

The Railroad

A Collection of
Articles and Photographs

Fort Vance Historical Society

To Abandon Branch Line.

With the authorization of the Interstate Commerce Commission, the Pennsylvania railroad is preparing to abandon the two-mile stretch of track on the Bridgeville-McDonald branch. The scrapping process will start soon, it was said, but the railroad will retain title to the right-of-way property. The link, running from Cecil to its terminus, had been out of use for several years, a Pennsylvania representative said, because of a decrease in passenger and freight traffic resulting from automobile, bus and truck competition. Hence, service will not be impaired, nor will workers lose employment, it was pointed out.

**Railroad to Abandon Bridgeville to McDonald Branch Line
Burgettstown Enterprise-March 20, 1935 Edition**

33 $\frac{1}{3}$ %
REDUCTION
in Round Trip Fares over
Christmas and
New Year

HOLIDAYS

Going on all trains December
23, 24 and morning of the 25th.
Returning until January 15, inclusive

ADDITIONAL LOW FARES

HOLIDAY WEEK-ENDS

45% REDUCTION for the
Round Trip

From noon Friday until midnight
Saturday

Returning until following Monday
night

Good in Coaches or Pullman Cars

Pennsylvania Railroad

Agreements OK'd For RR Crossing Work In Borough

The Public Utility Commission has approved agreements for the installation of rubber surfaces at two railroad grade crossings in Burgettstown Borough.

Work is to be done where Marker and Main streets intersect Bologna Coal Co. tracks. Estimated costs are \$87,100 and \$79,700, respectively.

The agreements are the initial step in qualifying the projects for federal funding. The federal government will cover 90 percent of the cost, and the state Transportation Department will pay the balance.

Federal guidelines require that the rail line, PennDOT and the municipality agree on the work to be done and the expense.

Plans must be prepared and submitted to the PUC for approval.

**Agreement OK'D for Railroad Crossing Work in Borough
Burgettstown Enterprise-December 27, 1989 Edition**

Courtesy of Fort Vance Historical Society

**TUNNEL WORKER IS KILLED
WHEN MOTORCYCLE CRASHES
INTO TREE NEAR TOWN**

Albert F. Danner, 29, an employe of the Groves, Lundin and Cox Con-

struction Company currently engaged in eliminating the Dinsmore tunnel for the Pennsylvania railroad was instantly killed and James McWhorter of Highland avenue, a June '43 graduate was slightly injured last Thursday afternoon, when the motorcycle they were riding left the road and crashed into a tree, one mile west of town.

The two men were returning home from work when the accident occurred and the motorcycle was driven by Danner. He died of a fractured skull and internal injuries. Danner's remains were shipped to his home in St. Peter, Minn., by Lee and Wilson, Morticians.

party of the second part, its successors and assigns that he the said party of the first part, and his heirs, all and singular the hereditaments and premises herein above described and granted, or mentioned, and intended so to be, with the appurtenances, unto the said party of the second part, its successors and assigns, against him the said party of the first part, and his heirs, and against all and every other person or persons whomsoever, lawfully claiming or to claim the same or any part thereof,

I shall and will warrant and forever defend.

In Witness Whereof, The said party of the first part has to these presents set his hand and seal, Dated the day and year first above written.

Sealed, signed and delivered in the presence of us,

John Woodburn, *(Seal)*

J. W. Patterson,
D. M. Prv.

Received the day of the date of the above Indenture, of the above named The Granite Improvement Company, the sum of Seventy-three Hundred Ninety-six and 5/100 Dollars, lawfull money of the United States, being the consideration money above mentioned, in full.

Witness:
D. M. Prv.

John Woodburn,

State of Pennsylvania, }
County of Washington, } ss.

On this 17th day of January A.D. 1903, before me a Notary Public in and for said county, came the above named John Woodburn (widower) and acknowledged the foregoing Indenture to be his act and deed, desiring the same to be recorded as such.

Witness my hand and notarial seal, the day and year aforesaid.

D. M. Prv. *(Seal)*
Notary Public,

(Notarial Seal)

My commission expires February 21, 1905,

Recorded & Compared, Feb 11, 1903,

W. F. Penny, recorder, per L. W.

Alexander Mc Clintock, et ux,
to
Pittsburgh, Cincinnati, Chicago
and St. Louis Railway Company,

This Indenture, Made
the 20th day of January
in the year of our Lord
one thousand nine hun-

dred and three,

Between Alexander Mc Clintock and Martha M. Mc Clintock, his wife, of Burgettstown, Washington County, Pennsylvania, parties of the first part, and The Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, a corporation of the State of Pennsylvania, party of the second part;

Witnesseth That the said parties of the first part, for and in consideration of the sum of Twenty-two Hundred Dollars, lawful money of the United States of America, unto them well and truly paid by the said party of the second part, at or before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, have granted, bargained, sold, aliened, enfeoffed, released, conveyed and confirmed, and by these presents do grant, bargain, sell, alien, enfeoff, release, convey and confirm, unto the said party of the second part, its successors and assigns, forever, all the following described property, viz:

All that certain lot or piece of land situate in Burgettstown, Smith Township, Washington County, State of Pennsylvania, to wit:

Beginning on the Northeastly side of Bridge Street, sometimes known as Main Street Extension, and at the Southeastly line of a private alley Twelve Feet wide, said point being also in the Northwestly line of lands now or late of George M. Strohacker; thence North Forty-five Degrees Forty-four Minutes West (N. 45° 44' W.) along said Bridge Street, Forty-five and One-tenth (45.1) Feet to other lands of said Alexander Mc Clintock; and extending back Northeastwardly and at right angles with said Bridge Street, preserving even width of Forty-five and One-tenth (45.1) Feet throughout from front to rear, a distance of One Hundred Sixty-one and Six Tenths (161.6) Feet, to line of land now or late of John Woodburn.

Containing an area of One Hundred Sixty-seven Thousandths (0.165) of an acre, more or less.

Said parties of the first part reserve the frame lumber shed now standing on the rear of the above described premises, with the right to remove same; said removal to be made within Sixty Days after notice in writing given by said party of the second part, so to do.

Said party of the second part to construct and maintain a good and substantial fence along the Westly or Northwestly side of the above described premises.

Together with all and singular the buildings, improvements, ways, waters, water courses, rights, liberties, privileges, hereditaments and appurtenances whatsoever thereunto belonging or in any wise appertaining, and the reversions

and remainders, rents, issues and profits thereof; and all the estate, right, title, interest, property, claim and demand whatsoever of the said parties of the first part in law, equity, or other wise, howsoever, of, in and to the same and every part thereof.

To Have and to Hold the said above described buildings, improvements, ways, waters, water courses, rights, liberties, privileges, hereditaments and premises hereby granted, or mentioned, and intended so to be, with the appurtenances, unto the said party of the second part, its successors and assigns to and for the only proper use and behoof of the said party of the second part, its successors and assigns, forever.

And Alexander Mc Clintock and Martha M. Mc Clintock, said parties of the first part, for themselves, their heirs, executors and administrators, do by these presents covenant, grant and agree to and with the said party of the second part, its successors and assigns that they the said parties of the first part, and their heirs, all and singular the hereditaments and premises herein above described and granted, or mentioned, and intended so to be, with the appurtenances, unto the said party of the second part, its successors and assigns, against them the said parties of the first part, and their heirs, and against all and every other person or persons whomsoever, lawfully claiming or to claim the same or any part thereof.

Shall and Will Warrant and Forever Defend.

In Witness Whereof, The said parties of the first part have to these presents set their hands and seals. Dated the day and year first above written.

Witnessed, signed and delivered Alexander Mc Clintock (Seal)
 in the presence of us, Martha M. Mc Clintock (Seal)
 J. P. Linn,

Received, the day of the date of the above Indenture, of the above named The Pittsburgh, Cincinnati, Chicago and St. Louis Railway Company, the sum of Twenty-two Hundred Dollars, law ful money of the United States, being the consideration money above mentioned in full.
 Witness: Alexander Mc Clintock.

State of Pennsylvania |
 County of Washington. | ss.
 On this 20th day of January A.D. 1903, before me, a Justice of Peace in and for said County, came the above named Alexander Mc Clintock and Martha M. Mc Clintock wife of said Alexander and acknowledged the foregoing Indenture to be their act and deed, desiring the same to be recorded as such.

Alexander and Martha McClintock Transfer to Railroad Pg. 3
 Courtesy of Fort Vance Historical Society

She, the said Martha M. McClintock being of full age, and by me examined separate and apart from her said husband, and the contents of the said indenture being first made fully known to her, declared that she did, of her own free will and accord, sign and seal, and as her act and deed, deliver the same without any coercion or compulsion of her said husband.

Witness my hand and seal, the day and year aforesaid.

J. P. Linn, *Clk*

J. P.
Seal.

Recorded & Compared Feb. 11, 1903.

W. F. Penn, recorder, per L. M.

Albert E. Bell, et. ux,
to
Pittsburgh, Cincinnati, Chicago
and St. Louis Railway Company,

This Indenture, Made the
12th day of January in
the year of our Lord one
thousand nine hundred
and three,

Between Albert E. Bell and Sarah A. Bell, his wife,
of Jewett, Harrison County, Ohio, parties of the first part,
and the Pittsburgh, Cincinnati, Chicago and St. Louis
Railway Company, a corporation of the State of Pennsylvania,
party of the second part:

Witnesseth, That the said parties of the first part,
for and in consideration of the sum of Two Hundred Dollars
lawful money of the United States, of America, unto them
well and truly paid by the said party of the second part, at
or before the sealing and delivery of these presents, the receipt
whereof is hereby acknowledged, have granted, bargained, sold,
aliened, enfeoffed, released, conveyed and confirmed, and by
these presents do grant, bargain, sell, alien, enfeoff, release,
convey and confirm, unto the said party of the second part,
its successors and assigns forever, all the following des-
cribed property, viz:

All that certain strip or parcel of land situate in
Becil Township, Washington County, State of Pennsylvania,
and being all that part of a certain tract of land heretofore
conveyed to said Albert E. Bell by deed of J. B. Lawrence et ux,
dated June 18, 1896, recorded in volume 205 page 3 of the deed
records of said county, which lies Northwardly from a line
drawn across said lot parallel with and Thirty (30) Feet
Southwardly from the centre line of the main track of the
Millers Run extension of the Bridgerville and Mc Donald
Branch of the railway of said party of the second part,
as now located and staked out over and across said prem-

Work on the New Railroad

Actual work on the construction of the Atlasburg branch of the Panhandle will begin in a few days. During the past week three steam shovels arrived for use in the grading, and a number of teams are busy hauling lumber, etc. The new branch is to be an extension of the track to the plant of the American Zinc & Chemical company at Lange-loth and will terminate at Cedar Grove, near Patterson's Mill. It is understood that the construction is to be completed within four months.

