

Official Newsletter
of



NATIONAL RAILWAY HISTORICAL SOCIETY

P. O. Box 1361
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www.hscnrhs.org

Fall 2022

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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.

IN THIS ISSUE FALL 2022

by Leonard Alwine

In this Fall Issue of the Coal Bucket, the theme is PRESERVATION AND RESTORATION. Most of the articles will deal with examples and this and this editor is extremely thankful to all who have submitted examples of this to me.

The first article is from President, Frank Givler, and is a story about the Riney B. Railroad which ran from Frankfort to Beattyville, Kentucky mainly for the E.H. Taylor Distilling Company.

Second, is an article submitted by Ron Givler about the Walter L. Main Circus Train wreck of May 30, 1893 and the monument at the site of that wreck. Each year, a memorial service is held there for those who lost their lives in the wreck. This editor along with Dave Seidel and Larry McKee have attended this service in the past and it is quite moving. This article tells about the location of the monument and the erection of it on the site.

Third, an article about Lancaster Chapter NRHS (the first and founding chapter of the NRHS), and their efforts to preserve and restore the Christiana Freight Station in Lancaster County. The article is from March 1999 and tells of the start up efforts to restore this building. Hopefully, a follow up article from today will bring us up to date for the Winter Issue. Greg Miller submitted this beginning story.

Next, is an article by Leonard Alwine, “The Unfinished Town”, which tells about the old town of Kerbaugh near Bellwood, PA which was supposed to become a major source of equipment manufacturing for the PRR. John Fisher, Larry McKee and Leonard Alwine attended a lecture by Dr. Farrow at the Bellwood Library about the rise and fall of this town in the early 1900’s.

Joe Harella continues to keep the members informed of Local Yard News and chapter meeting minutes as well as a report on the Chapter Picnic this past August.

Next, an article about the donation of an old PRR Caboose to the Altoona Railroaders Memorial Museum by Benzels Pretzels this past Spring. It is the story about #477802 which was built in Altoona and then served as an Altoona icon for many years before being donated to the ARMM. The editor asks the question “Where’s Benny?” and hopes that this caboose will be restored now that it has been preserved in a museum.

The next article by editor Leonard Alwine is about the Musselman’s Grove located near Claysburg and the fantastic restoration achieved there in the article “It Can be Done” which shows what can be the results when the project is carried through to completion.

Then a story and a question for the members in the article by Leonard Alwine “A Flinstone Choo-choo”. Please read this story and let the editor know if you remember a stone train.

Once again, we have had a member pass away. Paul Campbell is remembered in the “In Memory” section of this issue.

Finally, the Look Back Column at the end of the Coal Bucket with a special page on looking through the camera lens Summer 2022.

It has turned out to be a full newsletter because many of our members have contributed stories to make it that way. I hope that these members as well as many more will also do the same for future issues to help make the Coal Bucket an interesting publication.

- Leonard Alwine, Editor

THE “RINEY” B RAILROAD

by Frank Givler

In May of this year, we (Karin and I) were treated to a tour of bourbon distilleries in the Louisville, Kentucky area. One of the distilleries we visited was the former E.H. Taylor Distilling Company in Frankfort, Kentucky. It is now called Castle & Key Distillery, originally built in 1887 by Col. E.H. Taylor.

The Richmond, Nicholasville, Irvine and Beattyville Railroad (RNI & B - Riney B) is a former shortline railroad between Frankfort and Beattyville, Kentucky. In it's original form, the Riney B extended from Versailles to Irvine, Kentucky.

It was acquired by another railroad in 1899 and extended to Beattyville and Airedale. Another acquisition extended it west to Frankfort, Kentucky, giving the Riney B a total of 110 miles.

The distillery was acquired by Castle & Key in a state of disrepair around 2015 and then repaired to become a functioning distillery.

This section of track is all that remains of the line that served the Taylor and Old Crow distilleries. It was saved for historical reasons during the rebuilding/renovations of the property. There are actually 2 sections in the picture with the inner section being used as a stub track to drop coal through to under track bunkers to feed the boilers in the power house.

This spur line existed until about 1995 between the old Crow and old Taylor Distilleries and Cliffside, just outside of Frankfort, Kentucky.



Portions of this information are from *Ghost Railroads of Kentucky*, Indiana Press, 1998.

