THE PRR'S LEWISBURG & TYRONE RAILROAD:
When Two Halves Didn't Make a Whole

BY MICHAEL BEZILLA

The Lewisburg & Tyrone Railroad, often (mistakenly) called the Lewisburg & Tyrone Branch of the Pennsylvania Railroad, offered spectacular scenery but precious little revenue. It traversed a lightly populated area abundant with trout-filled streams, fertile valley farmlands, and wondrous vistas from forested ridge tops, yet the line's bucolic character also meant a dependence on agricultural traffic rather than the more lucrative business associated with heavy industry. Ambitious proposals surfaced from time to time that might have lifted the L&T beyond its status of a rural branch line, but none was ever carried forward. In fact, the Lewisburg & Tyrone Railroad never even found the means to connect its eastern and western segments, and remained forever divided.

THE LEWISBURG, CENTRE AND SPRUCE CREEK RAILROAD

The L&T originated as the Lewisburg, Centre & Spruce Creek Railroad, incorporated on August 5, 1856. The LC&SC aimed to tap agricultural customers as well as coal and iron ore deposits that were thought to lie along its projected route from Montandon on the Sunbury & Erie Railroad westward nearly 90 miles to the village of Spruce Creek on the PRR's Middle Division main line. Its path through southern Centre County took it near the county seat of Bellefonte, which had no rail connection with the outside world. The L&T offered such a link. So did a roughly parallel railroad to the north that proposed to run the length of the Bald Eagle Valley between Lock Haven and Tyrone, with a branch to Bellefonte. Ultimately that line, which became the PRR-controlled Bald Eagle Valley Railroad, attracted most of the Centre County investment. It was opened for service in 1865.

The Lewisburg, Centre & Spruce Creek consequently languished for lack of funds. Its most enthusiastic promoters hailed from Lewisburg and surrounding Union County. In the mid-1860s, the Atlantic & Great Western Railway (destined to become part of the Erie system in western Pennsylvania and Ohio) coveted the LC&SC as part of a New York-to-St. Louis air line. The LC&SC would provide a link between the Susquehanna River and Bellefonte. The A&GW planned to acquire the Catawissa Rail Road

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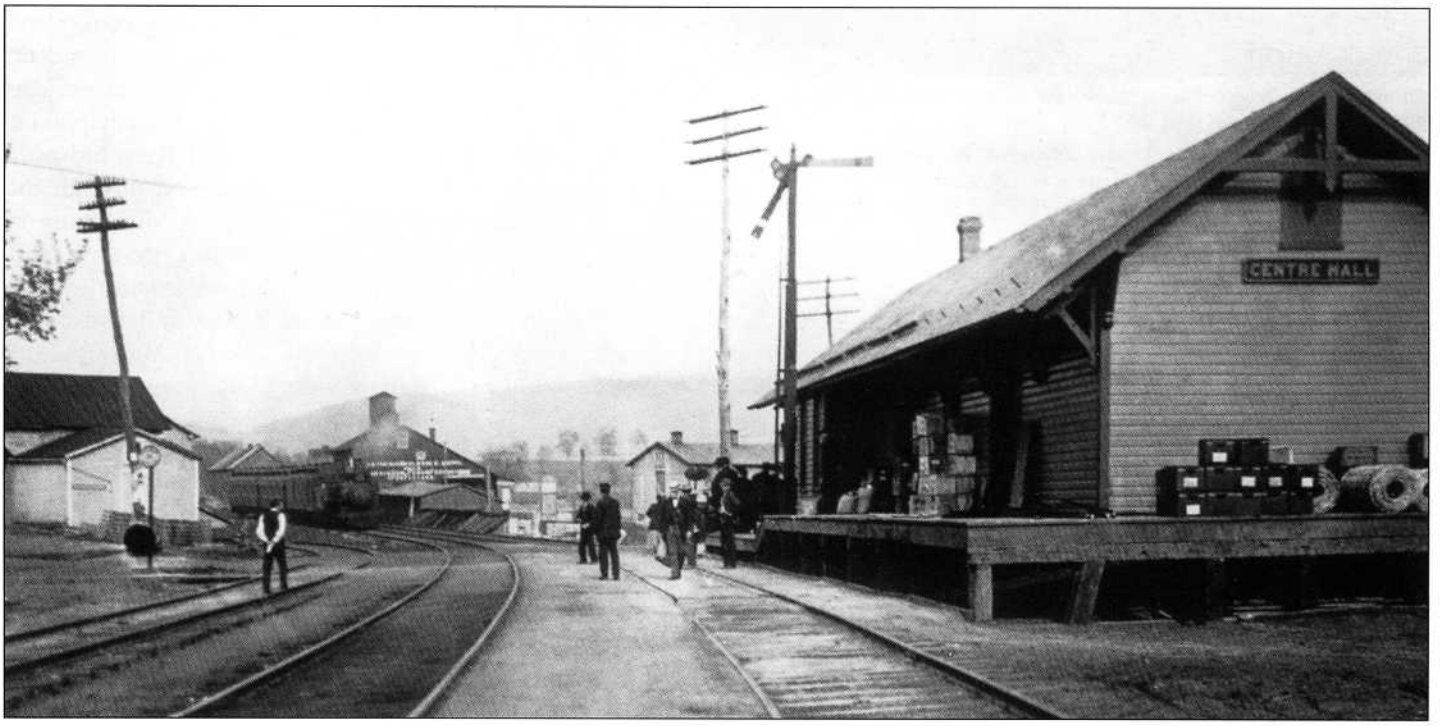
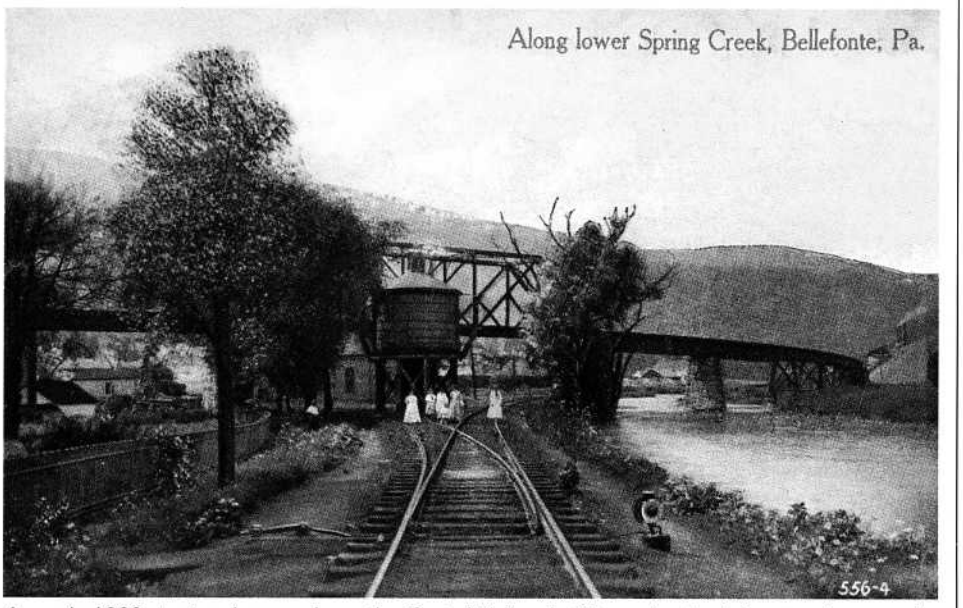
An eastbound passenger train exits Beaver Dam tunnel near Coburn, circa 1900. *(Ben Kline collection, Railroad Museum of Pennsylvania)*

This view from above the east portal of Beaver Dam (Coburn) tunnel reveals a westbound approaching the bridge over Penns Creek. The span is original to the L&T. The PRR replaced it in the early 1900s with a steel girder bridge. (Ben Kline collection, Railroad Museum of Pennsylvania)

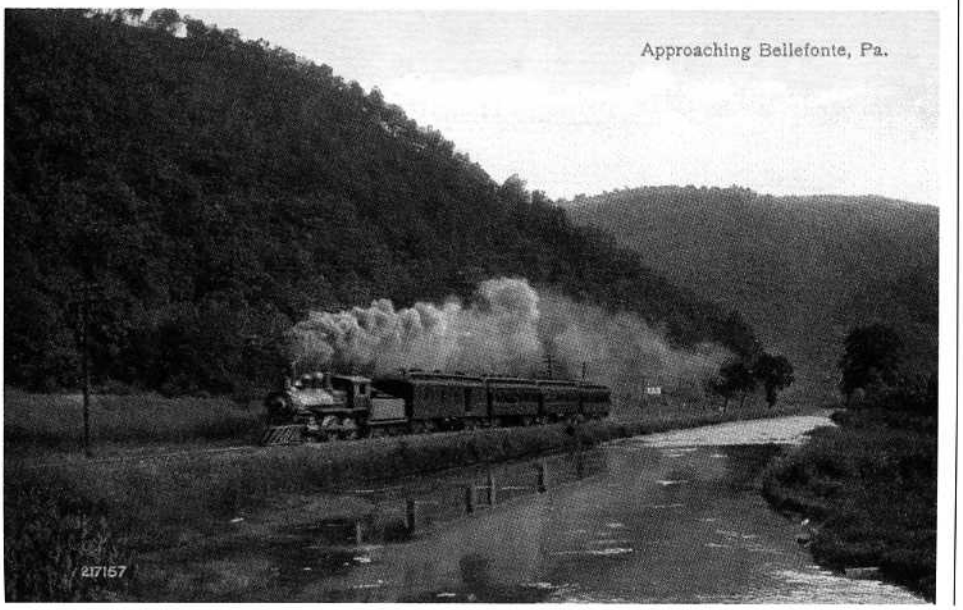


Looking west toward the L&T station at Centre Hall. The station still stands as the railroad-themed Whistle Stop restaurant. (Ben Kline collection, Railroad Museum of Pennsylvania)

A passenger train from Montandon arrives at the Bellefonte station in this early 1900s postcard scene. (Author's collection)



An early 1900s postcard scene shows the Central Railroad of Pennsylvania viaduct passing over the PRR's Bellefonte Branch. This view looks north (railroad west) toward Sunnyside yard. A portion of the Bald Eagle Valley Railroad's brick roundhouse can be seen behind the water tank. (Author's collection)



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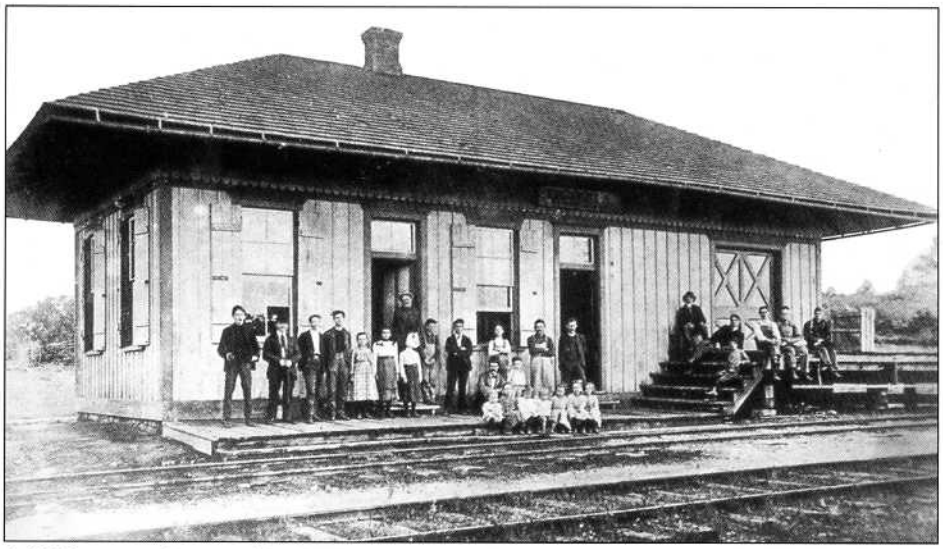
(later the Reading's Catawissa Branch) east of the Susquehanna, and organize a new railroad to build west from Bellefonte. Fearing competition, the Pennsylvania took steps to block the plan in court. The A&GW scheme fell apart, but the PRR was now wise to the strategic implications of the LC&SC's east-west route. It must not be allowed to fall into the hands of a rival.