The building of this branch means further developments in the coal fields of Smith, Jefferson and Crosscreek townships, adding to Burgettstown's already enviable reputation as a coal-shipping center.

Work on the New Railroad

The Burgettstown Call- March 11, 1914 Edition

ATTEMPTED TRAIN ROBBERY!

Through Express Flagged in Cut Above Midway Wednesday Morning.

On Wednesday morning an attempt was made in the cut above Midway to hold up the through express which is due there about 2.05 a. m. The train had just entered the cut when the engineer saw a man signaling for him to stop. He immediately applied the brakes and had brought his train almost to a standstill when the man who signaled him took to his heels and ran toward the woods. This aroused the engineer's suspicions and he opened the throttle, allowing the train to shoot ahead with great speed. A few yards beyond where the train had so nearly stopped both the engineer and fireman saw six armed men. The train was run through to Jumbo tower where report was made to the main office and detectives were sent out at once. Beyond these facts nothing definite is known, but the supposition is that the intention was to rob the train, and the men had miscalculated the time required by the engineer to stop his train after receiving the signal. Thus they had placed themselves some distance beyond where the train would have stopped and the one who signaled became frightened on seeing this and ran away, alarming the engineer. It is rumored that several thousand dollars was expressed on that train, while the fact that local trainmen saw strange men along the route between Bulger and Primrose after midnight Tuesday gives color to the belief that the men came out on the "bummer," some getting off at Primrose, some at Midway and some at Bulger. There was an unusual number of strange men got off that train Tuesday night at these three stations and they would have ample time to reach the cut before the express was due

Attempted Train Robbery in Cut Above Midway Personal Scrapbook-Date not Available

Courtesy of For Vance Historical Society

Automobile Wrecked At Main Street Crossing

• Mrs. Gussie L. Van Norton and Mrs. M. E. Camborern two elderly tourists from Chicago, Ill, narrowly escaped death last week at the Main street crossing of the Pennsylvania Railroad. The 1940 Chevrolet in which they were traveling was completely demolished by the east bound freight.

Approaching the crossing in a heavy rain storm at 9:30 Thursday morning, Mrs. Van Norton, driver who was unfamiliar with the road, turned her car on to the right tracks in front of the station.

Domenick Vernillo, watchman at the crossing, flagged the train so that it slowed down, but the pusher on the engine caught the automobile, a few seconds after the two women jumped out, carrying the car two hundred feet down the track.

Mrs. Van Norton and Mrs. Camborern returned to Chicago on an evening train from Pittsburgh.



Avella Train Station-Unknown Year

Courtesy of Fort Vance Historical Society



Avella Train Station-1920's



Avella Train Station-1920's



Avella Walbash Bridge Construct-July 1985

Courtesy of Fort Vance Historical Society

Yardmaster Transferred.

On account of the depression caused by interruption to mining operations in the immediate territory, the position of yardmaster in the local Pennsylvania railroad yards has been temporarily abolished. B. L. Hughey, yardmaster, has been assigned to a similar position at Weirton Junction until industrial conditions at Burgettstown improve. Mr. Hughey will be able to reside here with his family during his employment at Weirton.

Hughey Rounds Out Half A Century With P. R. R.

Friends are congratulating Blanchard L. Hughey this week upon his completion of more than half a century's service to the Pittsburgh-Lake Erie and Pennsylvania Railroads. Mr. Hughey made his last working trip as a conductor on the Burgettstown local of the Pennsy last Friday evening—his destination being home and retirement.

Officials of the railroad congregated at Union Station, Pittsburgh to give Mr. Hughey his final send-off. Each recognized him as a colleague whom they could honor and respect. J. W. Shumaker, superintendent of the railroad police, recalled the occasion when Mr. Hughey had turned in a bag containing \$5,940 which he had found on the train. "It's the same sort of integrity that went into making his fine family," Mr. Shumaker said.

Burgettstown friends of the Hugheys vouch for Mr. Shumaker's words. The ex-railroader and his wife have reared a family of five sons each of whom has been given a college education. Today all of the boys are married and are engaged in worthwhile professions. Charles, Edwin, William, and James are graduate of the University of Pittsburgh, Blanchard of Carnegie Tech. Blanchard is a civil engineer and Bill a Metallurgist with Carnegie Illinois, Edwin is a petroleum engineer with Standard Oil at Bayone, New Jersey. Charles and Jim are practising medicine in McDonald.

Mr. Hughey's wife, five sons, daughter-in-laws and eight grandchildren accompanied him on his trip home last Friday. A family dinner was held at the home on Dinsmore avenue.

Mr. Hughey first worked with the Pittsburgh-Lake Erie Railroad for 3 years but for 48 years he has served the Pennsylvania. He was yardmaster at Burgettstown for thirty years and has worked all the line's main roads.

He is a member of the Masonic Lodge and the Masonic Consistory in Pittsburgh. For 45 years he has belonged to the Order of Railroad Conductors. The Hughey's have been faithful members and attenders of the First Presbyterian Church.

**Hughey Rounds out Half a Century with P.R.R.
Burgettstown Enterprise-June 3, 1948 Edition**

Railroad Building Removed.

The small building at the upper end of the Center avenue railroad yard, which served for about 20 years as an 'unattended block station,' has been torn down. During the past three or four years the station has not been used very much. The telephone that had been in the building will be placed in a box on a pole near the original site.