THE WALTER L. MAIN CIRCUS TRAIN WRECK

Submitted by Ron Givler

Walter L. Maine Circus Train Wreck Memorial Day — Tuesday, May 30, 1893 —

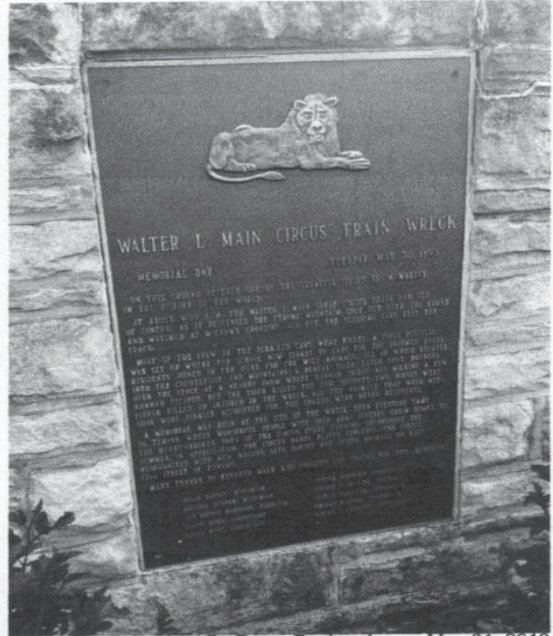
Inscription.

On this ground occurred one of the greatest circus train wrecks in the history of the world.

At about 4:30 a.m., the Walter L. Main Great Circus Train ran out of control as it descended the Tyrone Mountain, shot out over the curve and wrecked at McCann's Crossing. All but the sleeping cars left the track.

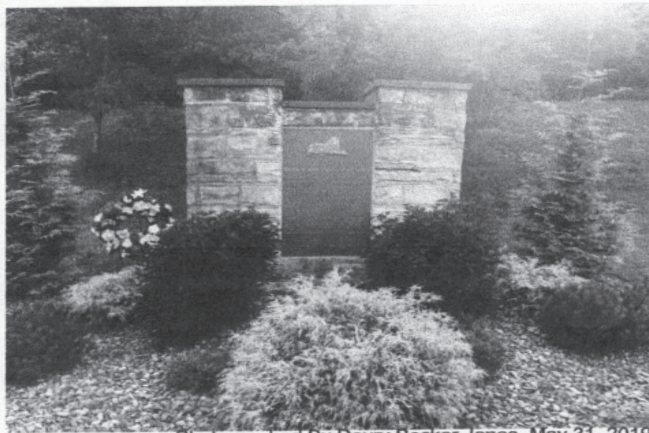
Most of the crew in the derailed cars were killed. A field hospital was set up where the school now stands to care for the injured. Local residents joined in the hunt for the wild animals, all of which escaped into the countryside and mountains. A Bengal tiger, later shot, bounded over the fence at a nearby farm where Hannah Friday was milking a cow. Hannah escaped, but the tiger killed the cow. Seventy-two horses were either killed or injured in the wreck. All the animals that were not shot were finally accounted for. The snakes were never recovered.

A memorial was held at the site of the wreck. Then everyone came to Tryone where wonderful people with open arms offered their homes to the heart-broken ones of the circus. Every evening throughout the summer, in appreciation, the circus bands played concerts. The circus reorganized with new wagons, acts, horses and other animals on East 12th Street in Tyrone.



Photographed By Devry Becker Jones, May 31, 2019

1. Walter L. Maine Circus Train Wreck Marker



Photographed By Devry Becker Jones, May 31, 2019

2. Walter L. Maine Circus Train Wreck Marker

in Snyder Township, Pennsylvania, in Blair County. Marker is on Vanscoyoc Hollow Road, 0.3 miles north of South Eagle Valley Road, on the left when traveling north. [Touch for map](#). Marker is at or near this postal address: 108 Baughman Hollow Road, Tyrone PA 16686, United States of America. [Touch for directions](#).

Other nearby markers. At least 8 other markers are within 4 miles of this marker, measured as the crow flies. [Veterans Memorial](#) (approx. 3.3 miles away); [War on Terror](#) (approx. 3.3 miles away); [Vietnam](#) (approx. 3.3 miles away); [Korean War](#) (approx. 3.3 miles away); a different marker also named [Veterans Memorial](#) (approx. 3.3 miles away); [Civil War](#) (approx. 3.3 miles away); [Tyrone Division of the Pennsylvania System World War I Memorial](#) (approx. 3.3 miles away); [World War I Memorial](#) (approx. 3.3 miles away).

Credits. This page was last revised on December 15, 2020. It was originally submitted on June 2, 2019, by Devry Becker Jones of Washington, District of Columbia. This page has been viewed 273 times since then and 76 times this year. **Photos:** 1, 2. submitted on June 2, 2019, by Devry Becker Jones of Washington, District of Columbia.

Many thanks to Kenneth Walk who donated the ground for this monument.

Erected by Oscar Dayton, Historian; Russel Snyder, Historian; Jan Dayton Handley, Narrator; Peggy Hurd, Consultant; Edgar Keys, Consultant; Snyder Township Supervisors: Eugene C. Grazier, Chairman; Clay I. Treaster, Supervisor; Thomas R. Diehl, Supervisor; Robert J. Charles, Sec'y-Treas.