Construction of the LC&SC finally began in 1868, with PRR backing. Between Montandon and Lewisburg, the railroad crossed the Susquehanna on a privately owned iron bridge and paid tolls for its use. The first train arrived in Lewisburg on July 23, 1869, prompting one of that town's newspapers to exclaim that the LC&SC "will wake us up from our Rip Van Winkle slumber and place us right on the thoroughfare to prosperity!" Few citizens shared that optimism. The venture offered scant immediate rewards, so attracting local investors was difficult and progress was slow. When local subscriptions proved insufficient, the company prepared a $2 million bond issue. The Pennsylvania Railroad bought the majority. As soon as each new segment of road was completed, it was leased to the Pennsylvania for operation. It was no coincidence that by 1879, although Lewisburg banker and entrepreneur Eli Slifer was president, six of the company's ten directors and senior officers were Philadelphians, among them several PRR executives.

The railroad continued through the Buffalo Valley, reaching Mifflinburg in 1871. Only modest grading was required before construction crews dumped stone ballast and laid down 56-lb iron rail. West of Mifflinburg, a range of mountains rising a thousand feet above the valley floor blocked the entrance into Penns Valley in Centre County. With the help of a canyon that Penns Creek, which rose in Centre County, had carved through the mountains, the LC&SC achieved a west-

◀*In this postcard scene from the 1890s, a PRR passenger train approaches Bellefonte from Milesburg along Spring Creek, about where Sunnyside yard would be located in later years.* (Author's collection)

bound ruling grade through this rugged terrain of only 0.99%. The Paddy Mountain tunnel (320 feet long) and the Beaver Dam tunnel (260 feet) were bored where the creek made hairpin bends. The Beaver Dam was sometimes called the Coburn tunnel, after the nearby village, which in turn took its name from one of the LC&SC's directors. Progress halted after the railroad reached Spring Mills, 43 miles from Montandon, in 1877. "Our total expenditure has been $2,347,975," President Slifer told the stockholders early in 1878, against gross earnings of just $30,881 for the previous year. "If we had means to rapidly complete the work, we might hope for some reasonable return from the investment. As it is, the unpaid interest on the cost of our work is accumulating and the delay in completion is destructive." So destructive, in fact, that the LC&SC defaulted on its bonds and was sold at a sheriff's sale. The PRR gained a majority of stock ownership, organized the Lewisburg & Tyrone Railroad as its successor, and leased the L&T effective January 1, 1880, for 99 years. (The PRR dissolved the moribund LC&SC in 1893.)



A 1890s postcard scene of the PRR's station at Scotia. *(Author's collection)*

The Lewisburg & Tyrone Railroad

The new name reflected a change in the road's western terminus. The Middle Division town of Tyrone offered more industrial traffic potential than rural Spruce Creek and greater possibilities to lure investors. In fact, by the time the LC&SC was reorganized, it had already graded 17 miles of right-of-way from Tyrone east through the Nittany Valley to the iron works at Pennsylvania Furnace. This section included a formidable 1.6% grade as the railroad left the bottomlands along the Little Juniata River. The plan had been to keep building eastward until meeting the line coming west from Spring Mills in the vicinity of State College. However, the PRR extended the line eastward only as far as Fairbrook. It then built a 5.3-mile branch northward to Scotia, where the Carnegie Steel Company had extensive ore deposits. The two-mile Juniata Branch split from the Scotia Branch to serve additional ore mines near Tow Hill. In the autumn of 1881, trains began hauling as much as 4,000 tons of ore monthly from these two branches, destined for Pittsburgh-area mills. Two daily Tyrone-Scotia round-trips also

The PRR's Tyrone passenger station, seen in this 1929 view looking west on the mainline, marked the western terminus of the L&T Branch and was also the headquarters of the Tyrone Division. Note the passenger train at right on the wye leading to the Bald Eagle Branch. *(Author's collection)*

carried passengers, mail, and express.

In 1884 the PRR resumed work on the eastern half of the L&T from Spring Mills via Centre Hall to Lemont, a village at the base of Mount Nittany, where Penns Valley converged with the Nittany Valley. (Because the railroad already had a Spring Mills station in southeastern Pennsylvania, it renamed the L&T station Rising Springs, a designation that lasted well into the twentieth century.) Instead of building the track further west through the Nittany Valley to Fairbrook, the PRR organized another subsidiary, the Bellefonte, Nittany & Lemont Railroad, to construct a 9.5-mile line north around the mountain to Bellefonte. On July 22, 1885, the entire 67 miles of track between Bellefonte and Montandon were opened for service. The first car through the connection at Lemont that day carried a load of coal from Philipsburg, on the Pennsylvania's Tyrone & Clearfield Railway, consigned to a new steam-powered flourmill at Centre Hall.

Legally speaking, the L&T Railroad ended about 1/10 of a mile east of the Lemont station. The BN&L was folded into the Bald Eagle Valley Railroad in 1889, but local residents spoke (incorrectly) of the L&T "Branch" as if it came all the way into Bellefonte. Popular usage was further at variance with PRR terminology in that the Pennsylvania did not refer to any of the L&T as a Branch, designating it in timetables as the Lewisburg & Tyrone Railroad.

Bellefonte was then a town of about 4,000 citizens, many of whom considered the PRR's freight and passenger rates unreasonably high. They wanted competition, not a tightening of the Pennsylvania's monopoly. The most prominent local advocates of connecting the L&T to Bellefonte were those who held stock in the PRR's Bald Eagle Valley Railroad – men like Moses Thompson, the largest landowner in the Nittany Valley, and attorney Edmund Blanchard, who counted the Pennsylvania Railroad among his most important clients. They had little to gain from bringing in a competing railroad. Observed the *Keystone Gazette,* one of the town's newspapers: "We have a class of citizens… who are comfortably fixed and drawing a big interest on government bonds and Bald Eagle Valley Railroad stock, and naturally do not have any desire to see a competing line enter our borough." A competing line just happened to be on their doorstep. The Philadelphia & Reading Railroad was contemplating a variety of construction and trackage-rights schemes to gain entry into the Bellefonte market, rich with pig iron, lime and stone, grain, glass, and other commodities. The P&R even bought real estate in the town. The PRR's decision to bend the L&T north around Mount Nittany was an attempt – ultimately successful – to keep the Reading at bay. As in the case of the Atlantic and Great Western episode, the L&T had proven more important to the Pennsylvania in a strategic sense than in its ability to produce on-line revenue. *Continued on page 25*

The Bellefonte passenger station, seen here in 1987 after its restoration as home of the local chamber of commerce and ticket office for the Bellefonte Historical Railroad, was opened in 1889 when the L&T was connected through to Bellefonte. L&T crews sometimes took their rest here before returning to Sunbury or Northumberland. *(M. Scott Johnson photo; Author's collection)*

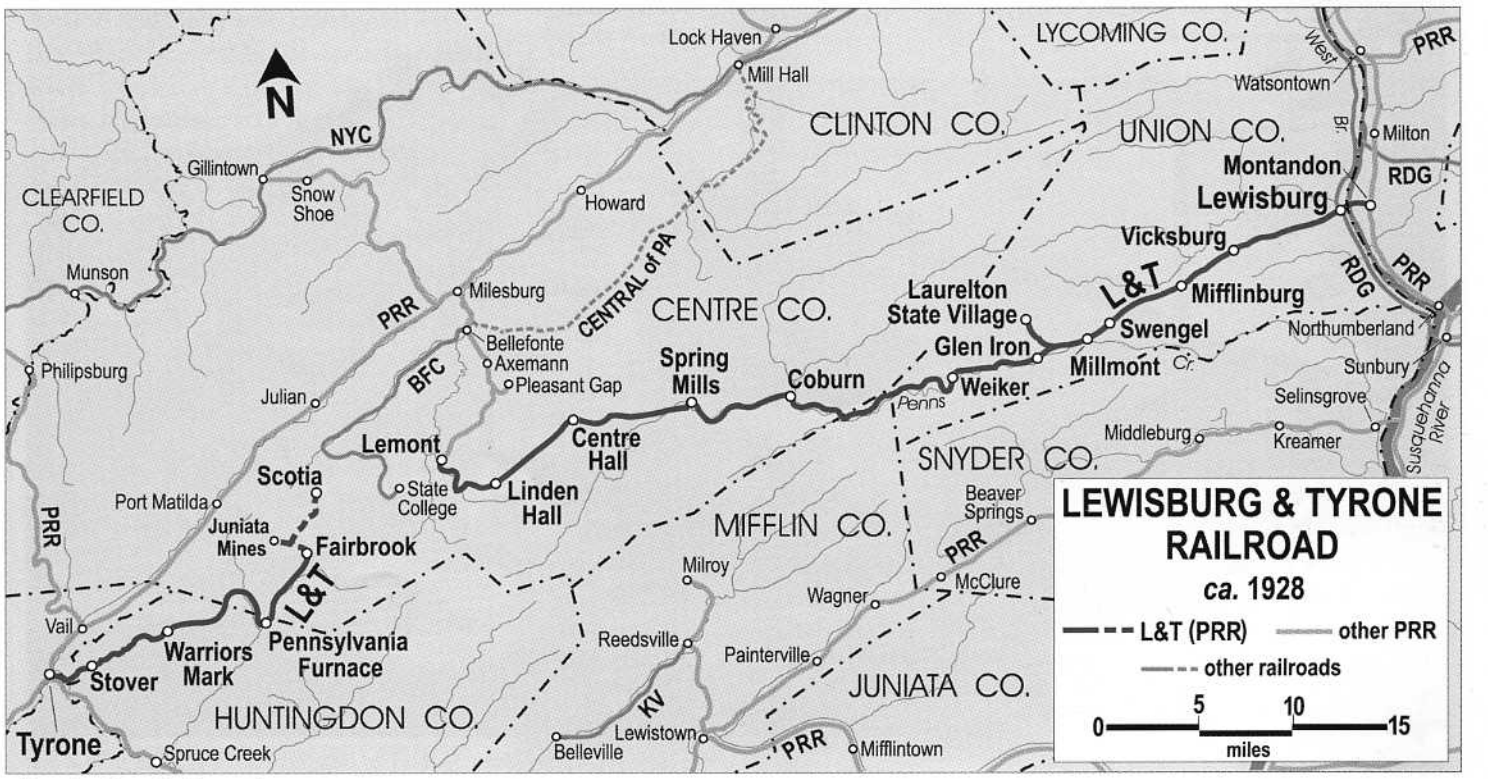
The PRR retained ownership of 2.2 miles of the Fairbrook Branch's west end to serve this Tyrone Lime and Stone Co. loading facility, seen in 1929. *(Author's collection)*

H10s # 7010, heading eastbound Train #588, has crested Dale Summit and is on the downgrade approaching Lemont. Because it is a Sunday, there is no Sheffield Farms milk car in the consist. *(Robert Craig photo; Author's collection)*

Train #589, consisting of H10s #7010 and an RPO combine, pauses westbound at Lemont enroute from Sunbury to Bellefonte in 1947. The train is just about at the spot where L&T rails ended and BN&L trackage began. *(Robert Craig photo; Author's collection)*

#9831, one of only 12 E5s 4-4-2s on the PRR roster, has already turned on the wye and is now gliding to a stop at the Bellefonte passenger station for the return trip to Sunbury.

(J. E. Butler photo; Author's collection)



Map by Gary E. Kleinedler.