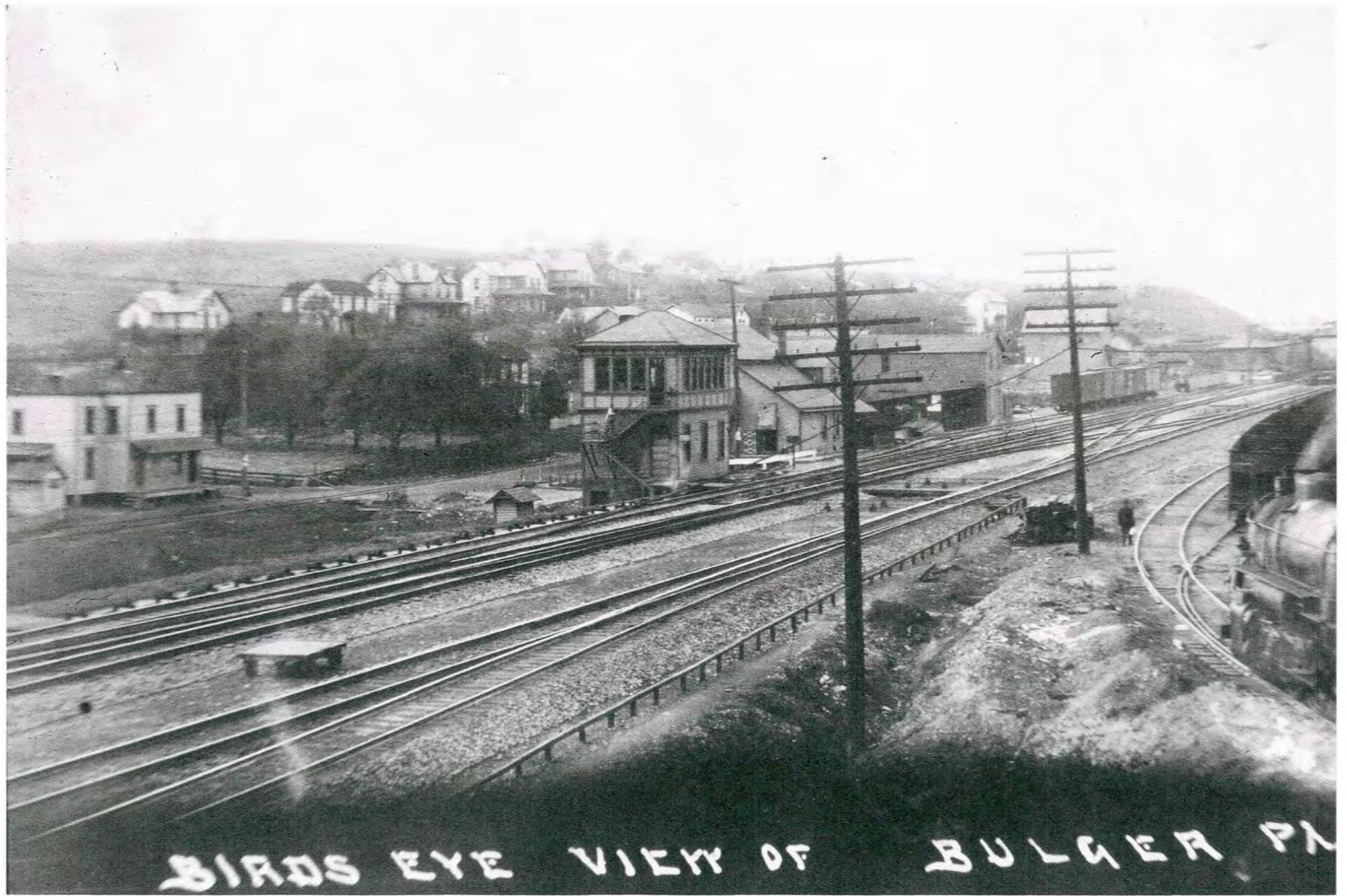
Bulger Train Depot and Tracks

Fort Vance Historical Society



Bulger Train Depot and Tracks

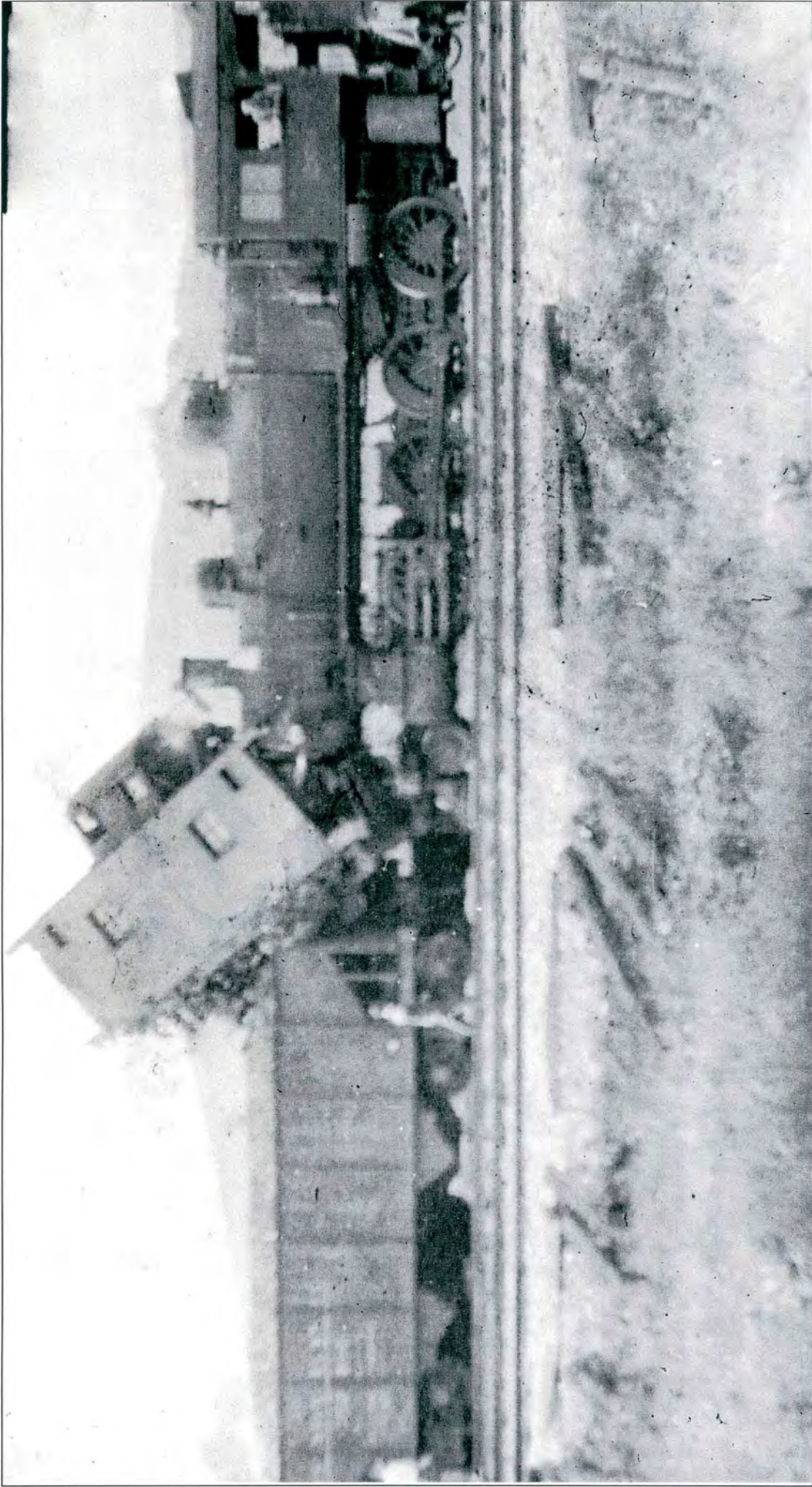
Fort Vance Historical Society



Bulger Railroad Yard



**Bulger Train Station
Bulger, PA**



**Bulger Train Wreck-Unknown Year
Bulger, PA**

BURGESS PROTESTS BLOCKED RR CROSSING

Burgess W. J. Whalen, Jr., has sent a letter to the Superintendent of the Panhandle Division of the Pennsylvania railroad protesting the traffic congestion that has arisen due to frequent shifting of trains near the Florence Mine siding, causing the gates at the Main street crossing to be lowered.

Mr. Whalen states in his communication that unless the condition is remedied he will be forced to issue orders to the police department to arrest the responsible party that causes the crossing to be blocked longer than the period allowed by state law.

Mr. Whalen's letter follows:
"Dear Sir:- A very serious condition has arisen since the installation of automatic gates at the Main crossing in Burgettstown. It has been brought to my attention that on Monday, October 13, 1952 the gates were down and the crossing blocked from 6:30 to 7:00 a.m., while shifting was done on the Florence Mine siding, also on October 14, 1952 the same situation existed from 11:30 p.m., to 11:40 p.m.

When the crossing is blocked for a period of one-half hour at that time in the morning it means a blockade of approximately two hundred cars on each side of the crossing, causing a terrific traffic jam and also seriously inconveniencing most of the motorists who are on their way to work.

On Monday morning a great number of people threaded their way past the gates creating a very dangerous condition.

When this matter was before the Public Utilities Commission conditions such as are existing now was our chief complaint on the installation of the gates. According to the testimony of your witnesses this could not happen. But it is happening.

Please advise what steps will be taken to remedy this very serious condition. If this is allowed to continue it will be necessary that I issue orders to our Police Department to cause the arrest of the responsible party when the crossing is blocked longer than allowed by law."

**Burgess Protests Blocked Railroad Crossing
Burgettstown Enterprise-October 23, 1952 Edition**



Burgettstown, PA Railroad Scene-Early 1950's.

Courtesy of Fort Vance Historical Society



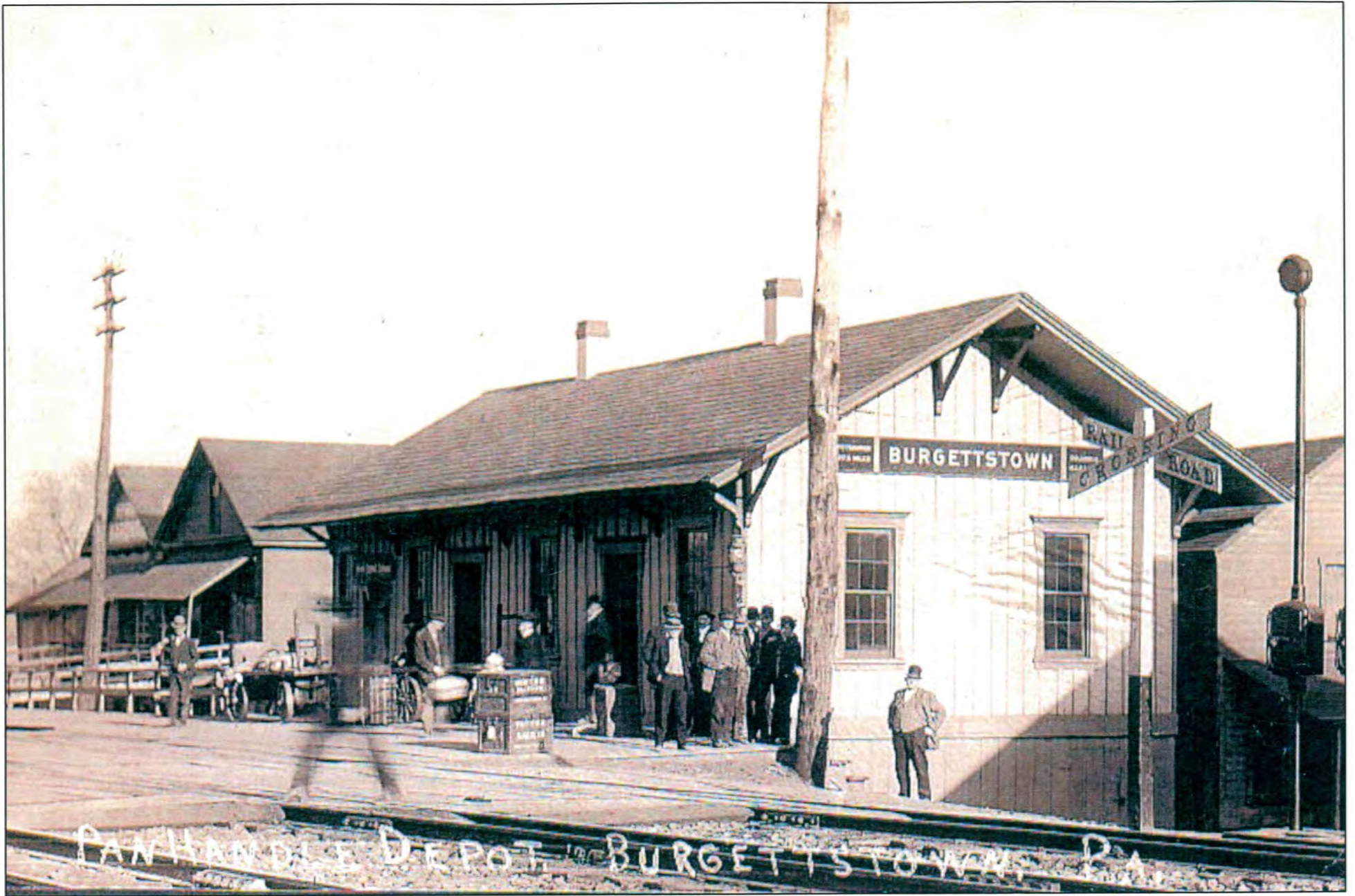
Crowds during the Union Agriculture Fair