Topics. This historical marker is listed in these topic lists: [Animals](#) • [Disasters](#) • [Railroads & Streetcars](#) • [Women](#).

Location. 40° 42.986' N, 78° 12.306' W. Marker is



Click or scan to see this page online

INTERCHANGE TRACKS

RESTORING CHRISTIANA FREIGHT STATION

Submitted by Greg Miller

Gap/Oxford

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WEDNESDAY, MARCH 3, 1999

VOL. X, NO. 4

Courier



Railroad Society Restoring Christiana Freight Station

By Lynn Rankin/

For almost 80 years the old freight engine in Christiana served the community, receiving the equipment and goods that keep a town and its people going.

Area residents and business people would drive up to the loading dock at the side to receive their merchandise. At first the horses and buggies came, later, cars and

trucks of all sizes transported the items.

Then, the large two-story brick building fell into disuse and, like so many older structures, began to deteriorate. Now, thanks to the efforts of the Lancaster

Chapter of the National Railway Society (NRHS), it will be brought back to life again, but to be used as a meeting place by the society members.

"It was built in 1882 by the Pennsylvania Railroad as a passenger station," said Glenn Kendig, president of the Lancaster Chapter of NRHS.

The building was used as a passenger station until 1907 when the present station was constructed.

"It was still used for freight until about 1960," he said. "Walters and Jackson used it for storage until about 10 years ago.

"It was nearly too late to save the building. It was almost at the point of no return."

When an unused, deteriorated railroad freight station in Parkersburg was torn down, that was a signal that something had to be done before the Christiana station faced the same fate.

Ironically, at the same time, the railway society, with a long-range goal of having its own building, was searching for a site.

"We've been looking for a site for a

headquarters for several years, "Kendig," but we didn't have much success."

Kendig said it was difficult to find a building that met the requirements of being a historic building and having some connection with the railroad.

"It had to be big enough to serve our needs, but not so large that it would be a management problem," Kendig said. "This building met those requirements."

The freight station had been considered but wasn't immediately selected because it isn't centrally located.

The Christiana freight station is 30 by 100 feet and has an additional garage on the grounds for storage. It was built for \$2,200.

Seeing the terribly dilapidated condition of the building might have deterred a less determined group. Kendig estimates it will take at least \$200,000 to put the building in usable condition.

The first step the organization took was to clear brush and weeds away from the grounds surrounding the two-story brick building. Since then, the chapter has had a

new roof put on the station, "Before" pictures show the old roof was so badly damaged that in most places there was no roof at all. Fortunately, Kendig said, most of the rafters were still in satisfactory condition.

Founded in 1935 the Lancaster Chapter of NRHS was the founding chapter of the national organization. The local chapter has about 350 members, with an average attendance of 70 people at its monthly meetings.

The Lancaster chapter met for several years in the Railroad Museum of Pennsylvania in Strasburg, but has outgrown the space available there. For the past year, it has rented space for monthly meetings at Old Strasburg Inn.

Members come from Lebanon, Berks and Chester counties as well as Lancaster County.

The interior of the new headquarters will be renovated, but will retain its original appearance. The former passenger's waiting room still has its separate ticket windows for men and women. There is also a small office, in addition to the freight room that will

remain a large open room.

Windows and doors will be replaced and the exterior repaired and pointed.

Public sewer and water are available. Kendig noted.

The interior will be insulated, heating and plumbing installed, plus restrooms will be added. Shockcrete will be sprayed on the interior walls to reinforce them and fill any voids,

"We're going to leave an area open where the ceiling fell through so people will be able to see up to the roof." Kendig said adding that restoration of the buildings a "big challenge."

Kendig received permission from Amtrak, owners of the building for NRHS to restore the building. The society will lease it from the railroad.

He also received permission from a nearby church to use its parking area for society meetings.

The society voted first to provide the funds for roof repair to stabilize the building, then decided to approve funding the complete renovation.

"We hope to have a donation support group in

place to help with the funding," Kendig noted.

Any donations will help to enhance the work being undertaken by the society.

It will be much more convenient for the group to have its own home, the president noted.

"We have things we've accumulated over the years and nowhere to put them," Kendig said.

Part of the space in the new building will be used to exhibit memorabilia but it will not be a museum open to the public.

"I envision an area where members can exhibit their collections on a rotating basis," the president noted,

A Railroad enthusiast, Kendig grew up near the freight station, but said it closed before he was old enough to see it in operation.

"I can remember seeing the stationmaster crossing the tracks from the passenger station to the freight station," he recalled,

Kendig said a meeting will be held at the station with local Amtrak officials to announce the society's plans.