Four-wheel cabin car #475713, built in 1905 and seen here at Bellefonte in 1947, was one of several class ND cabins assigned to locals originating there in the late 1940s. (J. E. Butler photo; Author's collection)

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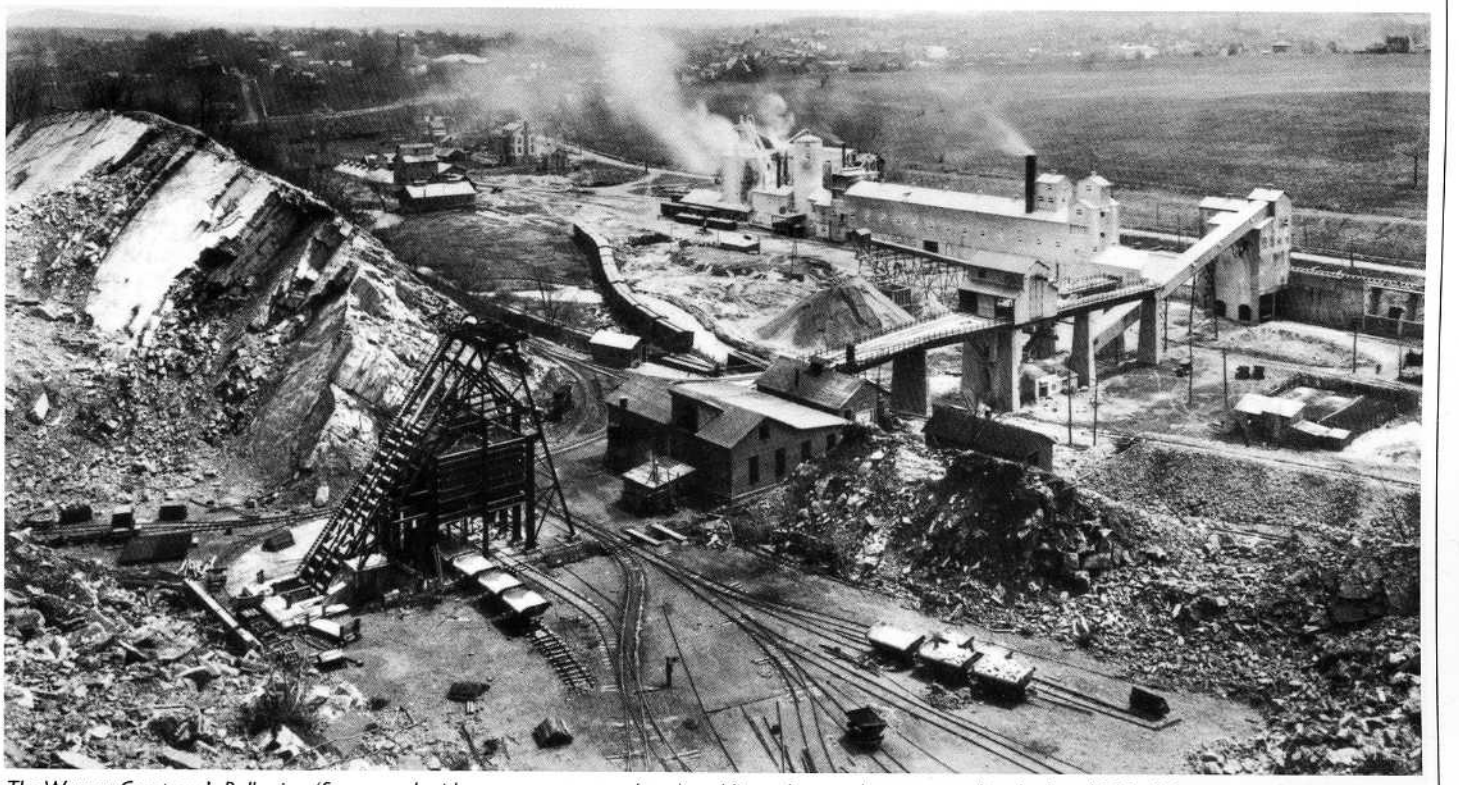
If Bellefonte residents failed to get a competing railroad, they did get a new passenger station. The old station dated from 1864, when the Bald Eagle Valley Railroad first came to town. The *Centre Democrat* newspaper lambasted the rickety wooden structure as "a miserable old shed of a depot that would be a disgrace to a way-station on a coal road." After the L&T was connected with Bellefonte, pressure mounted for a finer station. The PRR finally yielded and built a handsome single-story brick affair, opening it on February 11, 1889. It contained a ticket and telegrapher's office, baggage and express rooms, two waiting rooms, and accommodations for train crews lying over from distant points. Pennsylvania President George B. Roberts personally reviewed the blueprints as it was being designed and asked for a modification. "Mr. Roberts is anxious to have the plan revised," one of his assistants told the architect, "so as to reduce the size of the gentlemen's water closet and put additional room into the ladies' water closet."

Two passenger trains and one or two freights in each direction made the entire Montandon-Bellefonte trip daily. The Montandon – Mifflinburg section had a bit more traffic, and a wye was installed at Mifflinburg to turn the locomotives for the return trip east. The coming of the L&T made harvesting the vast stands of white pine and hemlock along the Union – Centre – Mifflin county borders commercially feasible. During the 1890s, the railroad shipped out millions of board feet of lumber annually. Some of the most renowned names in Pennsylvania logging history – Whitmer, Reichley, Pardee, and Treaster, to name just a few – began operations in that remote area. The largest sawmill was located near Laurelton. As early as 1891, it was shipping upwards of 50 cars monthly. At least six other major sawmills operated between Mifflinburg and Linden



The Warner Company's Bell mine (foreground, with narrow-gauge trackage) and lime plant as they appeared in the late 1920s. Warner was the PRR's largest Bellefonte-area customer. (Author's collection)

Hall, providing the railroad with large quantities of traffic that was essential to Pennsylvania's growing economy: construction lumber, mine props, bark (for tanneries), ship timbers, and pulpwood. In 1899, the Linden Hall Lumber Company alone gave the L&T 2.4 million board feet of lumber and 10 million feet of mine props. Near the west portal of Paddy Mountain tunnel, the L&T installed a switch and about 1/2-mile of track leading up Poe Creek to Adam Gotshall's new steam-powered sawmill at Poe Mills, but the railroad seems to have regarded it as a siding rather than a named branch during

◀ *Bellefonte Central 2-8-0 #21 is former PRR H9s #1791. It is seen here at the BFC's coal wharf in Coleville, near Bellefonte, soon after its purchase by the shortline in 1947.*
(W. Bierly photo; Author's collection)

Covered hoppers are prominent in this 1960 view of a portion of Bellefonte's Sunnyside yard. Spring Creek is in the foreground; Milesburg (railroad west) is to the right.
(Author's collection)

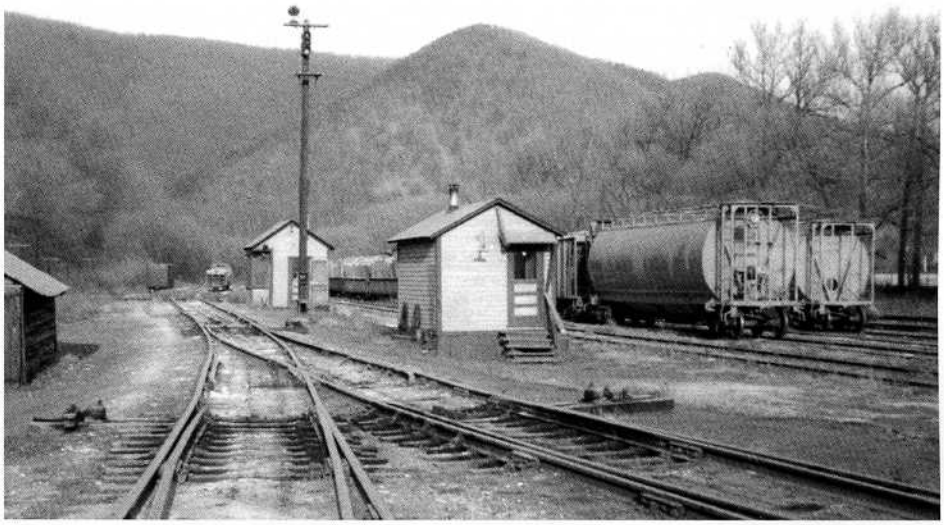
RS11 units #8650 and #8619 idle on the pit at the Bellefonte engine terminal in September 1960 between assignments on the daily Bellefonte-Tyrone turn. There were no indoor maintenance facilities here. These diesels were used on BEV-1 and BEV-2, the Lock Haven nightly turnaround. *(Author's collection)*

the few years of its existence. (The track had been removed by the time the timbered-out Poe lands were sold to the state in 1904.)

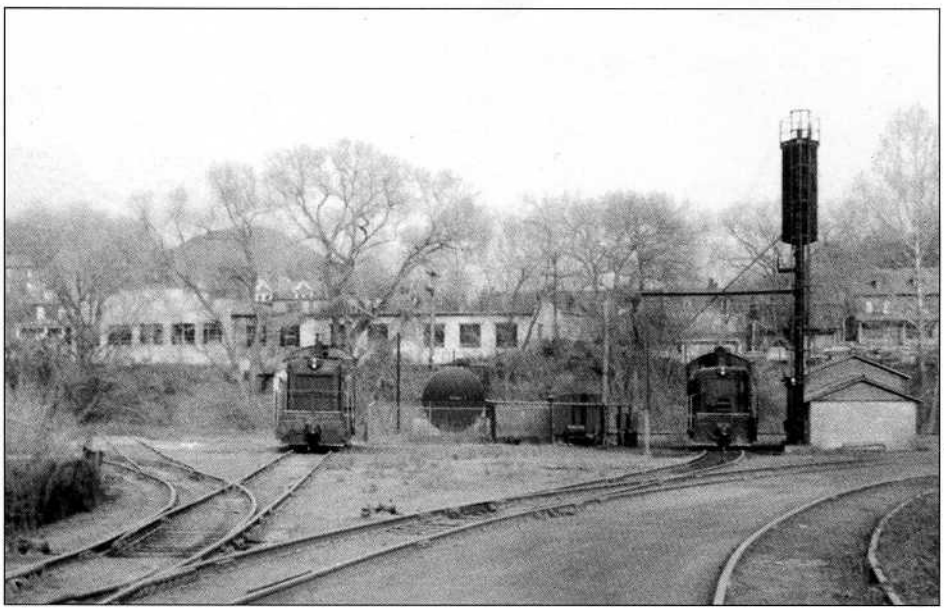
One of the daily westbound through-freights figured in a grisly occurrence that briefly drew national attention. On January 17, 1908, with only a mile or so to go before arriving in Bellefonte, the train's locomotive, tender, and first three cars overturned and slid down into the adjacent creek. The engineman, a newly qualified man named Graeff, had his arm pinned inside the cab of the locomotive. (Photos of the accident show what appears to be a class H3 2-8-0.) The fireman and flagman struggled in vain to free him. They managed to keep his head above water until the creek, temporarily dammed up behind the freight cars, gushed over the wreckage and started rising to its normal level. It threatened to fully submerge the engineman, prompting talk of a crude amputation. The need for such a drastic measure was soon moot. Within ten minutes of the crash, noted a local newspaper, "the water rose so fast that Graeff's head was fully a foot under water. For four hours, his leg could be seen floating on top of the water, also his one gloved hand."