Courtesy of Fort Vance Historical Society



Burgettstown Freight Station

Courtesy of Fort Vance Historical Society



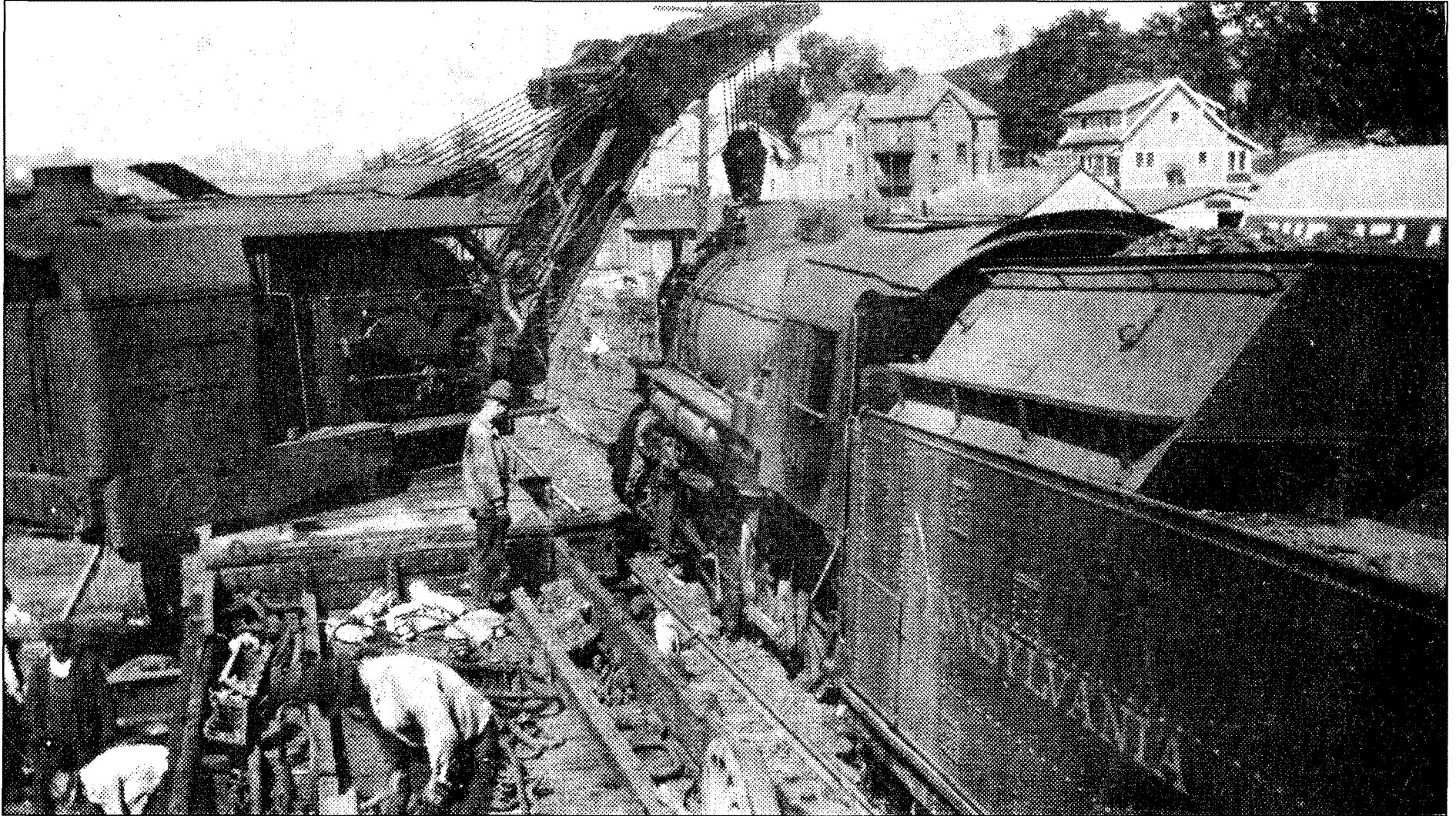
Burgettstown Train Station

Courtesy of Fort Vance Historical Society



Burgettstown Railroad-1908

Courtesy of Fort Vance Historical Society



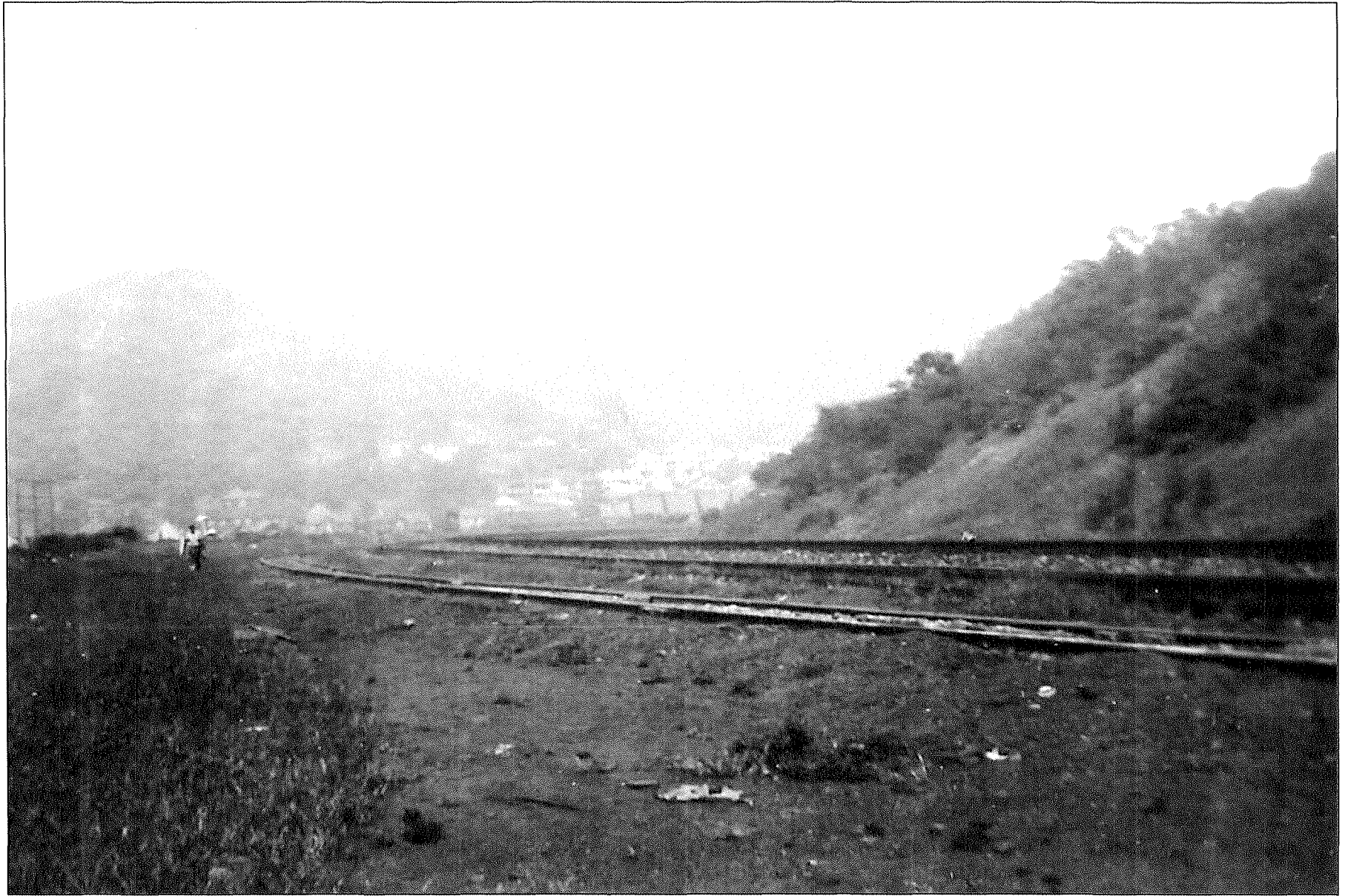
Burgettstown Railroad Yard Work Train

Courtesy of Fort Vance Historical Society



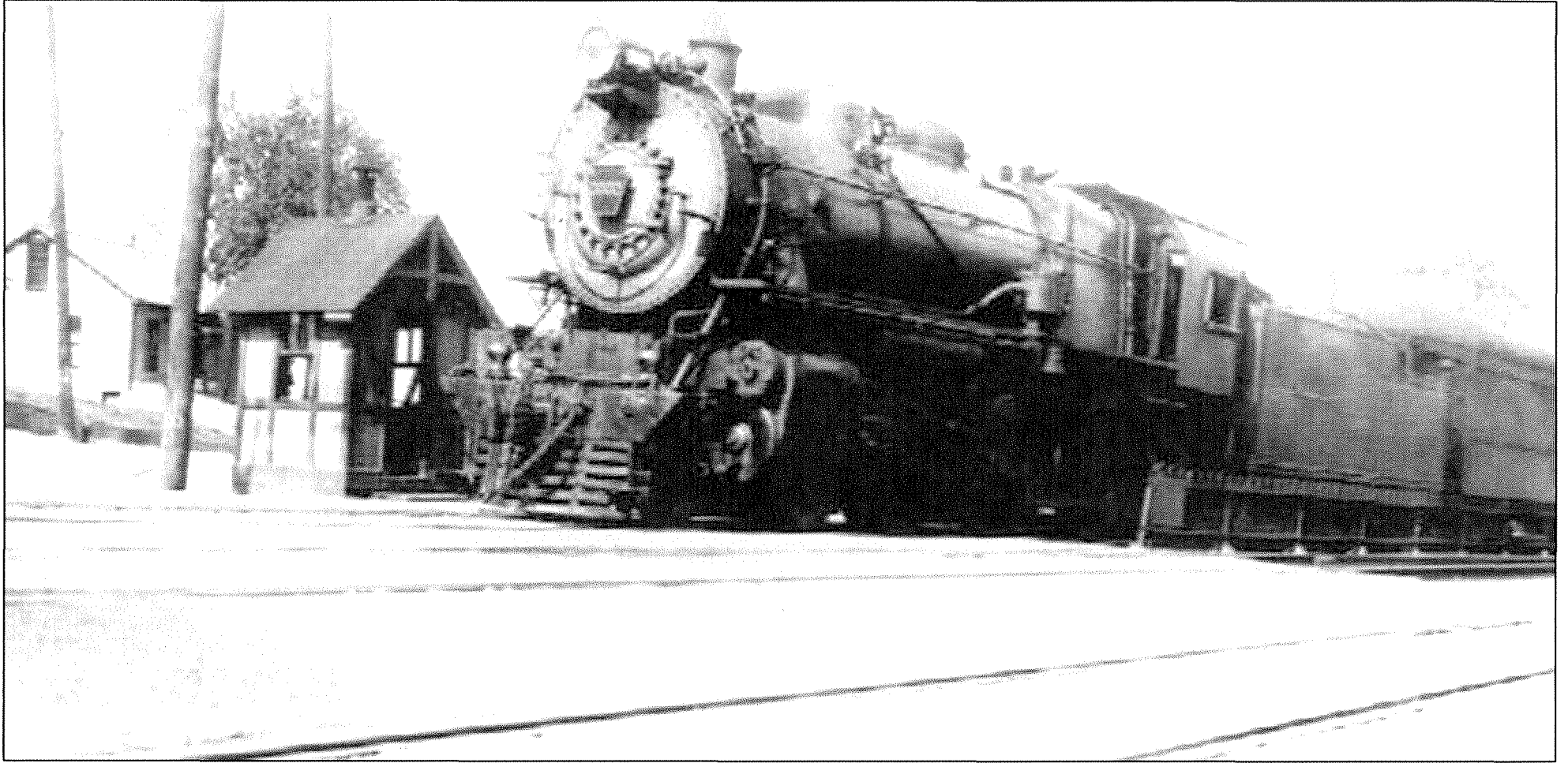
Burgettstown, PA Railroad Scene-Early 1950's.