A history of Christiana shows the historic freight station was moved in 1903. Additional tracks were added to the main

line and the building was moved about 40 feet east to accommodate them.

Borough manager Bud Rettew has pictures of the event, showing the building jacked up on rollers and men using pinch bars to move it.

The chapter's goal is to have the building completed by Friday, December 31, and hold a celebration there welcoming in the new century, Kendig said it would be a combined celebration for Christiana and the railway society.

"We'd like to start the next century in our new home," he emphasized.

THE UNFINISHED TOWN

by Leonard Alwine

On June 27th, John Fisher, Larry McKee and Leonard Alwine all attended a program at the Bellwood Library presented by Michael Farrow from the Blair County Historical Society about the planned town of Kerbaugh, PA.

Back in late 1904, a man named Henry S. Kerbaugh purchased a large plot of ground/farm land about 154 acres one mile west of Bellwood, PA. He planned to build a repair shop and manufacturing plant for railroad cars and dinky engines there to be sold to the PRR. He also planned a town named after himself for housing for the workers.

Mr. Kerbaugh was already well known by the PRR as his construction company had built the rail yards in East Altoona, Hollidaysburg and Tyrone, PA. His company was also the developer of the housing complex known as Brushmeade between Lakemont and Hollidaysburg.

The original complex at Kerbaugh was for the plant which included a machine shop (120x300 feet), a foundry (48 square feet), a car building shop (24x180 feet), and two supply shops (60x230 feet and 24x100 feet). Also a reservoir holding 4 million gallons of water and a pipeline 3,000 feet long to bring that water to the shops. A spur line of 9,000 feet was constructed from the PRR main line to the shops and town.

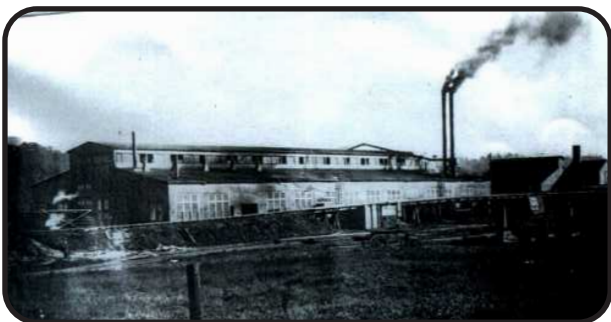
A town of Kerbaugh was laid out to build houses for the workers. The original barn and farmhouse was also used for offices and workers quarters. A 65 foot wide road was planned to be built from the Antis culvert along PRR company grounds to the site. Six homes were constructed in town for workers. Until more were built, workers could use the PRR trains and the Logan Valley Trolleys to get to work.

By 1907, operations were diminished and the 1917 ceased. The town was sold to the Poland Construction Company who built stationary boilers and storage tanks for oil and gasoline. They planned to change the name of the town to Krakow and build it bigger than the original plans. Three and one half years later it was sold to National Steel Corporation. Those plan never were accomplished and by 1925 the site was sold to Dixon Motor Truck Company of Altoona who planned to use it to build trucks, but by 1930 all the buildings were demolished, the reservoir was drained and all the tracks were removed.

Today, only one house remains of the planned city located on private ground and road named Warsaw Lane.

A nice 12 page book with many photos of the buildings and inside machinery has been published by the BCHS and is available at the gift shop of Bakers Mansion for \$10. It is a book that describes the rise and fall of the “unfinished” town and is well worth the price.

Information for this article was gleaned from the lecture by Dr. Farrow and the book also written by him. - Editor



Kerbaugh erecting shop with two large smokestacks.



A restored 1923 Dixon dump truck. Logan Valley owned one of these as their service truck #2. Unkown if this is that truck.



Radiator shell of the Dixon Truck built in Altoona, PA.

LOCAL YARD NEWS & MEETING MINUTES

By Joe Harella

HORSESHOE CURVE CHAPTER NRHS

REGULAR MONTHLY MEETING

JUNE 28TH, 2022

The regular monthly meeting of the Horseshoe Curve Chapter NRHS was held on June 28TH, 2022. The meeting was called to order by Pres. Frank Givler at 7:16 P.M.. The meeting was held at Perkins Family Restaurant.

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

The financial statements were read by Treasurer Denny Walls. Paul Campbell made a motion to accept the financial report, Jim Caum second. The motion passed.

OLD BUSINESS

1. **Bus Trip to Cumberland**- Dick Charlesworth reported that the trip is just about sold out. There will be 34 in coach, and about 19 in the dome car .Dick will get in touch with everyone about one week before we leave to make sure that we all have the right information. Dick also said that the cost of the trip includes the meal at the Cracker Barrel.
2. **The Morrisons Cove Rotary Trips**- Larry Lear reported that the turn-out for these trips was very light. We only had 65 passengers on the first trip and 34 on the second trip. These trips normally did much better.