The Missing Link

In contrast to the townspeople of Bellefonte, the faculty and students at the Pennsylvania State College and the surrounding town of State College dearly wanted the Pennsylvania Railroad. It represented competition

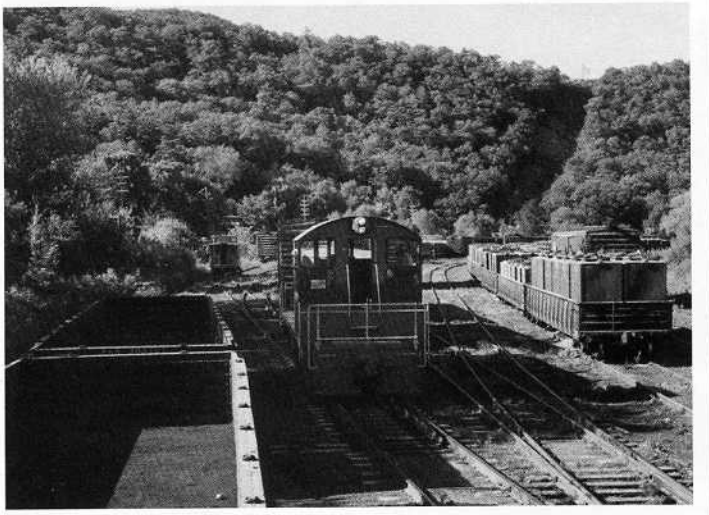


Looking north (railroad west) in Bellefonte's Sunnyside yard in 1965. The scale, at left, near the signal pole, weighed outbound lime and stone shipments. *(Cliff Batuscheck photo; Author's collection)*



Two SW units rest on a weekend at the "oil house" inside the wye at the Bellefonte engine terminal in 1965. By that date, these two switchers were the only power that the PRR based in Bellefonte. The Bellefonte Branch runs left to right behind the locomotives.
(Cliff Batuscheck photo; Author's collection)

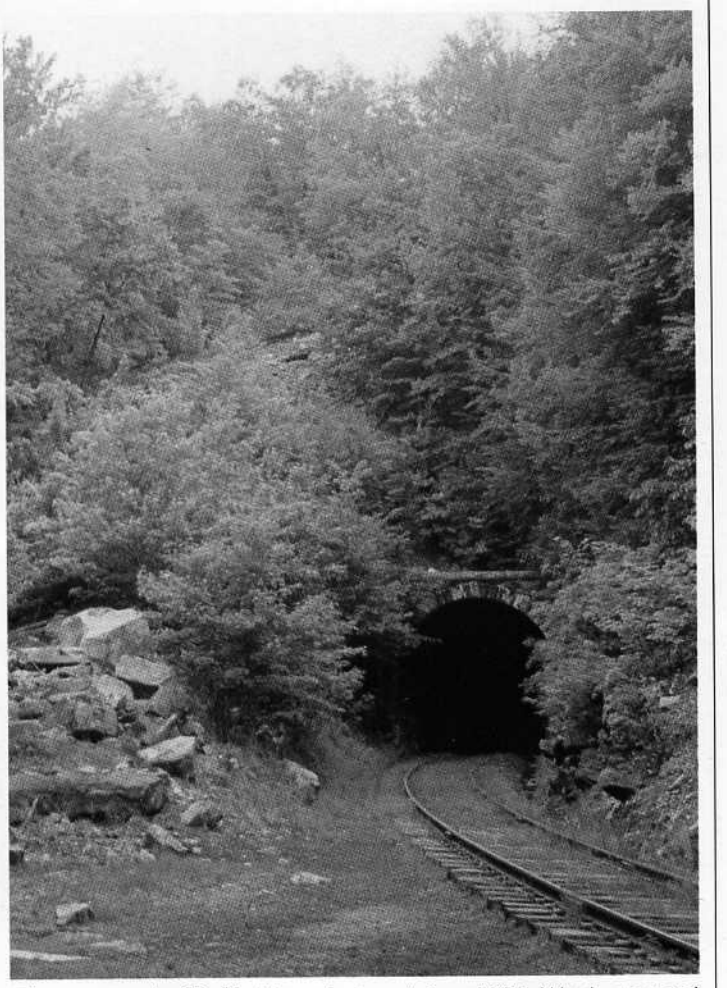
instead of a monopoly. Since 1892, State College – which lay between Lemont and Fairbrook – had direct rail service from the Bellefonte Central Railroad, which connected with the PRR at the county seat. Much of the college population hailed from urban areas and preferred a level of sophistication in transportation that the rustic BFC could not provide. (One of Penn State's official historians called the shortline "a rambling affair of the huckleberry variety.") The Pennsylvania's corporate identity and standard of service were known worldwide, and could help put the college on the map, literally and figuratively. Travelers heading from State College to Pittsburgh and points west also disliked having to go east on the BFC to Bellefonte, change trains, and go west to Tyrone via the Bald Eagle Valley Railroad, journeying 53 rail-miles to cover only 18 air-line miles. A direct link to Tyrone via the L&T would save several hours for passengers and a day's transit time for freight.



In Bellefonte's Sunnyside yard, the shadows grow longer on a late afternoon in August 1963 as Bellefonte Central SW 1200 #5624 sets out cars for interchange with the PRR. Note the container gons at right.
(Luther Gette photo; Author's collection)

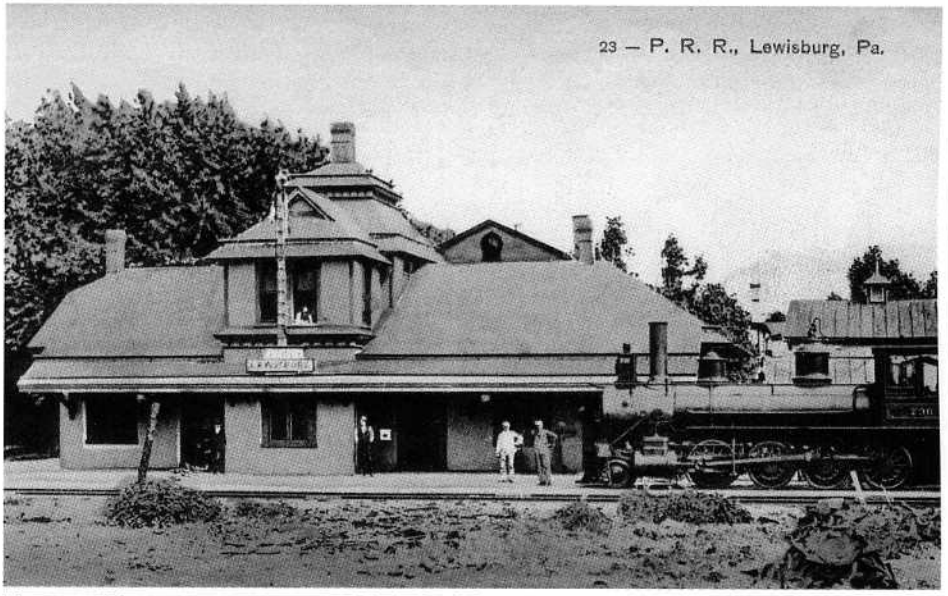
Throughout the 1890s, Penn State President George Atherton lobbied PRR officials to finish the L&T. Atherton died in office in 1906, but his successor, Edwin E. Sparks, kept up the pressure. It was Sparks who reportedly first uttered the oft-repeated phrase that "Penn State is in the exact center of the state – equally inaccessible from every point." He enlisted the aid of the State Grange and the State Board of Agriculture, historically two of the college's closest allies. In the face of petitions from these bodies, the Pennsylvania still hesitated. In a February 7, 1910, letter to the head of the Grange, PRR President James McCrea explained that "the construction of this line has heretofore been looked into with the result that additional revenues to be derived

The west portal of Paddy Mountain tunnel, circa 1965, is natural rock without any brick or cut-stone facing. *(Cliff Batuscheck photo; Author's collection)*



The east portal of Paddy Mountain tunnel, circa 1965. Weeds grow and rails rust, but the line stills sees the passage of a few trains each week.
(Cliff Batuscheck photo; Author's collection)

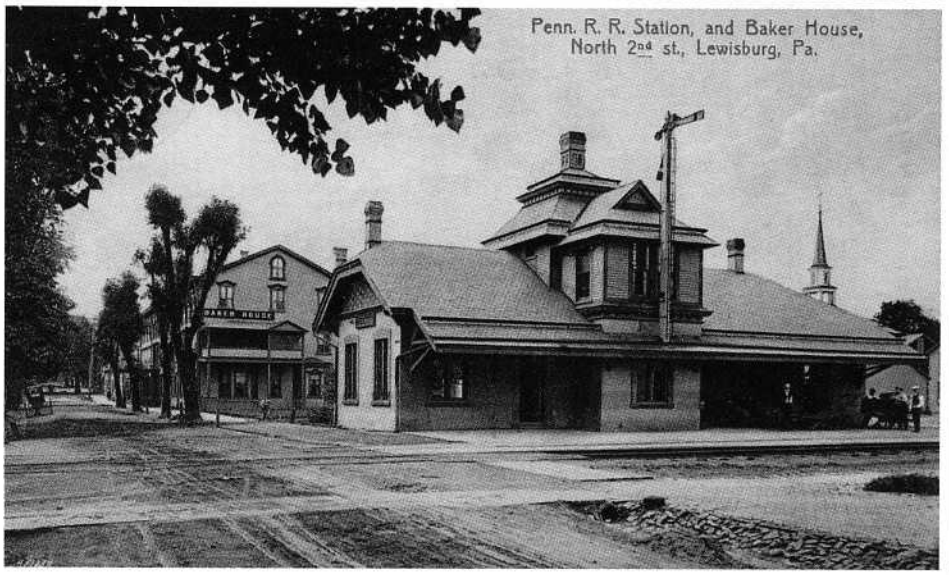
A former PRR SW1 leads a West Shore Railroad freight east over the L&T between Mifflinburg and Lewisburg in 1986. *(Allen Bubb photo; Author's collection)*



Postcard of the PRR Lewisburg, Pa. station, canceled in 1907. *(John D. Denny, Jr. collection)*

therefrom would not justify the expenditure involved..." Soon after, James A. Beaver, chairman of the college's board of trustees and a former Pennsylvania governor, appealed to his friend Samuel Rea, PRR second vice president, to have McCrea reconsider the matter. Rea obliged, although he was not optimistic. His boss was arguably the most financially conservative executive ever to head the PRR and had a well known dislike of branch-line operations. As Rea suspected, the president would not change his mind. "While I recognize that it would no doubt be a convenience to State College," McCrea told his subordinate, "we both know it would not pay, and I cannot say that State College is isolated in such a manner as to make it incumbent upon us, from the standpoint of public policy, to build such a branch." He reminded Rea that State College already had a line to Bellefonte, which in turn was well served by the PRR.

If McCrea thought he had put the issue to rest, he was mistaken. In May 1912, local papers reported that the



Postcard of the PRR's Lewisburg, Pa. station and Baker House, canceled in August 1908. *(John D. Denny, Jr. collection)*

New York Central wanted to acquire the Bellefonte Central line to State College as part of a plan to extend its own Beech Creek Railroad affiliate from Mill Hall to the Broad Top coal fields and possibly a connection with the Western Maryland Railway near Cumberland. The NYC would also secure control of the 27-mile Central Railroad of Pennsylvania, which had been opened from Mill Hall southwest to Bellefonte in 1893 as a weak-kneed competitor to the PRR. A new line would then be built from State College to a connection with the Huntingdon and Broad Top Mountain Railroad. As if to prove its commitment to the plan, the New York Central sent a special inspection car over the CRR and the BFC to State College. Worried about the intentions of its archrival, the PRR made another study to see if completing the L&T through State College might be used as a tactic to drive the Bellefonte Central out of business or purchase it at a bargain price, either way denying the property to the NYC. The study pegged the cost of connecting the two halves of the L&T at $330,000. The new trackage would siphon off $15,000 annually in revenues from the BFC but would cost $14,000 a year to operate and maintain.