Courtesy of Fort Vance Historical Society



Railroad Scene entering Burgettstown, PA.-Early 1950's.

Courtesy of Fort Vance Historical Society



Burgettstown Train 3802-September 1932

Courtesy of Fort Vance Historical Society



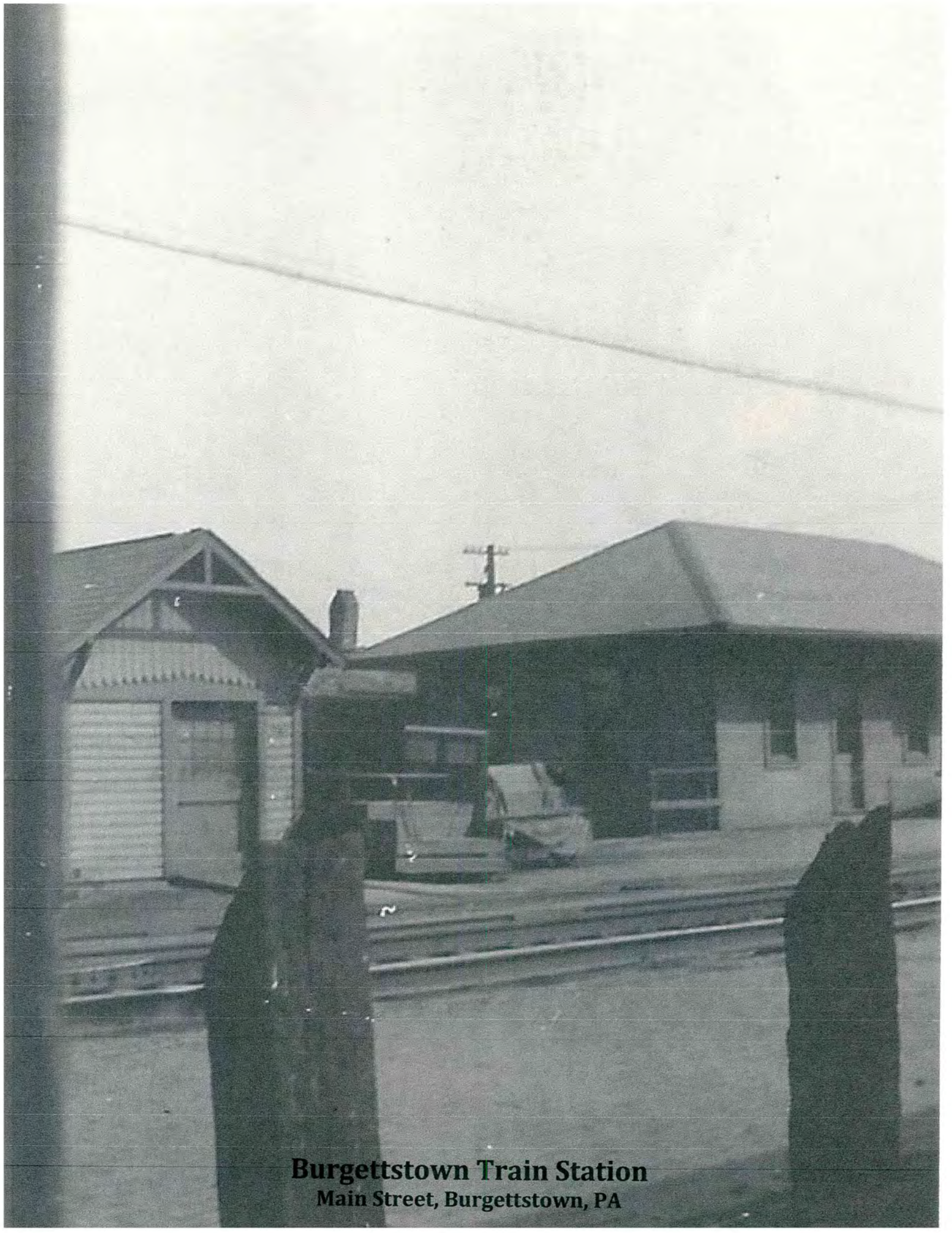
Burgettstown Railroad Station at Fair Time