3. Windows for the Duquense- Alan Maples is still checking to see if he can use the windows, but so far he has not gotten back to us.

NEW BUSINESS

1. East Broad Top- Denny Walls reported that the boiler for engine #16 has been tested and the engine should be up and running very soon. There are also five other engines that need to be restored. Also, track crews continue to work on extending the line.

GENERAL DISCUSSION

1. The Coal Bucket –Editor Len Alwine has issued a plea for material that he could include in the coal bucket. Just a paragraph or two regarding some special event that you attended or some trip that you took would be greatly appreciated. He needs help! Also, Len was thanked for the special tribute that he gave to Dave Seidel.
2. Nick Martino informed everyone that he is currently in training to be an N.S. Maintenance of Way track Supervisor.
3. Chapter Picnic- The date and location will be selected at the July meeting.

Ron Givler then made a motion to adjourn the meeting, Jim Caum second, the meeting was adjourned at 7:47 P.M.- 22 Members Present.

ATTENDANCE- Don Goebel, Mark Yingling, Mary Ann Stanley, George Stanley, Ron Givler, Karin Givler, Frank Givler, Dan Summers, Jim Caum, Gary Clare, Dewayne Miller, Paul Campbell, Denny Walls, Mike Walls, Larry Lear, Nick Martino, Wil Teeter, Larry McKee, John Fisher, Dick Charlesworth, Len Alwine, Joe Harella

JOSEPH HARELLA
RECORDING SECRETARY
HORSESHOE CURVE CHAPTER NRHS

HORSESHOE CURVE CHAPTER NRHS

REGULAR MONTHLY MEETING

JULY 26TH, 2022

The regular monthly meeting of the Horseshoe Curve Chapter NRHS was held on July 26TH, 2022. The meeting was called to order by Pres. Frank Givler at 7:11 P.M.. The meeting was held at Perkins Family Restaurant.

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

Due to the absence of the Treasurer, the financial report was read by Recording Secretary Joe Harella.

OLD BUSINESS

1. Bus Trip To Cumberland- Dick Charlesworth reported that 53 people are signed up for the trip. There will be drinks and snacks available for purchase. The bus will leave the Railroader's Memorial Museum at 9:00 A.M. sharp. We can park in the museum's parking lot.

NEW BUSINESS

1. Chapter Picnic – A discussion was held regarding our annual summer picnic. It was decided that the picnic will be held on Saturday August 20TH at 2:00 P.M. at the Frankstown Township Park located behind the Geeseytown Fire Hall. Please let Frank know if you are attending and what food item you would like to bring. The chapter will provide hot dogs and hamburgers.

GENERAL DISCUSSION

1. It was reported that member Paul Campbell is back in the hospital. He has some type of infection.
2. Dean McKnight reported on his train ride behind the Western Maryland's engine #1309. It was there that he met up with a young fellow, just nine years old, who was very knowledgeable about trains and railroads. During their conversation, Dean suggested that he and his family come to Altoona to see some of the railroad sites that we have here. They set up the date of Friday, July 29TH for the visit. Dean was able to secure the help of local steam expert Dick Charlesworth to conduct the tour.
3. Pres. Givler informed everyone that we will not hold a meeting in August due to having our summer picnic.

Ron Givler then made a motion to adjourn the meeting, Ralph Simpson second, the meeting was adjourned at 7:24 P.M.- 20 Members Present.

ATTENDANCE- Mary Ann Stanley, George Stanley, Dee, Don Goebel, Nancy McKnight, Dean McKnight, Gary Clare, Marge Simpson, Ralph Simpson, Mary Jane Walls, Mike Walls, Karin Givler, Frank Givler, Mark Yingling, Ron Givler, Denny Haire, Dick Charlesworth, Larry Lear, Jim Caum, Joe Harella

JOSEPH HARELLA

RECORDING SECRETARY

HORSESHOE CURVE CHAPTER NRHS

HORSESHOE CURVE CHAPTER NRHS

REGULAR MONTHLY MEETING

AUGUST 23RD, 2022

The regular monthly meeting of the Horseshoe Curve Chapter NRHS scheduled for August 23RD was canceled due to the chapter picnic which was held on August 20TH, 2022.

The picnic was held at one of the pavilions located behind the Geeseytown Fire Hall.

The menu consisted of a variety of picnic foods and hot dogs and hamburgers were provided by the chapter.

The grill was once again manned by President Frank Givler who did an excellent job. We finished up our meal with a selection from the dessert table.

A good time was had by all.