On November 12, 1912, Sam Rea visited Penn State at the invitation of President Sparks. While the institution enrolled about 1,100 students and was growing rapidly, the State College community as a whole was less than half the size of Bellefonte and had virtually no

◀*In 1992, Bellefonte Historical Railroad RDC #9167 paused in Lemont at the same location as H10s #7010, shown in another photo.* *(Author's photo)*

Spring Mills was still known as Rising Springs, at least by the PRR, when a westbound passenger train paused there circa 1900. The Spring Mills station closely resembled those at Centre Hall and Lemont. *(Robert Dillon collection)*

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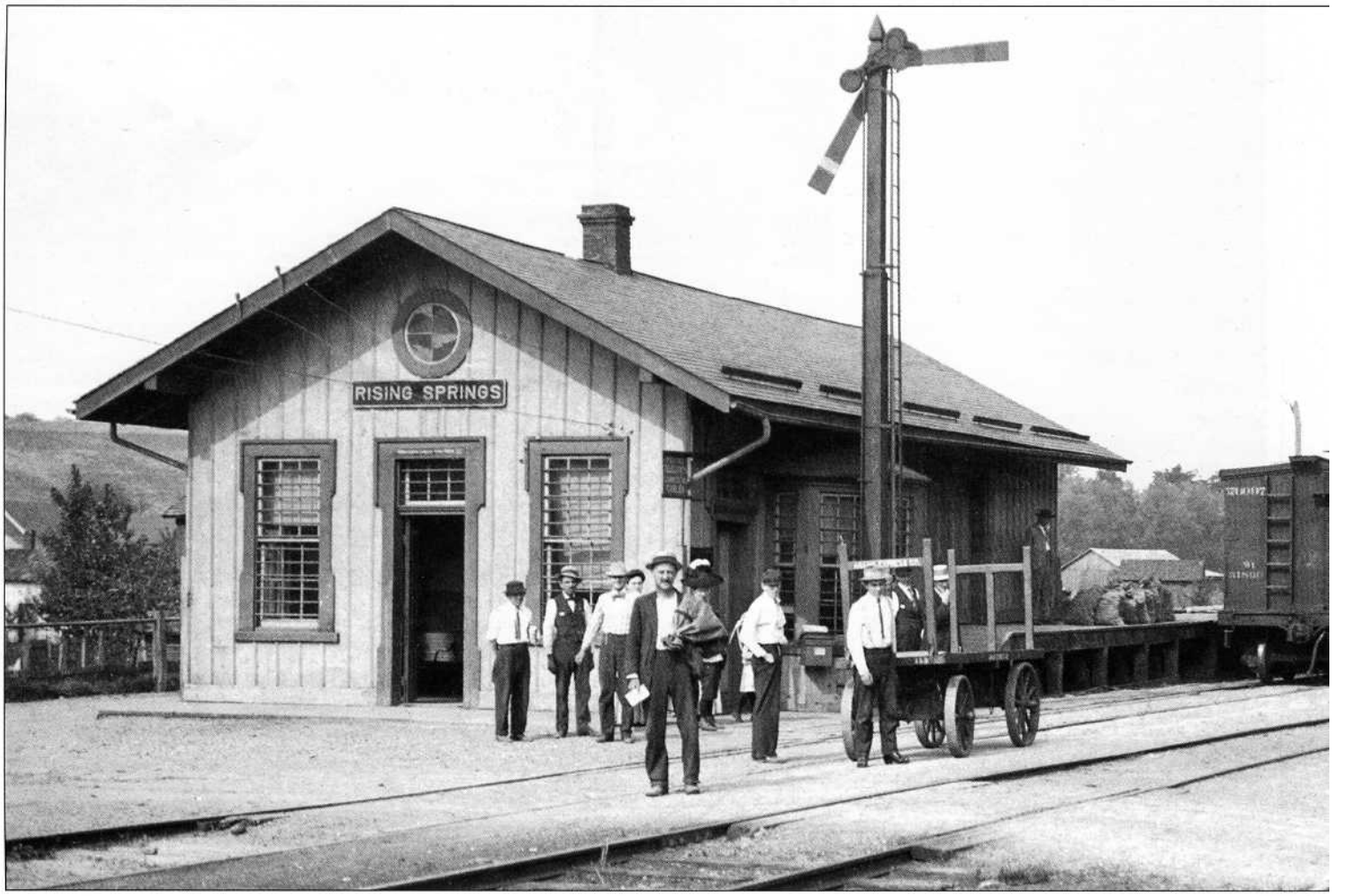
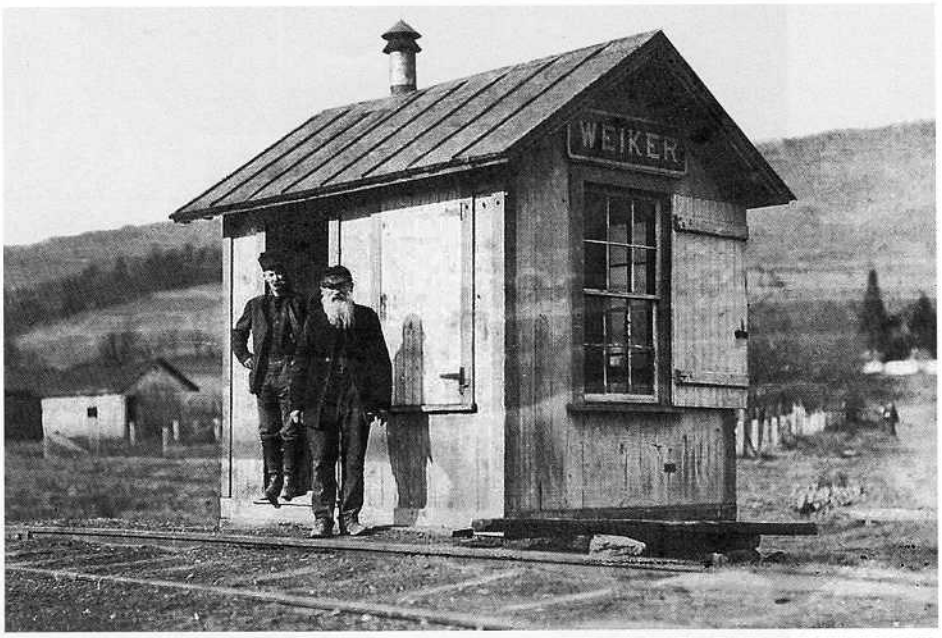
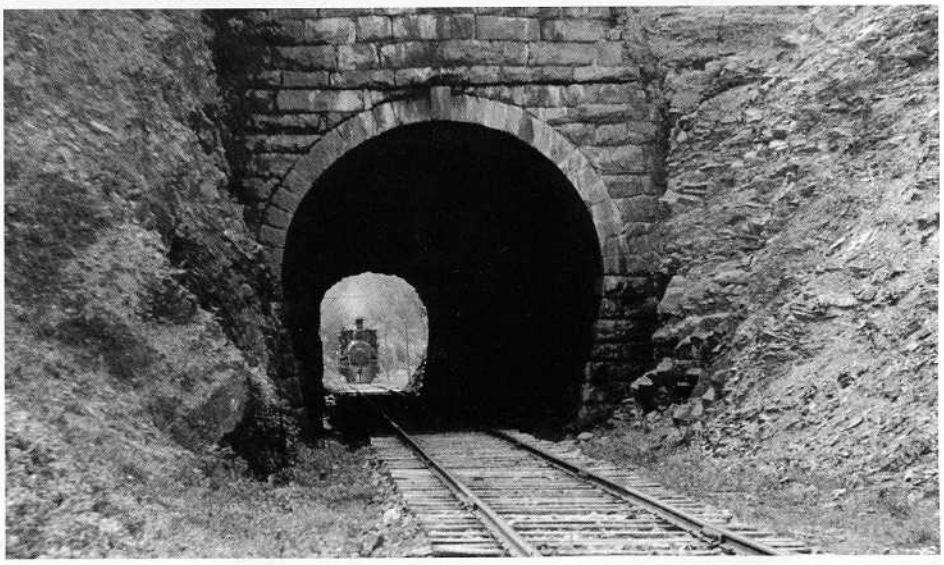


The PRR called this station near the Union-Centre County line "Weiker," although the nearby village is Weikert, reflecting a difference of opinion among Weiker(t) family members as to the proper spelling of their name. As seen in this circa 1910 view, Weiker had a siding for carload and LCL freight, but the agent at Glen Iron, 5.2 miles to the east, handled billing. (Dr. Don Mayes collection)



industrial output. A few months after his visit, Rea was named to the PRR presidency upon McCrea's retirement. He then recommended completing the L&T, provided that local property owners furnish the right-of-way free of charge, but the Pennsylvania never moved forward with the project. Sparks was baffled. He wrote to Rea's assistant, A. J. County, on December 29, 1913: "We have been hoping that Santa Claus in the form of the Pennsyl-



An eastbound approaches the 260-ft long Beaver Dam, or Coburn, tunnel sometime in the 1890s. (Robert Dillon collection)

Continued on page 34

Centerspread

***Dinner for Two on the Broadway,* Oil on canvas, 16" x 22"**

A young couple enjoys dinner in the heavyweight dining car of the *Broadway Limited* in the 1930s. The *Broadway* waiter, wearing the badge of honor of being assigned to one of the top trains in the land on his sleeve, is among the best dining car waiters in the country. On the menu, among other delights, were roast sirloin of beef and double lamb chops. Dinner at twilight.

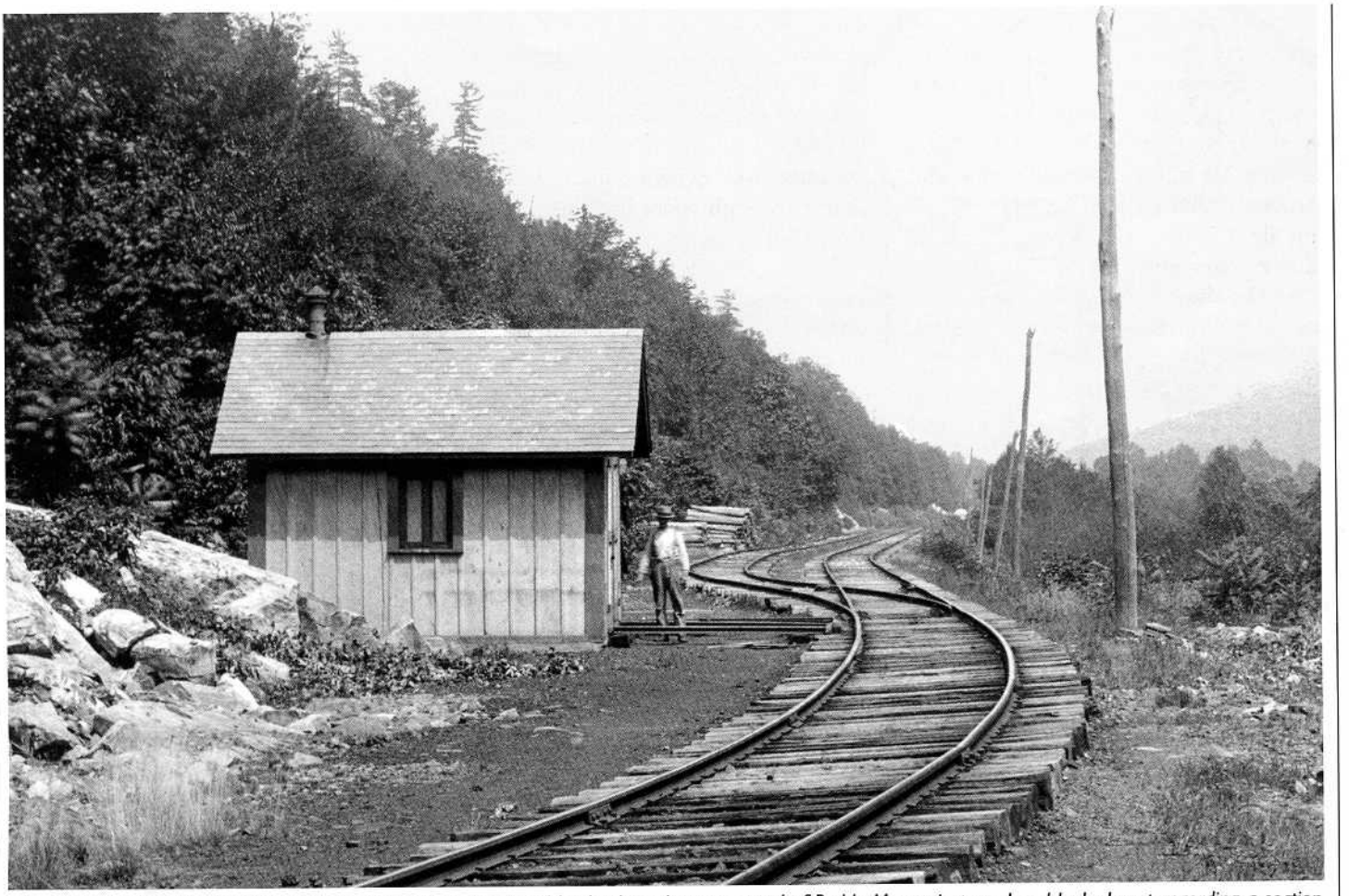
This original art (and other paintings) by Mitch Markovitz were completed especially for a new book from MBI Publishing on the *Broadway Limited*, by Joe Welsh. Publication is expected in the fall of 2006. Modestly priced editions of this work will be available on artist Markovitz's website, www.mitchmarkovitz.com. Check the "Latest Release" section.