Courtesy of Fort Vance Historical Society

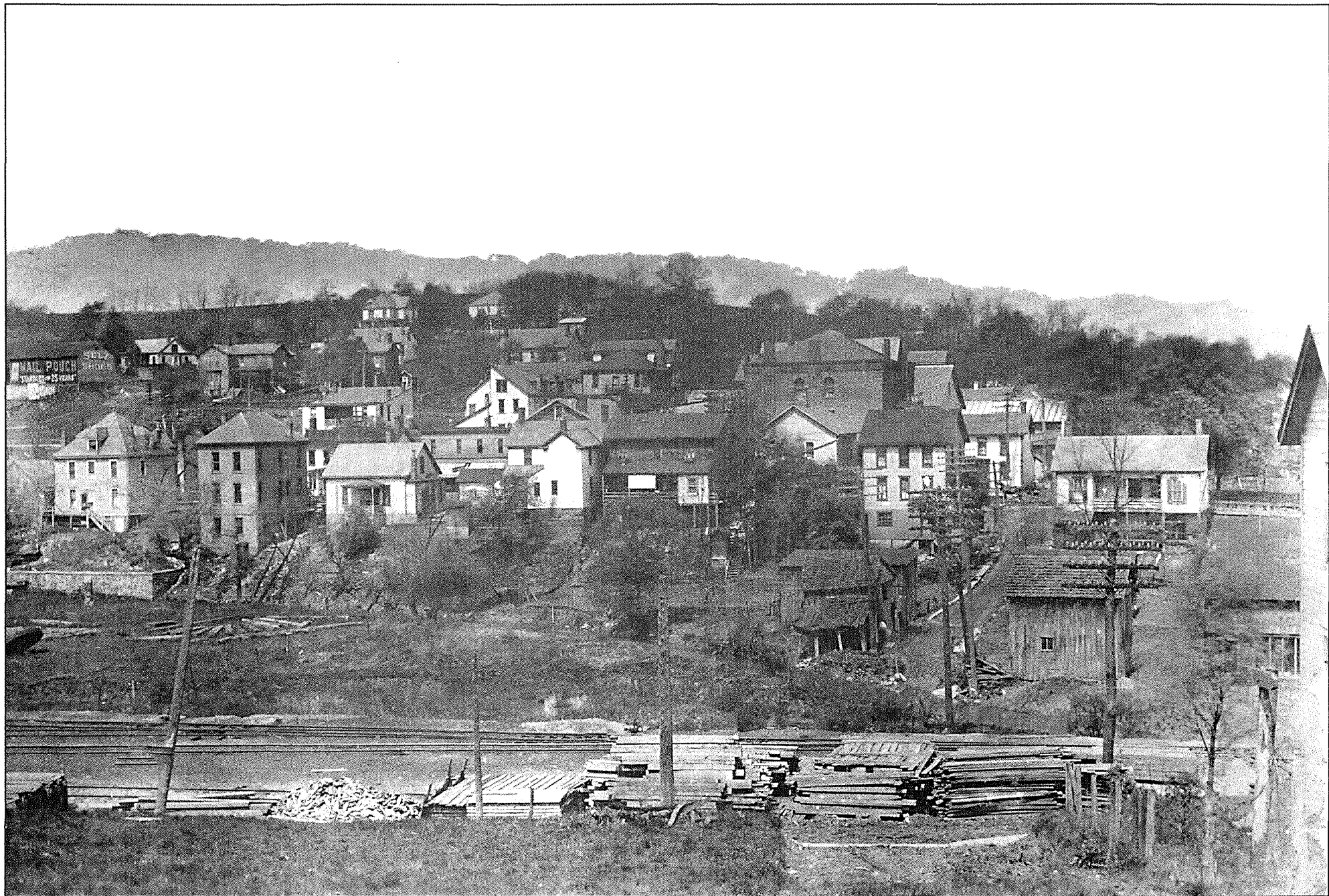


Burgettstown Train Station Welcoming Visitors to Burgettstown Fair

Courtesy of Fort Vance Historical Society

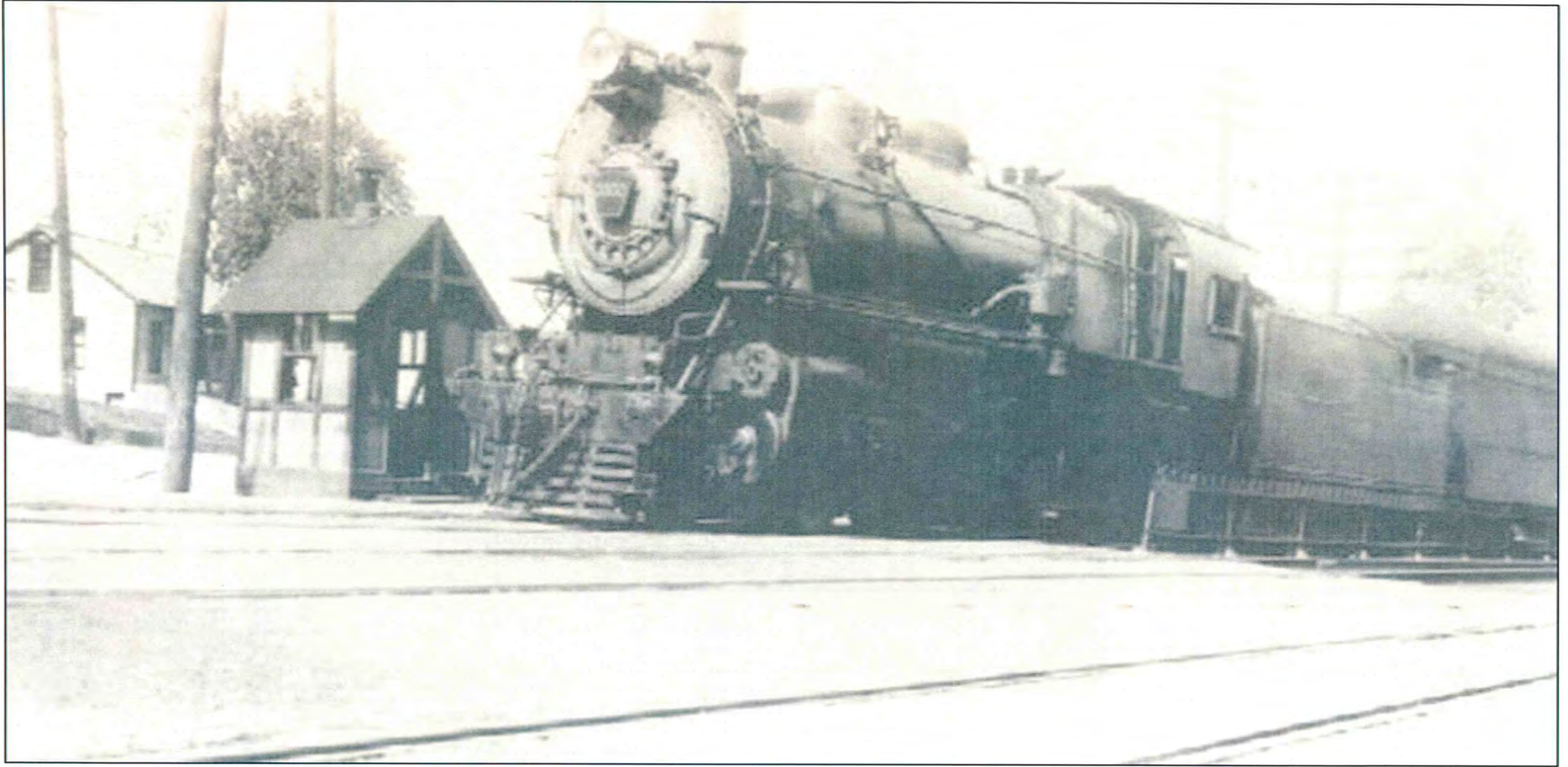


Burgettstown Train Station
Main Street, Burgettstown, PA



Burgettstown, PA Railroad Yard-Rear view of Main Street-1909

Courtesy of Fort Vance Historical Society



Burgettstown-September 1932

Courtesy of Fort Vance Historical Society



THE ENTERPRISE / ANNA MARIE SLAY

Chugging along

When things were much better for the coal industry, scenes such as this were common in this area. Elio Nencioni of Bulger captured this portrait on film of a coal train heading into Bulger from Raccoon, circa 1949-50

Bulger-Coal Train heading to Bulger from Raccoon, circa 1949-1950
The Enterprise-February 17, 1993 Edition

Comfort by Rail---Then and Now



THE PENNSYLVANIA RAILROAD "Bay Window" car, vintage of 1890-1895, had all the ornate Victorian elegance of the plush divans, armchairs and footstools so highly prized in that period.



NOW OBSERVING A HUNDRED YEARS of transportation progress, the Pennsylvania Railroad has ordered 326 new passenger cars for postwar travel. They will be the finest ever built and will embrace safety and comfort features even exceeding those of the deluxe equipment of today's best trains. Above, the richly furnished lounge of the famous "Broadway Limited," and a Pennsylvania "bedroom on wheels" in which a passenger may relax in comfort and privacy. ●

Comfort by Rail---Then and Now
Burgettstown Enterprise-July 4, 1946 Edition



Tuscarawas River Bridge, Coshocton, Ohio-1914

Courtesy of Fort Vance Historical Society

CUTS TRAIN SERVICE ON P. & W. VA. ROAD

Passenger Service Between Avella
and Pittsburgh Ceases on
November 2nd

Passenger service on the Pittsburgh & West Virginia Railroad between Pittsburgh and Avella is to be discontinued November 2nd, according to notices posted at stations of the road last week. The right to discontinue such service was granted by the Pennsylvania Public Service Commission October 12th.

Passenger service west of Avella will be continued, it is understood, as the public service commissions of Ohio and West Virginia have refused to grant permission to discontinue the trains.

The Pennsylvania Commission's order was granted in view of the fact that the Penn Bus Lines will take over passenger service on Route 28, which closely follows the route of the railroad, and S. L. McCalmont, of Hickory, will haul express and mail by truck. At a later date bids are to be taken on mail service. At present mail is to be carried as far as Bridgeville on the Pennsylvania Railroad and picked up there by truck.

The railroad said discontinuance of the service will mean a saving of between \$50,000 and \$75,000 annually, as passenger returns were almost nothing.

This railroad was originally the Wabash, and began operating July 2, 1904. More than a year ago residents of Washington county towns served by the road protested the proposed abandonment of service, but citizens now seem reconciled, and some think the move may even prove a benefit.

C. C. Coates, station agent at Hickory, has been in charge at Venice for some time and will continue in the service at that point, where he lives.

The Pittsburgh & West Virginia is considered the busiest coal railroad in Western Pennsylvania, and before the days of automobiles was of great service to travelers from that section of the county.

Cuts Train Service on P. & W. VA. Road
Burgettstown Enterprise-October 29, 1931 Edition

Dickers In Dirt

March 27, 1945—Polish National Catholic church of Slovan to trustees for Polish National Alliance, Thaddeus Kosciuszki Branch No. 1870, of Slovan, Lots Nos. 44, 45, 46, 47, and 48 in the Hudson Plan, Eastonville, Smith Township; \$1.

June 8, 1945—Isa Boles et al., executrices of McClelland T. Boles, deceased, Washington, to Clyde E. Fox et al., Weirton, W. Va., 170 acres and 63 perches in Jefferson Township; \$1.

June 1, 1945—Emma Carroll et son., to John H. Carroll et ux., all of Robinson Township, a lot 50 by 140 feet, Barr street, Sauters Plan, Robinson Township; \$1.

June 5, 1945—Jessie West et ux., Burgettstown, to Frank Michael Chastulik et ux., Burgettstown, a lot fronting 40 feet on Florence avenue, Grand View Plan, Smith Township; \$2,000.

May 31, 1945—A. O. Hindman et ux., Burgettstown, to Wayne M. Culley et ux. trustee for Burgettstown Post No. 698, American Legion Home Association, a lot fronting 123.7 feet on Washington street, Burgettstown; \$1.

May 23, 1945—Joseph Lauff et ux., Midway, to D. Richard Donaldson et ux., Midway, a lot, 90 by 100 feet, Main street, Midway; \$1

May 14, 1945. Manor Real Estate and Trust Co., to Pittsburgh Cincinnati, Chicago and St. Louis Railroad Co., 13,879 acres in Smith Township; \$1.



Dinsmore Interlocking Tower-Near Burgettstown, PA

The interlocking tower, in which the operator controlled the track switches on the line in the vicinity of the tower.

Courtesy of Fort Vance Historical Society



Dinsmore Telegraph Tower-Near Burgettstown, PA

Courtesy of Fort Vance Historical Society

DINSMORE TUNNEL TO BE REPLACED BY 3 TRACKS FOR P.R.R.

Ferguson and Edmondson of Pittsburgh, under contract by the Panhandle Division of the Pennsylvania railroad began work this week on the removal of the Dinsmore Tunnel at the edge of town to provide a roadbed for the building of a three-track span to replace the two tracks in the tunnel, now in use. The purpose of the project is to provide additional track to expedite war shipping and to clear a bottleneck that now exists. Due to the increased height of locomotives and box cars now in use by the Pennsylvania, in many instances, they are not able to clear the tunnel and must be re-routed, causing additional expense and delayed shipments.

A cut 2000 feet long, involving the removal of 1,700,000 cubic yards of dirt and rock will be made parallel to the tunnel and will afford space for the building of three tracks. The road, running between Burgettstown and Bertha will be re-routed to the north side of the tracks.

Sub contracts have been let to the Mauger Construction Company of Columbus, Ohio, for the removal of the dirt and to Groves, Landine and Cox, Contractors, for the removal of the rock.

Seventy key men will be used on the job, which is to be completed in 200 days. Walker G. Mead, the Superintendent in charge of the work told an Enterprise reporter on Tuesday that stories to the effect that 2000 negroes were to be imported from the south to do the labor on the job were untrue. These stories have been circulating in the Burgettstown district ever since January 1st, when heavy machinery for the job arrived. A false rumor was circulated that the negroes were to be housed in box cars on the Center avenue siding.