Attendance: Frank Givler, Karin Givler, Ron Givler, Pat McKinney, Karen McKinney, Kristen McMasters, Travis McMasters, Dick Charlesworth, Mike Walls, Mary Jane Walls, Wil Teeter, Diane Teeter, Don Goebel, Len Alwine, Mark Detrick, Andrew Detrick, Dean McKnight, Nancy McKnight, Kathy Harella, Joe Harella

JOSEPH HARELLA

RECORDING SECRETARY

HORSESHOE CURVE CHAPTER NRHS



President Frank Givler
manning the grill at the chapter picnic.

BENZELS DONATE CABOOSE TO MUSEUM

by Leonard Alwine

This past Spring, the Altoona Railroaders Memorial Museum received another Altoona icon in the form of caboose #477802.

This caboose, built in Altoona in April 1942, was the standard N5C type of the PRR. It rode the rails behind PRR trains for many years. That was in the days of the “Little Red Caboose” following the consist.

Eventually the little red cabooses were replaced by PC green cabooses and then Conrail blue ones, and latter by just a flashing red light on the last car in line.

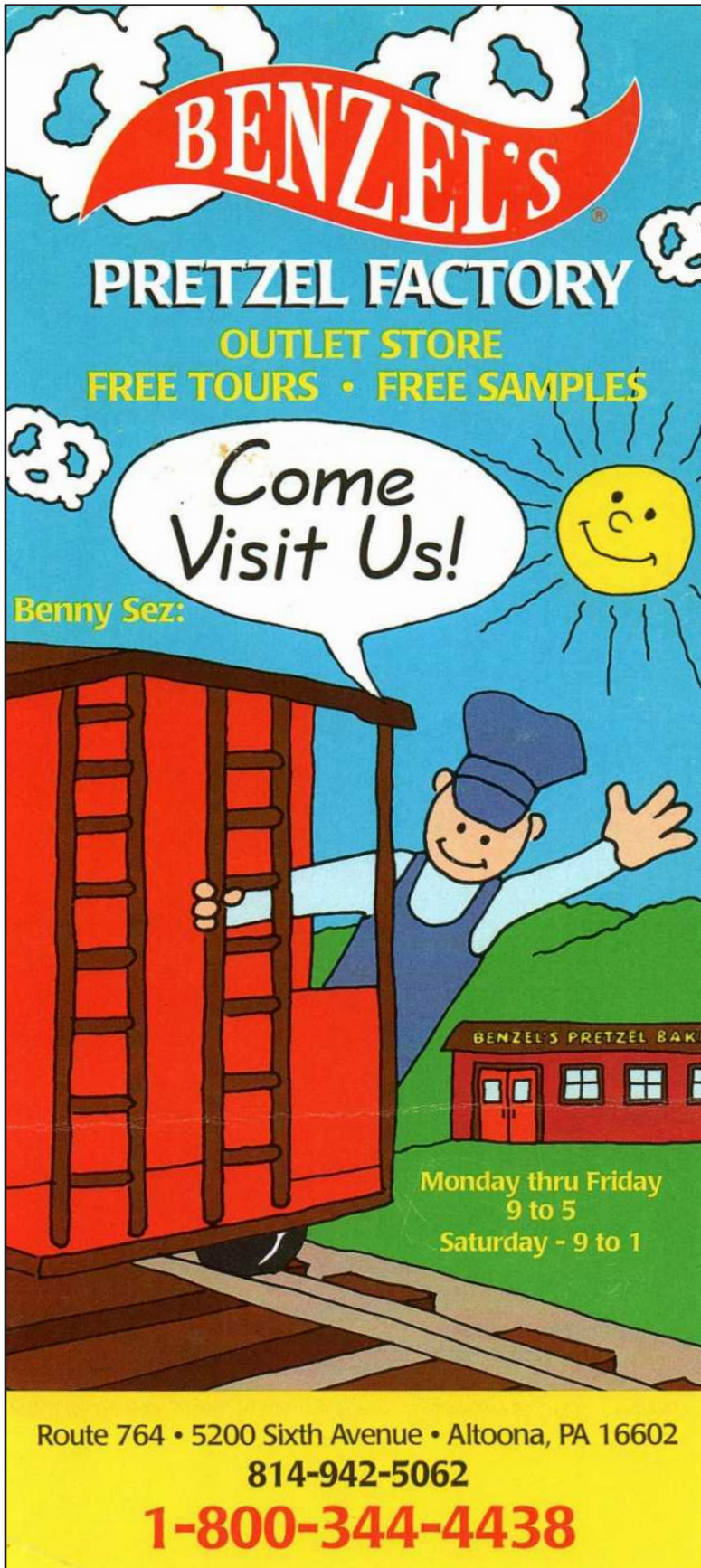
By then most were retired and sold off to museums, collectors, and people converting them into motels and sadly, scrap dealers.