The Menu

[The menu shown in Mitch's painting has the PRR's 1934 calendar image of a P5 electric on its front cover.

Keith Short of Seaford, Delaware recently sent me a copy of a letter written by calendar artist Grif Teller on February 16, 1934 to a friend, wherein he expressed his opinion of the calendar: *This year's Penn. calendar is a "flop" in my estimation. I am not at all proud of it, but it is the best I could do with the material they gave me to work with. They told me that this year's picture must be an electric train, and it was up to me to make a picture out of it. I made about five preliminary sketches before they finally accepted this one. Usually two or three are all that are needed.*

Years ago, the 1934 calendar was my least favorite. From today's perspective, I find it to be the most daring the PRR produced, with art deco styling and colors. Within a few years, impressionism would disappear entirely, replaced by the railroad's demand of unerring accuracy. –Ed.]



The photographer who made this 1890s postcard scene turned his back to the east portal of Paddy Mountain tunnel and looked east, recording a section house and the beginning of a siding, most likely used for loading lumber from nearby saw mills. The gap in the mountains cut by Penns Creek is visible in the background. *(Robert Dillon collection)*

Continued from page 31

vania Railroad would have a Christmas present for us, but thus far he has not come down our chimney." County's reply only hinted at the reason for the inaction: "I have sounded our people again about the matter and they do not give me the slightest encouragement… We have had so many unproductive propositions during the past few years that we do not wish to undertake any more for some time."

Although County did not mention it, the New York Central had decided against expansion into the Nittany Valley. As a result, building a line of dubious profitability to (once again) ward off a competitor lost urgency for the PRR. The NYC's decision also at least indirectly contributed to the abandonment of the affiliated Central Railroad of Pennsylvania in 1918, leaving the Pennsylvania with no competition in the valley.

In 1913, in an effort to reduce expenses and streamline its corporate structure, the PRR foreclosed on the L&T's bonds. It reorganized the company as the Lewisburg & Tyrone Railway and purchased all of its stock. Then on April 30, 1915, the "new" L&T was absorbed into the PRR. The eastern half became the Bellefonte Branch, which extended from Milesburg (junction with the Bald Eagle Branch, formerly the Bald Eagle Valley Railroad) all the way to Montandon. The western half became the Fairbrook Branch. Both branches had interesting developments yet to unfold.

The Fairbrook Branch

The Fairbrook Branch had been in eclipse since the mid-1890s, when Carnegie Steel began to source much of its ore from richer deposits around Lake Superior. In 1899, Carnegie sold the Scotia mines to the newly organized Bellefonte Furnace Company, manufacturers of pig iron. Most ore consequently moved east over the Bellefonte Central Railroad to the furnace. In 1910, the McNitt-Huyett Lumber Company bought nearly 4,000 acres of woodlands near Scotia and shipped timber via both the PRR and the BFC until reserves were exhausted around 1920. The Scotia Branch was formally abandoned in 1923. Over the Fairbook, the PRR continued to operate a daily mixed train, usually powered by a class E2 4-4-2 that was available after bringing the morning passenger train from Lock Haven to Tyrone over the Bald Eagle Branch. The mixed train typically picked up outbound cars of grain, fruit, sand, and clay, and set off cars of animal feed and farm implements. Passengers were a rarity. In the mid-1920s, the state legislature eyed the Scotia "barrens" as a permanent camp and training ground for the Pennsylvania National Guard. Creation of such a facility might have significantly

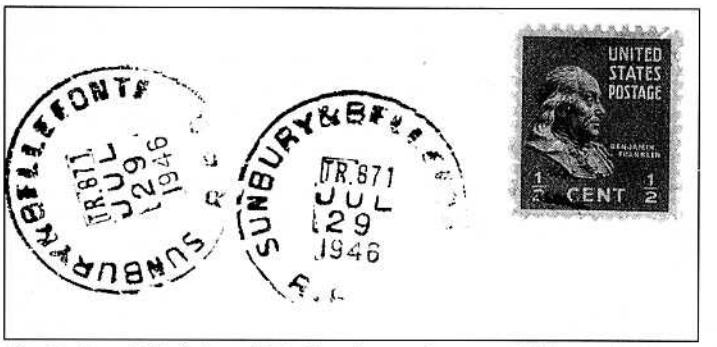
boosted traffic on the Branch. However, the idea failed to win widespread political support, and in 1927 the PRR sought permission from the Interstate Commerce Commission to abandon all but 2.2 miles between Tyrone and Stover, which were to be retained primarily to serve the Tyrone Lime & Stone Company. The railroad noted that Fairbrook Branch traffic had dropped from 959 carloads in 1923 to 577 in 1926, most of it lost to trucks. During that period, gross operating income totaled $34,305, compared with $216,634 in expenses. The commission ruled that the Branch could be abandoned unless a buyer came forward who could continue operations, in which case the PRR must sell the line for its $52,000 net salvage value. To the Pennsylvania's chagrin, the Bellefonte Central made a bid for the Branch. The ICC promptly approved the offer and also required the PRR to give the shortline trackage and terminal rights at Tyrone. The BFC built a 5½-mile connecting link between State College and Fairbrook, and trains officially began running between Bellefonte and Tyrone via State College on October 1, 1930.

The BFC wanted the Fairbrook Branch mainly to secure a longer haul on lime and limestone traffic that originated on the east end of its line and was destined for Pittsburgh-area steel mills and glass works. Instead of hauling these quarry products – which accounted for approximately 80% of its annual tonnage – 3½ miles or less to the PRR interchange at Bellefonte, the BFC would have a 40-mile haul to Tyrone and thus a larger share of the revenue. The Pennsylvania, embarrassed at the prospect of being outmaneuvered by a short line, refused to honor the interchange of lime and stone cars at Tyrone. The BFC protested unsuccessfully to the ICC. Said the commission: "Evidence does not show that a through route including a haul from Tyrone over the Bellefonte Central... would result in improved service; would better promote the interests, needs, or convenience of communities, producers, or consumers served by that carrier; or is necessary or desirable in the public interest." Unable to develop the west end of the old L&T, the BFC took the Fairbrook out of service on February 1, 1933. The short line had handled approximately 1,200 carloads over the Branch in 28 months, most of them inbound to State College. Former PRR customers had accounted for a mere 78 carloads. The BFC did not get around to abandoning the Fairbrook until 1941. It salvaged enough 105-lb. rail to relay most of its main line from Bellefonte to State College. The PRR and later Penn Central continued service on the segment between Tyrone and Stover.

The Bellefonte Branch

Meanwhile, operations over the Bellefonte Branch were at first little changed from the L&T era. One passenger train originated daily at each end of the line, making a round-trip and connecting with long-distance trains at Bellefonte and Sunbury (which had supplanted Montandon as the eastern passenger terminus.) Schedules and numbers changed over the years, but Coburn was usually the preferred passing site for the two trains. In 1915, for instance, the morning trains were carded to meet there at 7:45 a.m., and the afternoon trains at 3:06 p.m. All-steel coaches were introduced on these trains in 1916, nine years after they first appeared on PRR main line trains. Local passenger trains also operated at least until WWI between Sunbury and Mifflinburg, turning on the wye at the latter point. Between Montandon and Mifflinburg, the Pennsylvania granted local service rights in 1910 to the Lewisburg, Milton, & Watsontown Passenger Railway, an electric trolley line. However, the LM&WPR did not fully electrify its system. Between Montandon and Mifflinburg, it operated two battery cars on as many as six round-trips daily with even more trips between Montandon and Lewisburg. The battery cars lasted until 1922, when they were replaced with a single gasoline-engined Mack-Brill model AC rail bus.

Bellefonte, Mifflinburg, and Lewisburg were the largest towns along the Branch, but occasionally Lemont outdid all of them in generating passengers. Penn State students traveling to and from points east and south of State College generally preferred the L&T to the Bellefonte Central. At the beginning and end of each semester and around holidays, consists swelled to the point that additional cars or even extra trains were needed to accommodate them. In the pre-automobile years, the college provided "conveyances" for the three-mile trip between campus and station, and handled reservations through its own business office. "As students were going home from Penn State, every student had a trunk to check," recalled Lemont agent



The Sunbury & Bellefonte RPO, 76 miles, ran between 1912 and 1948.
(John D. Denny collection)

The Millhall & Bellefonte RPO had a short run, only 27 miles. It was established on May 18, 1899 and was discontinued on April 11, 1917.
(John D. Denny collection)

Andy Dale. "We had a special baggage master from Sunbury to check the baggage, because tickets were sold all over and on other roads like the DL&W, D&H, LV, and P&R... We had the track crew helping to get all the trunks loaded and railroad police all over the place." Lemont lost most of its bustling student business in the 1920s with the advent of private autos and buses; the station, however, remained an important freight terminus for State College consignees.

One scheduled freight train operated Monday through Saturday each way between the large PRR yard at Northumberland and Bellefonte. During WWI, the PRR ran a few coal trains east over the Branch in an experiment to ease congestion on the single-track Bald Eagle Branch. Among the operating headaches that made the trial unsuccessful were a 1.25% climb on the old BN&L line, plenty of curves, and a lack of long passing sidings. (Centre Hall had the longest with a 30-car capacity.) After large-scale lumbering exhausted the forests in the early 1900s, the east end of the Bellefonte Branch originated farm products almost exclusively. An important Lewisburg shipper, for instance, was the Buffalo Flour Milling Company. From Mifflinburg, the Gast Store and Grain Elevator shipped grain and flour, and weekly consignments of poultry and eggs. The Albright brothers manufactured and shipped farm implements. James Beaver (not related to his Penn State namesake) shipped fruit from his extensive Mifflinburg-area orchards in the summer and early fall, and turkeys in the late fall and winter. Further west, dairies in Coburn, Spring Mills, and Bellefonte (all for a time owned by Sheffield Farms) each loaded a car or two of milk or cream nearly every day for delivery to Eastern markets. Canneries at Coburn and Oak Hall shipped processed tomatoes, green beans, and other vegetables. From Lemont came cream from the Penn State creamery in 10-gallon cans, and butter and bottled milk packed in ice. Stone from quarries near Oak Hall and Centre Hall, buggies from several Mifflinburg carriage works, and furniture from Lewisburg added a little variety to the freight mix.

Postcard of the PRR station at Montandon, Pa., canceled in February 1907.
(John D. Denny, Jr. collection)

In Union County, a 2.9-mile branch was completed in 1927 to reach what was initially known as the Laurelton State Village for Feeble-Minded Women, to facilitate coal shipments to the institution. The Laurelton Branch was only the second named branch (after Scotia) added to the original L&T.

