Lafferty, of the Lafferty Trucking Family. (It was Lafferty Trucking that repainted the Logan Valley Walter Truck restored by our chapter.)

The Altoona High School majorette corps received 40 pairs of white knee high boots from Vincent-Horwitz Shoe Company in Altoona so they could be worn the next day while marching in the Cherry Blossom parade in Washington D.C.

The Penn State Altoona Capers (female ROTC group) took 1st place in the national competition held at Rutgers University.

Penn Central Railroad was transferring all freight car repairs to the Altoona Juniata Shops shutting down all other such shops in the system bringing an estimated 400 new jobs to the area.



25 YEARS AGO

The K-4 Steam Locomotive was to be shipped in pieces to Steamtown in Scranton, PA for a full restoration.

# K-4 chugs to Steamtown for repairs

■ **The historic steam locomotive will return home after 24 months.**

BY GREG RETSINAS  
Staff Writer

Next stop, Scranton!

The historic K-4 1361 locomotive finally is heading to its new temporary home, the Steamtown National Historic Site in Scranton.

The official state steam locomotive chugged out of Conrail's Juniata Locomotive Shops late Friday afternoon for its 195-mile journey on two Conrail flat cars and two gondolas.

Conrail workers and volunteers and employees from the Altoona Railroaders Memorial Museum and Horseshoe Curve National Historic Landmark spent two weeks in April readying the locomotive and its tender engine for transport.

The K-4, one of the only surviving models of the 350 K-4 Class locomotives built at Altoona, will be restored over the next 24 months as part of an agreement between the Altoona museum, the Steamtown site and the University of Scranton, which will oversee the restoration project.



Mirror photo by Gary M. Baranec

**The K-4 locomotive will be restored to its 1930 appearance.**

According to museum Director Peter Barton, the goal of the repair will be to return the K-4 to its 1930 appearance and operating condition, if possible, and return it to the Railroaders Museum.

Later this year, Altoona area residents will have a chance to meet with Steamtown

officials to apply for paid and volunteer internships assisting in the repair process.

Barton says that the entire locomotive restoration project will be documented so that the K-4 can be nominated for inclusion in the National Register, a federal listing of historic items.

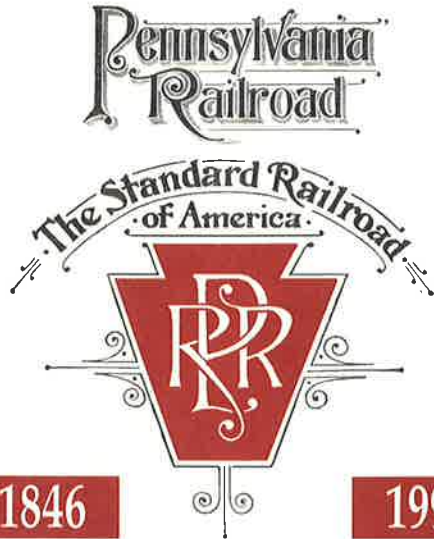
Newspaper article about the K-4 from May 11, 1996

The Altoona Mirror held a contest to name the new North Atlantic Baseball league team in Altoona owned by Eric Reichert. The top three names submitted were: The Curve, The Spikes, and The Rail Kings. The name The Rail Kings was chosen.

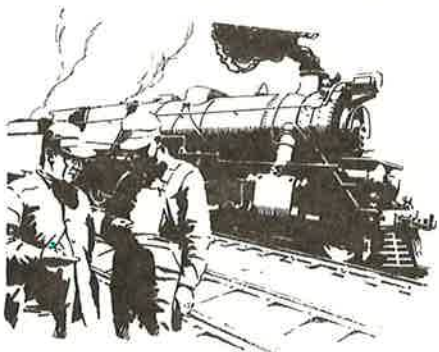
EDITOR'S NOTE: The other two names were later used for other teams in Altoona and State College.

The Railroad Museum of Pennsylvania was celebrating the Sesquicentennial Celebration of Pennsylvania Railroad with many events throughout the year. Altoona celebrated with RailFest '96 October 5-6, 1996.