—V—



Dinsmore, PA-May 1, 1922
Culvert No. 30-I, View West

Courtesy of Fort Vance Historical Society



Dinsmore, PA-May 1, 1922
Culvert No. 30-I, View West

Courtesy of Fort Vance Historical Society

Car-Train Collision Claims Life Here



Edward Flanigan Killed At Crossing

Tragedy struck again last Thursday at the main railroad crossing in Burgettstown, where a car operated by Edward P. Flanigan, 53, of 93 Main street, was struck by the diesel engine of a freight train.

Flanigan died a few hours later in the Montefiore hospital, Pittsburgh.

Burgettstown Police said Flanigan was pinned under his 1966 model sedan after the car collided with the train and was knocked about 20 yards from the Pennsylvania Railroad crossing.

The 80-car west-bound

Volunteer workmen begin to lift this vehicle after it was struck by a diesel engine at the main railroad crossing in Burgettstown last Thursday morning. The driver, Edward Flanigan, was pinned under the vehicle. He died in Montefiore hospital.

(Enterprise photo)

freight train and Flanigan's north-bound auto collided at approximately 10 a.m. Thursday.

Burgettstown Police and Firemen were summoned to the scene and quickly removed the body from under the vehicle. The Sloan ambulance rushed the victim to the Washington hospital, and he was transferred immediately to Montefiore.

Endangered train station cited

Coraopolis facility, built in 1895, added to Preservation Pennsylvania resource list

BY BILL ZLATOS

A train station in Coraopolis abandoned about 30 years ago and the VA's campus in Lincoln-Lemington are among the most endangered historic sites in the state, according to the Preservation Pennsylvania group.

"This is designed to be a wake-up call to pay attention to these endangered resources, and maybe something can be done," Mindy Crawford, executive director of Preservation Pennsylvania, said Wednesday.

Preservation Pennsylvania began the effort 21 years ago in response to the demolition of the Syria Mosque in Oakland.

The Coraopolis Station, built in 1895 and listed on the National Register of Historic Places, is owned by the Coraopolis Community Development Foundation. The building is deteriorating to the point where saving it may not be feasible, Preservation Pennsylvania said, but the foundation was optimistic.

"We're excited, we're gratified to make the list because it's one more opportunity to get this station remod-



SUBMITTED

The Coraopolis Station, owned by the Coraopolis Community Development Foundation, may be beyond salvaging, Preservation Pennsylvania says.

eled and given back to the town," said Sam Jampetro, the foundation's executive director. He said it would cost about \$1.2 million to renovate the building into a 75-seat café with a reading room.

Crawford called the station, with its rounded windows and door openings and square towers, a beautiful example of Romanesque Revival architecture.

"There's a huge nostalgia for trains and train stations," she said.

Built in 1953, the VA Highland Drive Campus is now threatened with demolition. The VA plans to tear it down and keep the land for some unspecified use.

"Currently, we are taking due diligence and pursuing all possible avenues for the future of this campus," said William Leuthold, a spokesman with the VA Pittsburgh Regional Healthcare System.

Crawford said the VA campus reminds people of how veterans were treated.

"If we're true historians, we need to save the best examples of everything because that tells us who we are and where we came from."

The other sites on the list are Altman's Mill in Saltsburg, Indiana County; the already demolished Garman Theatre in Bellefonte, Centre County; Old Hickory in Coudersport, Potter County; Monterey Pass Battlefield and Maria Furnace Road in Franklin County; Irem Temple in Wilkes Barre; Public Federal Savings Bank in Montgomery County; and the Legendary Blue Horizon in Philadelphia.

Bill Zlatos is a Trib Total Media staff writer. Reach him at 412-320-7828 or bzlatos@tribweb.com.

Endangered Train Station Cited
Pittsburgh Tribune- January 30, 2014 Edition



RAILROAD WORKERS STAND near the boulder that was struck by a locomotive.

THE ENTERPRISE / CHARLES WILSON

**Engine Hits Boulder, derails near Avella (pg. 1)
Burgettstown Enterprise-March 2, 1994 Edition**

Engine hits boulder, derails near Avella

Crew member sustains shoulder injury following train collision with rock

By Patrick Ponticel
For The Enterprise

A locomotive tipped over Sunday morning, Feb. 20, near the West Virginia border after striking a large boulder that had fallen from a steep hillside onto the tracks.

One of two crew members in the engine sustained a shoulder injury and was taken to Washington Hospital, according to a spokesman for Ambulance and Chair Service-Northwest.

The other did not appear to be injured in the 7 a.m. derailment in

the Jefferson Township area of Penowa but was taken to Weirton (W.Va.) Medical Center to be examined, the spokesman said.

The Wisconsin Central railway employees' names were not released.

Bill Maidment, assistant chief of the Avella Volunteer Fire Department, said the 53-car train was headed east and was rounding a curve that obscured the boulder until it was too late for engineers to stop the train. He said the boulder became lodged between the train and the hillside and caused the locomotive to tip onto its side.

The second of four engines derailed but did not overturn. The train was carrying a cargo of grain.

No more than 10 gallons of diesel fuel spilled from the engine, said J. Bracken Burns, director of Washington County Emergency Management Agency. He said the agency's hazardous materials team used pads to soak up the spilled fuel. Burns said the engine was stable and there was no reason to believe the 2,000 gallons of fuel remaining in the engine would leak.

"It was not a disaster in terms of the environment," Burns said.

Workers from Wheeling & Lake

Erie Railway Co., which owns the tracks the train was traveling, spent the day attempting to right the engine as local residents watched. Burns and Maidment agreed it would be a difficult job because of the terrain in the remote Jefferson Township area.

Brady Mermon, chief of the Jefferson Township Volunteer Fire Department, said the boulder may have been dislodged from the 100-foot-high hillside by vibrations from a train that passed through the area Saturday night. He said recent variations in weather conditions may have caused the boulder to become loose.

Engine Hits Boulder, derails near Avella (pg. 2)
Burgettstown Enterprise-March 2, 1994 Edition

Fast Facts-Pennsylvania Railroad Burgettstown, PA

The downtown Burgettstown business area was originally called Cardville. The area was developed in the early 1800's. Cardville was named after William W. Card, who was Superintendent of the Steubenville Division of Pittsburgh and Steubenville Railroad. The P & S was one on the corporate predecessors of the PCC & St. L which became the PRR. Both areas became known incorporated as Burgettstown in 1881. The Cardville Post Office name remained for a few years after the town was incorporated.

In 1948, service was as available from Pittsburgh to St. Louis. Mo.

In 1948, the freight yard had 9 sets of tracks. The Freight yard had storage for 239 freight cars with spur tracks to Cherry Valley (6mi), Cedar Grove (10 mi) and Langeloth (1mi). Two hundred freight cars left the yards each day. Five thousand cars of coal were shipped out each month. In the early 1970's, the area between Bridge Street and Main Street (near Petrucci's Market) was removed to create the John L. Brunner By-Pass

In 1948, passenger service schedules four trains to Pittsburgh each morning and four in from Pittsburgh at night.

Last mail bag pick up was August 1951.

Last passenger service to the Center Avenue Station-February 28, 1961.

Last passenger service on the Main Line-November 27, 1964.

After that the line was freight only, volume and tracks reduced.

In 1993 the mainline was only a single track and declared out of service before the end of the year.

The main train station is currently being recreated as a business re-development venture.

The freight station/Center Avenue Station is still standing and occasionally leased to the gas drilling companies.

First Turbine-Electric Locomotive Tested



A new turbine-electric locomotive, recently tested, will enable the Union Pacific to handle its standard equipment over the entire run from Chicago to the West coast without changing engines. The H. P. engine will run from 500 to 700 miles without stops. General Electric and railroad engineers worked two years building the locomotive, which is the first of its kind built in the United States.

First Turbine-Electric Locomotive Tested
Burgettstown Enterprise-December 29, 1938 Edition

An Open, Square, Aboveboard, Direct Appeal to the Intelligence and Judgment of the People

The railroads of Pennsylvania and New Jersey believe that the public should be fully advised concerning the Full Crew laws in these states. Costly experience has demonstrated that these laws have worked to the detriment of public interest and that their repeal would redound greatly to the advantage of the people.

Not a Fight On Trainmen

The railroad companies making this announcement wish the public to clearly understand that this appeal is in way to be construed as being aimed at the trainmen in their employ, nor is it an effort to curtail operating expenses at the cost of public safety or service.

The companies point to the fact, with justifiable pride, that whenever public safety and convenience demanded an increased number of employes the necessary men were put on trains. Behind this statement is a record of advancements and improvement achievements which is a most vital factor of calm and dispassionate consideration of the laws in question.

But when arbitrary laws are passed which compel these railroad companies to burden their payrolls with some \$2,000,000 annually for wasted, unwarranted extra labor, and which actually means a decrease, rather than an increase, in operating efficiency, together with heavier casualty lists, it is undeniable that the public should be put in full touch with existing conditions that the people may judge wisely for themselves should an effort be made to impugn the sincere motives which prompt this educational campaign.

How Full Crew Law Works

A twenty-nine-car freight train can be operated with five men. Add a car and an extra man must go on. The law requires no larger crew on a hundred-car train.

A four-car passenger train can run with five men. On a five-car or longer train there must be an extra man. Even if all the cars are Pullmans, with porters and a Pullman conductor, a six-man railroad crew is required.

A milk or expresses train of twenty or more cars, running through sealed, and virtually without stops, must carry a crew of six. The only place four of them would ride would be in the end car.

When the Full Crew law became effective in Pennsylvania, the Pennsylvania Railroad Lines East of Pittsburgh and Erie were operating in Pennsylvania 2,971 weekday trains. Of these, 1,198 passenger and 1,061 freight trains were manned up to or beyond the law's requirements.

The 1,198 passenger trains which were provided with crews equal to or in excess of the law's requirements consisted principally of local or semi-local trains, making frequent stops and handling a large number of passengers. The second brakeman was employed to expedite the departure of trains from stations and to assist conductors in collecting tickets.