By the time the L&T gave way to the Bellefonte Branch in 1915, the line had undergone significant improvements to its infrastructure. Iron rail had yielded mostly to 105-lb. steel, and the spindly crossings of Penns Creek and its tributaries were replaced with sturdy deck-girder steel-and-concrete spans. Many of the latter were hand-me-downs from elsewhere on the PRR system. Some of the components for the 177-ft. span over Penns Creek at the east portal of the Beaver Dam tunnel came from Bridge 27 on the Philadelphia & Erie near Renovo. The second bridge west from Paddy Mountain tunnel incorporated sections from a Middle Division bridge near Barree. The 1869-vintage Susquehanna River Bridge at Lewisburg was replaced in 1912 with a new all-steel through-truss design of eight spans that was intended for railroad use only. In the motive power department, a mix of 4-4-2s and G5s 4-6-0s superseded various classes of 4-4-0s on the passenger trains. Freights were normally powered by Consolidations, ultimately progressing to the fat-boilered H9s and H10s classes. These 2-8-0s often pinch-hit in passenger service, especially on weekends. For a brief time in the late 1920s, a gas-electric car and trailer was assigned to one of the two daily passenger roundtrips.

Effective September 30, 1928, in response to declining ridership, the PRR removed the passenger train that originated each morning in Bellefonte (#8532 east, returning as #8535 west). The other train, arriving in Bellefonte from Sunbury as #8533 at 9:00 a.m. and departing as #8530 at 10:15 a.m. (the times varied slightly over the years) did not carry many passengers either. Its revenue derived mainly from its Railway Post Office car and the milk it picked up on the eastbound leg of its run. 1928 also saw the demise of the Lewisburg, Mifflinburg, & Watsontown Passenger Railway. The PRR acquired the railway's Mack rail bus and extended its afternoon trip to Glen Iron to serve Laurelton State Village, in response to protests from that area against the discontinuance of #8532 and #8535. That service was withdrawn in 1931, and the rail bus was sold. (It is now preserved at the Railroad Museum of Pennsylvania.)

In 1938, the Bellefonte Central attempted to re-enter the L&T picture. The short line's executives heard unofficially but on good authority that the

Pennsylvania might abandon the central portion of the Bellefonte Branch. Charles Wesley, BFC president, made an offer to lease the Branch in its entirety. "Our operating expenses are lower, our taxes are lower, our incidental costs and expenses are lower, and at first blush it would seem that we would be able to do the job much more cheaply than the PRR," he told A. J. County, by then a PRR vice president. Wesley further opined: "We believe that the Pennsylvania's greater interest is in through traffic... and that its interest in local development is not of much consequence." In a brief note, County replied that "while we greatly appreciate your offer, we do not desire to accept the same," adding ambiguously that "we must in due time develop plans of satisfactorily dealing with these weak branch lines." The BFC, a half-century ahead of its time in making such a proposal, did not pursue the matter further.

In 1944, at the height of the Second World War, the federal government's Defense Plant Corporation asked the PRR to build a branch from Lemont around State College to Scotia, where the DPC and the Scotia Mining Company were partnering to re-open the long-abandoned iron ore pits. Scotia Mining planned to ship nearly 35,000 tons of ore each month to Bethlehem Steel's Steelton Works near Harrisburg – the equivalent of twenty 70-ton hopper cars moving east to Montandon six days a week. When PRR officials learned that Bethlehem considered the ore of poor quality and did not expect the Scotia mine to amount to much, they declined to become involved. The Bellefonte Central said it had no money to invest in the venture. The DPC itself then built a three-mile branch to connect with the BFC. Before the mine shut down in June 1945, it had shipped barely 2,100 tons of ore.

Although the L&T left something to be desired as a revenue generator, even the railroad could not ignore its natural beauty. In 1940 the PRR selected it for an "Off the Beaten Track" excursion; trips that took rail enthusiasts and travel connoisseurs along rail byways that were not part of the normal passenger itinerary. A seven-car special consisting of six coaches and a diner departed Harrisburg on October 27 at 8 a.m. It entered the Bellefonte Branch at Montandon about 90 minutes later. A flyer for the trip proclaimed "300 miles of flaming autumn scenery through central Pennsylvania," noting "an open end inspection car will be operated on the rear of the train for your pleasure. Bring your camera for snapshots!" The train paused at the remote Paddy Mountain tunnel to allow excursionists to enjoy the splendid scenery. Another stop was made near Pleasant Gap to permit tours of the state fish hatchery. Then it was on to Bellefonte, where the special was handed over to the Bellefonte Central for a trip to State College and a 45-minute tour of the Penn State campus. (A BFC engine powered the trip while the PRR locomotive was serviced at Bellefonte.) The train returned to Harrisburg that evening via Lock Haven and Williamsport.

No other passenger excursions operated over the L&T until well after WWII. On Sunday, June 19, 1955, the Exchange Club of Williamsport sponsored a special that originated in that city. About 350 people paid $5 each to ride the train, which consisted of eight cars powered by two E7 passenger diesels. The train entered the L&T at Montandon and proceeded to Bellefonte. It stopped at Centre Hall, where the ladies of the local Grange served passengers a turkey dinner.

The Bellefonte sesquicentennial committee organized another excursion, destined to be the last one over the entire length of the L&T. That town was celebrating its 150th anniversary in the summer of 1956. As a prelude to a weeklong series of festivities, the committee sponsored a trip that departed Bellefonte at 1:30 p.m., Sunday, August 5. It consisted of seven coaches hauled by, according to a newspaper account, "an all-purpose 1,600-hp diesel." Many of the 530 paying passengers brought box lunches, since the PRR did not offer food service. The train ran via the Bellefonte Branch to Montandon, then headed to Sunbury, where it reversed course and headed north to Williamsport, then traveled back to Bellefonte by way of the Bald Eagle Branch and Lock Haven. Hundreds of people turned out to see the excursion in all of the small towns along the line. A high school band greeted the train at Centre Hall. Inevitably, the train's passage sparked old timers' reminiscences of a bygone era when passenger trains were a highpoint of daily life in L&T hamlets like Millmont, Glen Iron, Coburn, and Spring Mills.

The era of scheduled passenger service between Bellefonte and Sunbury had come to an end on September 24, 1949, when Trains 586 and 587 (588 and 589 on Sundays) made their last runs. They had been downgraded to plodding mixed trains many years earlier, the result of steadily declining ridership. The loss of milk and mail business caused their ultimate demise. Replacing the mixed runs was a Monday-through-Saturday freight from Northumberland that usually ran all the way to Bellefonte, but worked customers only as far west as Lemont.

The Bellefonte Branch was manual block territory, with operations governed by timetable and train order. In the early days, there were as many as 17 manned stations, whose agents were in contact by telegraph with the chief dispatchers of their respective divisions. Until its dissolution in 1929, the Tyrone Division extended to a point about 1,000 feet east of Font, a block-limit station near the Bellefonte passenger station. The Williamsport Division was beyond that. The Tyrone Division was eventually incorporated into the Middle Division, and the Williamsport Division underwent occasional metamorphoses, but the Division boundary remained unchanged.

As traffic declined and expenses were cut, station agents were phased out; the telephone replaced the telegraph. By the late 1940s, the operator at Montandon tower controlled the track from Montandon all the way to White, the block-limit east of Font. White denoted the junction with the Whiterock Branch, which served a large quarry and lime plant at Pleasant Gap.

The operator at Miles tower controlled the remaining blocks, that is, those in Middle Division territory. Although Bellefonte-based trains routinely operated over the Whiterock Branch, they had to get permission from the Montandon operator to pass the White block limit as they left or re-entered the Bellefonte Branch. This potentially confusing arrangement figured in one of the Bellefonte Branch's darkest moments. On the afternoon of June 22, 1948, a local in charge of H9s #1422 prepared to depart Bellefonte with three box cars for the Hanover cannery siding near Oak Hall – an atypical move that would take it east of White. The train received permission from the operator at Miles to proceed from Font to White. Before passing Font, the train stopped at the Bellefonte passenger station, where the conductor telephoned the Montandon operator for permission to proceed past White. The conversation was garbled. Thinking the train crew was calling from White, the operator gave it permission to proceed east toward Lemont. Minutes later, under this same mistaken assumption, Montandon permitted a train leaving Whiterock Quarries to run from White to Font. It consisted of H9s #1742, running tender first, followed by a four-wheel cabin and nine cars heavily laden with lime and stone. The two trains collided on a curve at Axemann. Two crewmen died, and five were injured.

The Bellefonte Area

Whiterock Quarries had been an important source of lime and limestone shipments for the Pennsylvania since 1905. That traffic helped to make the 6.2 miles between Miles tower and White block limit the busiest segment of the Bellefonte Branch. Whiterock itself was phasing out the production of lime but continued to ship stone, mostly in open-top hoppers, well into the 1950s. In 1951-52 the PRR built a new line from a point on the Whiterock Branch near its junction with the Bellefonte Branch, eastward about three miles to a new lime plant and underground mine operated by Baltimore-based Standard Lime and Stone Company (later Standard Lime and Cement). Standard more than made up for the gradually diminishing tonnage coming out of Whiterock Quarries.

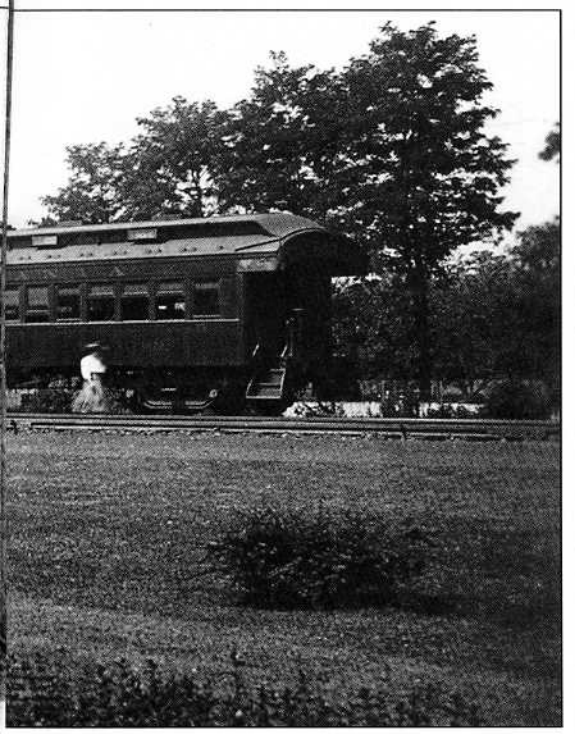
Standard joined the Warner Company and the National Gypsum Company as "the Big Three" lime producers in the Bellefonte area. All three operated underground mines and large lime-making plants that utilized some of the longest rotary kilns in the nation. The Warner Company's Bell Mine and associated lime plant, located near Bellefonte yard, were served by the PRR. (Railroaders and local residents more commonly referred to the yard as Sunnyside yard, since it was situated near the Sunnyside section of Spring Township.) The Bellefonte Central served the National Gypsum facility, or "the Gyp" as it was locally known, located about 3½ miles further up Buffalo Run from Warner. The PRR ultimately benefited from all the Gyp's traffic, of course, since it was the BFC's sole interchange partner.

Business boomed in the early 1950s. Total annual rail shipments neared 900,000 tons of lime and two million tons of limestone. The source was the famed Bellefonte Ledge, a 40-80 ft. thick vein of limestone of exceptional purity that ran the length of the Nittany Valley. Lime was essential to the manufacture of steel, paper, glass, leather, chemicals, and many other industrial products. The Big Three frequently complained about car shortages for lime service. The PRR began allocating empties according to a formula that had 43% of covered hoppers going to the Gyp, 34% to Warner, and 23% to Standard. (Whiterock by then was shipping only stone, in open-top

Postcard of the PRR station at Montandon, Pa., uncancelled. The last coach is PRR class PG #3828. *(John D. Denny, Jr. collection)*

hoppers.) It allocated 27% of all container gondolas to the Gyp, 18% to Warner, and 55% to Standard. The PRR based the percentages on consignee preferences and product output at each plant. There was no specific allocation of box cars. They were being phased out for bulk loading of lime and reserved mainly for consignees who preferred receiving bagged lime.