#477802 was preserved and purchased by Benzel’s Bakery and placed into a garden setting at the entrance of their plant along Sixth Avenue in Altoona and used to promote their pretzels.

Your editor tried to find the date that the caboose was placed there, but even employees with over 30 years service said that it was there when they came.

The one photo in this article was taken by me shortly after it was placed at Benzel’s, but it was taken at a time before my late wife Diane convinced me to put dates and captions on the photos I took, so all I can say is that it was early to late 1980’s maybe.

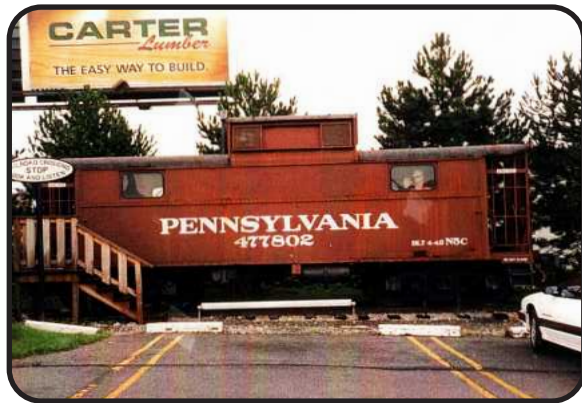
The caboose and “Benny”, the mannequin conductor waving from inside the right hand window, became an advertising symbol for the company. Again, no one seems to know when that happened or how long that symbol has adorned Benzel’s packages. Also lost is just exactly where “Benny” is today. Perhaps still riding the rails somewhere?



Postcard from Benzel’s Pretzels showing “Benny” waving from the caboose.

At any rate, #477802 needed restoration which Benzel's was unable to do, so this past Spring it was moved by truck to the ARMM to be displayed there and HOPEFULLY restored.

#477802 is another famous local railcar that was built in Altoona and for many years promoted a local business here. Let's hope that a good restoration will keep it here and looking good for many years to come.



#477802 at Benzel's showing "Benny" waving from the right hand window shortly after installation there.



#477802 at the Altoona Railroaders Museum yard after moving there. Photo taken August 5, 2022.

IT CAN BE DONE! **by Leonard Alwine**

I recently took a ride out to the Upper Clear area past Claysburg to see a site that has been restored. Although not a railroad site, it is proof positive that restoration can be done!

The site is Musselman's Grove and in its heyday performers such as Doc Williams and Grand Pa Jones graced the stage there. Built in 1901, as a picnic grounds for family reunions of the Clear and Walter families. Doc Williams began using the site for entertainment shows in the late 1940's on Sunday afternoons. In the late 1940's, the stage and a "cook house" were added to the grounds as were cinder blocks with wood planking on top for seating. Local performers like Duggie Potter, The Green Mountain Boys, and The Chuck Wagon Gang were the first to perform there.

Soon upcoming stars began singing there also. Anita and June Carter (Johnny Cash's wife) and Connie Smith were some of the first with Little Jimmy Dickens, Minnie Pearl, Tex Ritter, Earnest Tubbs, Cowboy Copus, Eddie Arnold, and Hank Snow added to the line up. Of course, this was in their beginning days before they were high priced singers. And those were they days when people liked to come out and sit all afternoon or evening and watch a show.

It is recorded that the police had to watch Route 220 to keep traffic flowing on the afternoons of shows. The highest attended show was Lulu Bells and Scotty's show which had 8,600 tickets sold.

After a while, television took this event away from the local area. Most would now perform in Nashville at the Grande Olde Opry stage. The last show held at the Grove was in 1974 and featured Smokey Pleacher as the lead attraction.

While I never attended a show in person at the Grove, I did pass by it a couple times a week when I

used to work at Upper Claar Cemetery for many years. Many times I would pull my truck into the shade of some of the big trees to eat my lunch. I would walk around and think about all those performers I saw on TV and Hee Haw and try to imagine them up on that stage singing.

But, neglect, non use and time took it's toll on the old grove. On Memorial Day Weekend 2017, my late wife Diane and I drove out to the Grove to capture on film some of the buildings before they disappeared completely from falling down.

Thankfully, two people remembered the good times they had there and did not want the Grove to disappear. In 2019, Jarrett and Ashley Musselman purchased the grounds and began a long restoration project to bring it back to it's old time looks. They have actually gone a step farther by building a modern kitchen in the old cook house and a new modern toilet restroom with flushing toilets replacing the old outhouses.

Today the Grove is restored and can again be rented for events. It just proves that "It Can be Done" when someone takes a project to heart and sees it through to the finish.