# SESQUICENTENNIAL CELEBRATION



## JOIN US TO CELEBRATE THE 150TH BIRTHDAY OF THE WORLD'S GREATEST RAILROAD



—For more information—  
Railroad Museum of Pennsylvania  
P.O. Box 125 Strasburg, Pennsylvania 17579  
Telephone: (717) 687-8628—FAX: (717) 687-0876  
*Administered by the Pennsylvania Historical and Museum Commission  
with support from the Friends of the Railroad Museum*

—Thank You—  
PRR Sesquicentennial Calendar of Events Brochure Contributors  
Altoona Railroaders Memorial Museum  
Friends of the Railroad Museum  
Pennsylvania Historical and Museum Commission  
Railroad Museum of Pennsylvania

# Pennsylvania Railroad

## SESQUICENTENNIAL SPECIAL EVENTS CALENDAR

- January 19—March 3, 1996  
Grif Teller Exhibit and Art Display, Johnstown, Pennsylvania  
*sponsored by the Southern Alleghenies Museum of Art*  
For more information—telephone (814) 269-7234
- March 16, 1996, noon—5 p.m.  
Public Exhibit and Program, 30th Street Station, Philadelphia, Pennsylvania  
Social Hour and Dinner, 6 p.m. (by reservation only)  
*sponsored by the Pennsylvania Railroad Technical & Historical Society,  
Philadelphia Chapter and the National Railway Historical Society, Philadelphia Chapter*  
For more information—telephone (610) 647-0235 or (215) 947-5769
- April 13, 1996, 10 a.m.  
Reenactment and Commemoration of the signing of the Pennsylvania Railroad Charter  
State Capitol Rotunda, Harrisburg, Pennsylvania  
*sponsored by the Pennsylvania Railroad Sesquicentennial Committee*  
For more information—telephone (717) 687-8628
- April 17, 1996, 7:30 p.m.  
Pennsylvania Railroad Clock Dedication and Gala, Amtrak Station, Lancaster, Pennsylvania  
*sponsored by the National Railway Historical Society, Lancaster Chapter*  
For more information—telephone (717) 299-6405
- April—September 1996  
"Trains & Trolleys"  
Atwater Kent Museum, Philadelphia, Pennsylvania  
*sponsored by the Atwater Kent Museum*  
For more information—telephone (215) 922-3031
- May 2—5, 1996  
Pennsylvania Railroad Technical & Historical Society  
National Convention, New Kensington, Pennsylvania  
*sponsored by the Pennsylvania Railroad Historical & Technical Society*  
For more information—telephone (717) 225-5470
- June 8—9, 1996  
Pennsylvania Railroad Days  
at the Railroad Museum of Pennsylvania, Strasburg, Pennsylvania  
Art Show, History Programs, Special Operations, Music  
*sponsored by the Pennsylvania Railroad Historical & Technical Society,  
Philadelphia Chapter, and Railroad Museum of Pennsylvania*  
For more information—telephone (717) 687-8628
- October 5—6, 1996  
Altoona Railfest '96, "150 Years of Rail Heritage"  
*sponsored by the Altoona Railroaders Memorial Museum*  
For more information—telephone (814) 946-0834
- October 11—13, 1996  
Pennsylvania Railroad History Symposium  
Railroad Museum of Pennsylvania, Strasburg, Pennsylvania  
*sponsored by the Pennsylvania Historical and Museum Commission*  
Preregistration required  
For more information—telephone (717) 687-8628
- November—December 1996  
Scale model of Abraham Lincoln's Funeral Train Exhibit  
*sponsored by the Historical Society of Dauphin County  
Harrisburg, Pennsylvania*  
For more information—telephone (717) 233-3462

listing a/o 1/21/96 (100,000)

Program about the scheduled events, front and rear

10 YEARS AGO

A tragic fire in an apartment building on 18th Avenue in Altoona left 5 people dead. It was one of the worst fatal fires in Altoona's city history.



## A SPECIAL LOOK BACK CONTEST



Some 37 years ago our chapter purchased three cars from the Erie-Lackawanna Line for use in charter service. The first use was at Claysburg on the Everett Line. Can anyone name all the members in the above photo taken that day? Let the editor know for the Fall Coal Bucket issue.

## IN MEMORY

ROSE TOWER      1907-1985

Rose Tower located beside the 8th Street Bridge in Juniata (sometimes called Red Bridge due to the color of paint used on it), was actually razed 35 years ago. It is honored here in this special “In Memory” for it’s life when used by the railroad.

It was built by the Pennsylvania Railroad in 1907 and was the tower and yard office for the Juniata yards for it’s entire life.

In March 1953, a fire resulted in a remodeling of the tower with it loosing all of it’s ornate roof and gingerbread items. It continued in use by the PRR, Penn Central and Conrail for many years.

In early 1985, Conrail quit using the tower and razed the structure.

May you rest in the memories of all who worked in you and saw you over the years.



Rose Tower being razed by Conrail in early 1985.