To serve the needs of the lime and limestone shippers and other local customers, the PRR in the 1950s had Bellefonte-based crews working round the clock five days a week, and often weekends. An engine terminal with sand and diesel fuel facilities was located within the wye track leading to the Warner Company's lime plant, on the site of the long-razed Bald Eagle Valley Railroad enginehouse. The PRR had dieselized its Bellefonte-based locals by 1952. The train from Northumberland remained steam-powered for another year or two. (According to eye-witness accounts, steam could be found working Northumberland-Mifflinburg turns as late as August 1956.) Only a relatively small portion of the traffic originating or terminating in the immediate Bellefonte area was routed via the L&T. Most cars to and from the west were handled by a nightly Altoona-Bellefonte turnaround. This was later replaced by a Bellefonte-Tyrone turn, which in turn was abolished in favor of having Bellefonte cars set off and picked up at Milesburg by Bald Eagle Branch through trains. (For many years, Altoona-Northumberland trains AN-3 and AN-16 handled this task.) An overnight local from Bellefonte to Lock Haven and return lasted until the end of the PRR era.



Decline of the Original L&T

As the 1950s gave way to the 1960s, traffic steadily dwindled, captured mostly by trucks, just as milk and mail had been. Fall grain harvests had customarily resulted in a glut of cars for loading on sidings at such remote locations as Coburn, but even this business vanished. A collection of waybills preserved from November 1963 shows that the 47-mile segment east of Lemont and west of Mifflinburg received only 13 cars and originated just one. By 1964 only five agency stations remained along the Branch: Bellefonte, Lemont, Centre Hall, Mifflinburg, and Lewisburg. The Northumberland freight normally worked west of Mifflinburg three days a week and even then it often ran only as far as Penns Creek Flour & Feed at Coburn to deliver soybean meal, shelled corn, and other similar bulk commodities. Early in 1968, the newly formed Penn Central took the line out of service between Mifflinburg and Coburn. That was the most isolated section of the L&T and no longer had regular customers. (By then, the Bellefonte Branch had become the Bellefonte Secondary Track, officially ending at White; the track east of that point had become the Montandon Secondary.) The last run beyond Mifflinburg occurred on the evening of May 9, 1968, when a GP9 took four covered hoppers to Coburn, where they would be unloaded and ultimately picked up by the local from Bellefonte. The ICC permitted abandonment of that section in 1970, and the track was torn up the following year. Most of the right-of-way reverted to adjacent landowners. The Paddy Mountain tunnel, surrounded by state forests, was made part a public hiking and biking trail, especially pleasing to fishermen who gained more convenient access to the bounteous trout of Penns Creek canyon.

The Penn Central local from Bellefonte continued to serve the few remaining customers on the 21.7-mile segment between Lemont and Coburn (re-designated part of the Bellefonte Secondary) until June 1972, when the remnants of Hurricane Agnes caused numerous washouts. Penn Central claimed that it was not economically worthwhile to rebuild the track, which had generated only 143 carloads in 1971. The railroad received approval to abandon the line east of Lemont, thus bringing to a close all operations on the original L&T in Centre County. Following Penn Central, Conrail (beginning April 1, 1976) and the Nittany & Bald Eagle Railroad (as of August 1, 1984) continued to provide freight service over much of the BN&L. The Bellefonte Historical Railroad operated passenger excursions into Lemont using a pair of Rail Diesel Cars.

Penn Central and then Conrail served the few remaining shippers on the Union County end of the L&T to Mifflinburg until September 3, 1982. From then until January 4, 1984, no trains moved over the line. On the latter date, the newly organized West Shore Railroad, owned primarily by local stockholders, resumed freight operations. Later that spring, Richard Sanders, a West Shore stockholder, began passenger excursions between Montandon, Mifflinburg, and intermediate points. The diamond where the Reading Company's main line between Shamokin and Newberry crossed the L&T in Lewisburg (protected for many years by the RDG's UR tower) was removed, as was the track east to Montandon. Trains ran to and from the L&T via the former Reading line and a newly installed connecting track in the northwest quadrant of the old diamond. By the late 1990s, both passenger and freight operations had ceased, although the WSR continued to own the L&T track and earned a modest income from long-term car storage on it.

In addition to the track to Mif-

flinburg and some grading and bridge abutments at scattered locations, only a few other landmarks remained as testimony to the L&T's existence: the two tunnels; stations (long converted to other uses) at Mifflinburg and Centre Hall; the old Weiker station, relocated to a private owner's land; the bridge over the Susquehanna (sans rails); part of the 340-ft. girder-and-truss bridge over the Little Juniata River near Tyrone; and skeletons of some of the Penns Creek spans. All serve as reminders of the ambitions of the line's promoters, and a nearly forgotten chapter in the history of the Pennsylvania Railroad.

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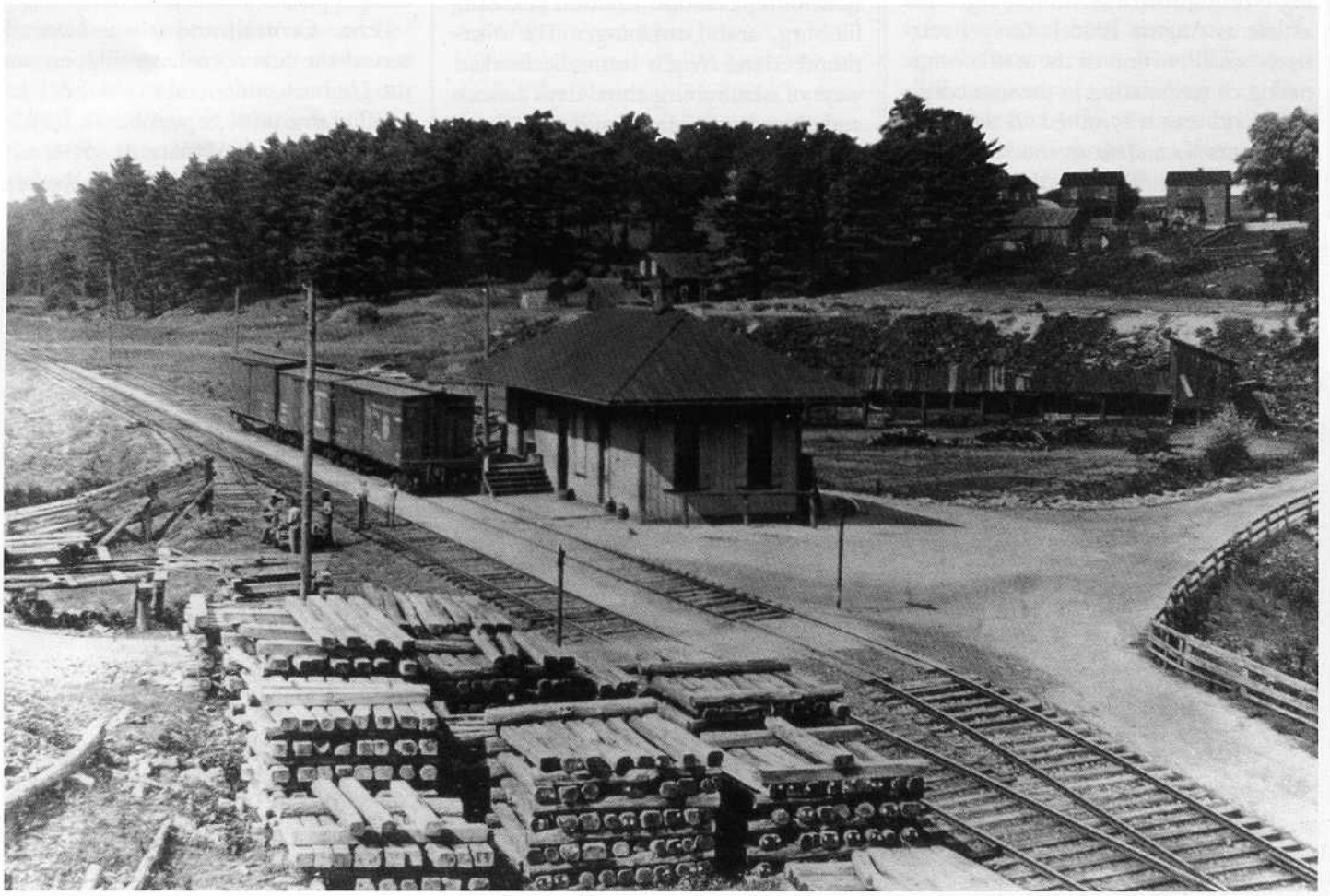

Pennsylvania Furnace station, circa 1912, looking railroad west. Ties for loading are in the foreground. The stock loading/unloading ramp is at the left. *(Author's collection)*

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A complete listing of PRRT&HS officers' addresses, phone numbers and e-mail addresses can be found on the inside rear cover of many issues of this magazine, in addition to who to contact about what.

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THE KEYSTONE

Spring 2006

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FRONT COVER

***The Intruder*, Watercolor, 22" x 28", By Gil Reid, 2004**

December 1942. A world at war, raging every day on the PRR's legendary Middle Division. The war traffic crush continues to grow as the railroad does its part to make America the "Arsenal Of Democracy." The location is Banks interlocking. The engine crew and doghouse brakeman of I1sa #4230, in charge of a train of westbound empty hoppers, stare in awe at a new machine, a new radical design, an intruder, T1 #6110. The crew wonders of the Pennsy's hope for the future of steam passenger power. Will it succeed? Will it fail? Time will tell.

REAR COVER

This PRR advertisement, extolling the merits of its LCL ("Less than Carload Lot") freight service, drew a parallel to the enthusiastic following that the old organ grinder had in previous decades. How many remember his capuchin monkey that bit coins to confirm their worth, as he accepted them with a wink and some chatter? It appeared in the February 16, 1957 issue of Philadelphia's *Saturday Evening Post*.

THE KEYSTONE

The Keystone is the official quarterly publication of the Pennsylvania Railroad Technical & Historical Society, and is published in March, June, September and December of each year. Subscription is by membership in the PRRT&HS.

The Keystone is always in need of articles and photographs of the PRR and its predecessor and subsidiary companies for publication. Articles, photographs and other materials should be forwarded to the Editor. No payment can be made for contributions, but the contributor will be given credit for all materials published. Articles will be discussed with the author prior to publication to ensure proper presentation. All loaned property will be handled safely and returned as soon as it has been digitized (a non-destructive process) for publication. Articles may be submitted on paper or on CD, DVDs or floppy discs. We prefer to scan original photographs or slides. Please contact the Editor before sending digital images. Two publications are available from the Editor to aid prospective authors: *Information for Authors* and *Publications Style Manual*. Both are available on request as Word documents via e-mail or as hard copies.

Remember that one of the great joys in life is sharing, including sharing your knowledge.

Articles and other material that appear in *The Keystone* are correct to the best of our knowledge. The burden of accuracy rests with the author or contributor. Comments and corrections are encouraged and should be sent to the Editor. Any opinions expressed in *The Keystone* are those of the author and do not necessarily reflect those of the PRRT&HS.

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2006 PRRT&HS ANNUAL MEETING

The 2006 Annual Meeting of the PRRT&HS will be held at the Radisson Penn-Harris Hotel and Convention Center in Camp Hill, Pa., on May 4-7. The meeting's host will be the Northern Central Chapter. Contact Ivan Frantz for further details: 717-225-5470; musictrains@juno.com

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