2017



2022



The Stage



The cook house



Concession Stands

A FLINTSTONE CHOO-CHOO?

by Leonard Alwine

The modern stone age family, the Flintstones has been on television for many years. I remember seeing it as a kid. I always enjoyed how they had prehistoric things made out of animals and rocks which were like modern things we had today.

They had cars, fire trucks, and busses made out of rock and wood, powered by their feet. They even had modern freeways clogged with traffic. They had airplanes made on the backs of large birds. They had diggers made out of dinosaurs working in the gravel pit. They had elephants used as faucets, birds used as hedge clippers, turtles used as lawn mowers and even a space man and space ship on a few episodes. And many more “modern” things if you can recall.

But, the one thing I cannot remember them having was a train. But in one cartoon which aired August 21, 2022, Barney gave Bam Bam and Pebbles a toy train to play with. He told them to go play with the choo-choo. I managed to take a photo of it on the television screen and it looked like a rock and wood model which later Fred tramped on and ran into a wall.

Does anyone remember a train on this show? They must have in order for them to have a toy choo-choo. If anyone remembers one please let me know!



Toy choo-choo from the Flintstones.

IN MEMORY

PAUL F. CAMPBELL

March 6, 1946 - August 28, 2022

Member Paul Campbell passed away Sunday at UPMC Altoona. He was born in Altoona and married Irma Parsons in 1999. He is survived by his wife and two daughters, Cynthia Burget and Amanda Lykens.

He was a graduate of Hollidaysburg High School in 1965 and worked at Norfolk Southern Railroad as a carpenter, retiring after 30 years service.

He was a member of the Hollidaysburg Lodge No. 220 F&AM and the Jaffa Shrine. He belonged to both Hollidaysburg and Geeseytown Fire Companies. Also, the Allied Volunteer Firemen's Association of Blair County, Central District Volunteer Firemen's Association, and the State of Pennsylvania Firemen's Association.

Paul was an active member of the Horseshoe Curve Chapter of the NRHS and attended the monthly meetings on a regular basis. His hobbies were camping, wood working and taking care of his cats.

May you rest in peace, Paul.

A LOOK BACK **by Leonard Alwine**

- 83 YEARS AGO** School bus transportation officials and manufacturers met to develop standards for the “school bus” much like the PCC trolley car committee of about the same time. The biggest item was the adoption of NATIONAL SCHOOL BUS GLOSSY YELLOW as the official color among 44 other items for building standards.
- 75 YEARS AGO** Logan Valley installed new tracks on 6th Avenue between 42nd and 58th Streets and on 8th Avenue and Chestnut Avenue.
- The PRR installed anew 250,000 kilovolt x-ray machine in the test department.
- 50 YEARS AGO** Workers from the South Altoona PRR Foundry held their first reunion.
- The 19 acre site of the foundry was sold to the National Lead Industries for 1.1 million dollars.
- The new Blatt Bros. twin drive in along 6th Avenue was completed.
- Winky’s Drive-In restaurant on 7th Avenue and 21st Street was advertising a 3 piece chicken dinner, french fries, cole slaw, and hot roll & butter for \$1.09.
- John Gage and Roy Desota drove their Dodge squad truck out of the Station 51 for the first time on the television show “Emergency”. That show is credited with starting the paramedic phase in the fire service in America. That Dodge squad, along with the Crown and Ward LaFrance fire engines also used on that show are now restored and on display at the Los Angeles County Fire Museum.
- 25 YEARS AGO** On April 14, 1997, the Altoona Mirror began to publish a morning newspaper replacing the evening edition.
- British Princess Diana of Wales, 36 years old, died as a result of an auto accident. Her companion Dodi Fayed was also killed.
- 10 YEARS AGO** The 8th Street Bridge was opened after years of battling between the city, Logan Township and the PRR over ownership and repair costs.
- Norfolk Southern Railway repainted 19 locomotives in colors of their former railroads at the Juniata Shops.
- The Clinton County Historical Society opened an AirBnB in a 1941 caboose next to the Castanea Railroad Station which houses the Central Model Railroad Club and layout, on the outskirts of Lock Haven, PA.

A LOOK BACK
THROUGH THE CAMERA LENS SUMMER 2022



An old TV commercial says parts is parts but a major part seems to be missing in this Juniata Shop photo.
July 29, 2022



Amtrak engine #46 in Altoona on August 5, 2022, with a special decal celebrating 50 years of service.



Just like the “big boys”, the Lakemont Park train had an issue with it’s wheels and derailed June 18, 2022. It was simply pushed out of the way and left as the train continued to run. August 6, 2022 it was still sitting there.



With the high cost of gasoline, Leonard Alwine test drives a cheaper running car.
July 10, 2022