The 1,061 freight trains on which the law required no additional men consisted of local freight trains carrying package freight, on which brakemen were required to load and unload cars; road shifters, doing a large amount of work, necessitating the throwing of switches and much hand braking on cars; mine trains, placing empty cars and picking up loaded cars, and through slow freight trains of heavy tonnage on the Philadelphia and Middle Divisions on which the brakemen riding on the front part of the trains were required to assist the firemen.

Official Casualty Statistics

The effect of the Full Crew laws in forcing extra men into already adequate train crews, thus dividing responsibility, has been to increase the hazard of operation. This fact is conclusively proved by the official figures of the Interstate Commerce Commission. The great number of persons killed who were neither employes nor passengers have not been included, for it is obvious that extra men on trains are powerless to prevent such casualties.

The Pennsylvania Full Crew law took effect on July 19, 1911. The Commission's figures show that for the three-year period preceding this date 10,186 employes and passengers were killed. Since the law became operative, the total number killed shows an increase, or 10,372 persons.

The casualty list of the Pennsylvania Railroad for the six months preceding the enactment and the first six months of 1914, when the law was in full force and effect, discloses the following startling comparison:

The Burgettstown Call-February 18, 1915 Edition

An Open, Square, Aboveboard, Direct Appeal to the Intelligence and Judgment of the People

The railroads of Pennsylvania and New Jersey believe that the public should be fully advised concerning the Full Crew laws in these states. Costly experience has demonstrated that these laws have worked to the detriment of public interest and that their repeal would redound greatly to the advantage of the people.

Not a Fight On Trainmen

The railroad companies making this announcement wish the public to clearly understand that this appeal is in way to be construed as being aimed at the trainmen in their employ, nor is it an effort to curtail operating expenses at the cost of public safety or service.

The companies point to the fact, with justifiable pride, that whenever public safety and convenience demanded an increased number of employes the necessary men were put on trains. Behind this statement is a record of advancements and improvement achievements which is a most vital factor of calm and dispassionate consideration of the laws in question.

But when arbitrary laws are passed which compel these railroad companies to burden their payrolls with some \$2,000,000 annually for wasted, unwarranted extra labor, and which actually means a decrease, rather than an increase, in operating efficiency, together with heavier casualty lists, it is undeniable that the public should be put in full touch with existing conditions that the people may judge wisely for themselves should an effort be made to impugn the sincere motives which prompt this educational campaign.

How Full Crew Law Works

A twenty-nine-car freight train can be operated with five men. Add a car and an extra man must go on. The law requires no larger crew on a hundred-car train.

A four-car passenger train can run with five men. On a five-car or longer train there must be an extra man. Even if all the cars are Pullmans, with porters and a Pullman conductor, a six-man railroad crew is required.

A milk or expresses train of twenty or more cars, running through sealed, and virtually without stops, must carry a crew of six. The only place four of them would ride would be in the end car.

When the Full Crew law became effective in Pennsylvania, the Pennsylvania Railroad Lines East of Pittsburgh and Erie were operating in Pennsylvania 2,971 weekday trains. Of these, 1,198 passenger and 1,061 freight trains were manned up to or beyond the law's requirements.

The 1,198 passenger trains which were provided with crews equal to or in excess of the law's requirements consisted principally of local or semi-local trains, making frequent stops and handling a large number of passengers. The second brakeman was employed to expedite the departure of trains from stations and to assist conductors in collecting tickets.

The 1,061 freight trains on which the law required no additional men consisted of local freight trains carrying package freight, on which brakemen were required to load and unload cars; road shifters, doing a large amount of work, necessitating the throwing of switches and much hand braking on cars; mine trains, placing empty cars and picking up loaded cars, and through slow freight trains of heavy tonnage on the Philadelphia and Middle Divisions on which the brakemen riding on the front part of the trains were required to assist the firemen.

Official Casualty Statistics

The effect of the Full Crew laws in forcing extra men into already adequate train crews, thus dividing responsibility, has been to increase the hazard of operation. This fact is conclusively proved by the official figures of the Interstate Commerce Commission. The great number of persons killed who were neither employes nor passengers have not been included, for it is obvious that extra men on trains are powerless to prevent such casualties.

The Pennsylvania Full Crew law took effect on July 19, 1911. The Commission's figures show that for the three-year period preceding this date 10,186 employes and passengers were killed. Since the law became operative, the total number killed shows an increase, or 10,372 persons.

The casualty list of the Pennsylvania Railroad for the six months preceding the enactment and the first six months of 1914, when the law was in full force and effect, discloses the following startling comparison:

The Burgettstown Call-February 18, 1915 Edition

Along RR

Group hopes to organize a trail on former lines

Harmon Creek Trail will seek assistance from a regional corporation in efforts to convert former Conrail rail lines into a multi-use recreational resource.

At a meeting held Thursday in the Burgettstown Borough Building, interested local residents agreed to consult the Regional Trails Corporation (RTC), which oversees outdoor trails activities in several Western Pennsylvania counties.

Representatives of the RTC will be asked to attend a June 1 meeting here.

Attorney John W. McCreight of the National Trails Council in Washington appeared at the session Thursday and volunteered to contact the RTC for possible local aid.

The Harmon Creek Trail was officially organized Nov. 23, 1994, in Burgettstown, where Larry Droppleman of Weirton, W.Va., was named interim president.

The organization was formed to develop an overall plan, including the following:

- Acquisition of the former rail line for non-motorized recreational use.
- Building a blueprint for construction of the Harmon Creek Trail for public use.
- Developing a plan for the maintenance of the trail.

Following acquisition of a charter, a membership drive will be started.

The trail will provide an outdoor recreation opportunity for people of all ages and physical abilities.

The corridor of the former railroad lines covers a total distance of approximately nine miles. Less than half a mile is in West Virginia.

For most of its length, the trail corridor offers users a passageway through undeveloped wooded areas. Its wide and flat surface is well-suited for walking, jogging, horseback riding, biking and other non-motorized activities.

Burgettstown Borough Council has discussed the possibility of a park in its portion of the corridor, which also travels through Hanover, Jefferson and Smith townships. Brooke and Hancock counties in West Virginia and Jefferson County in Ohio have also expressed interest in the proposed trail.

Those wishing more information may write to Harmon Creek Trail, P.O. Box 19, Burgettstown, PA 15021.

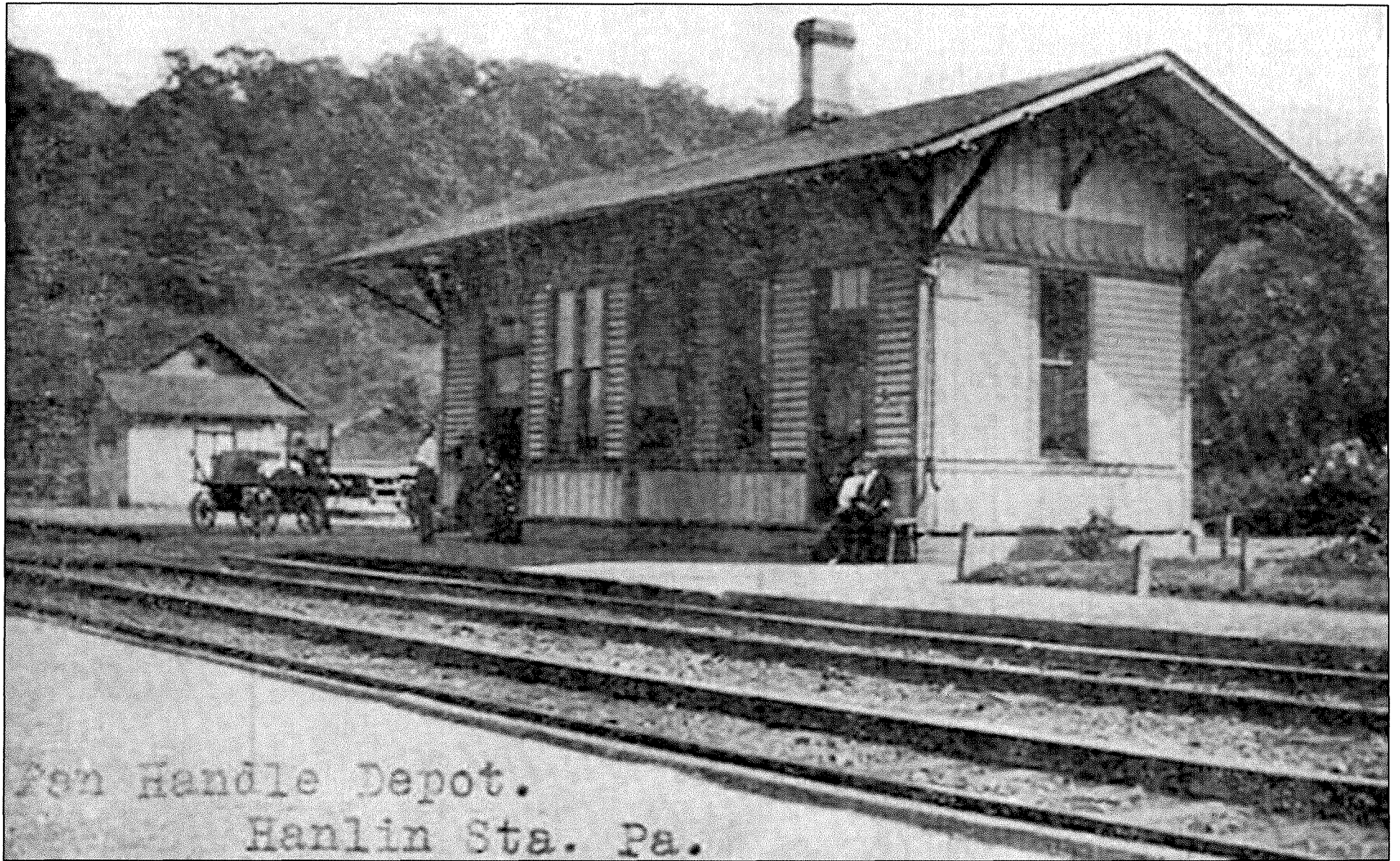
Group Hopes to Organize a Trail on Former Railroad
The Enterprise-May 10, 1995 Edition



Arch, Hanlin Station, Pa.

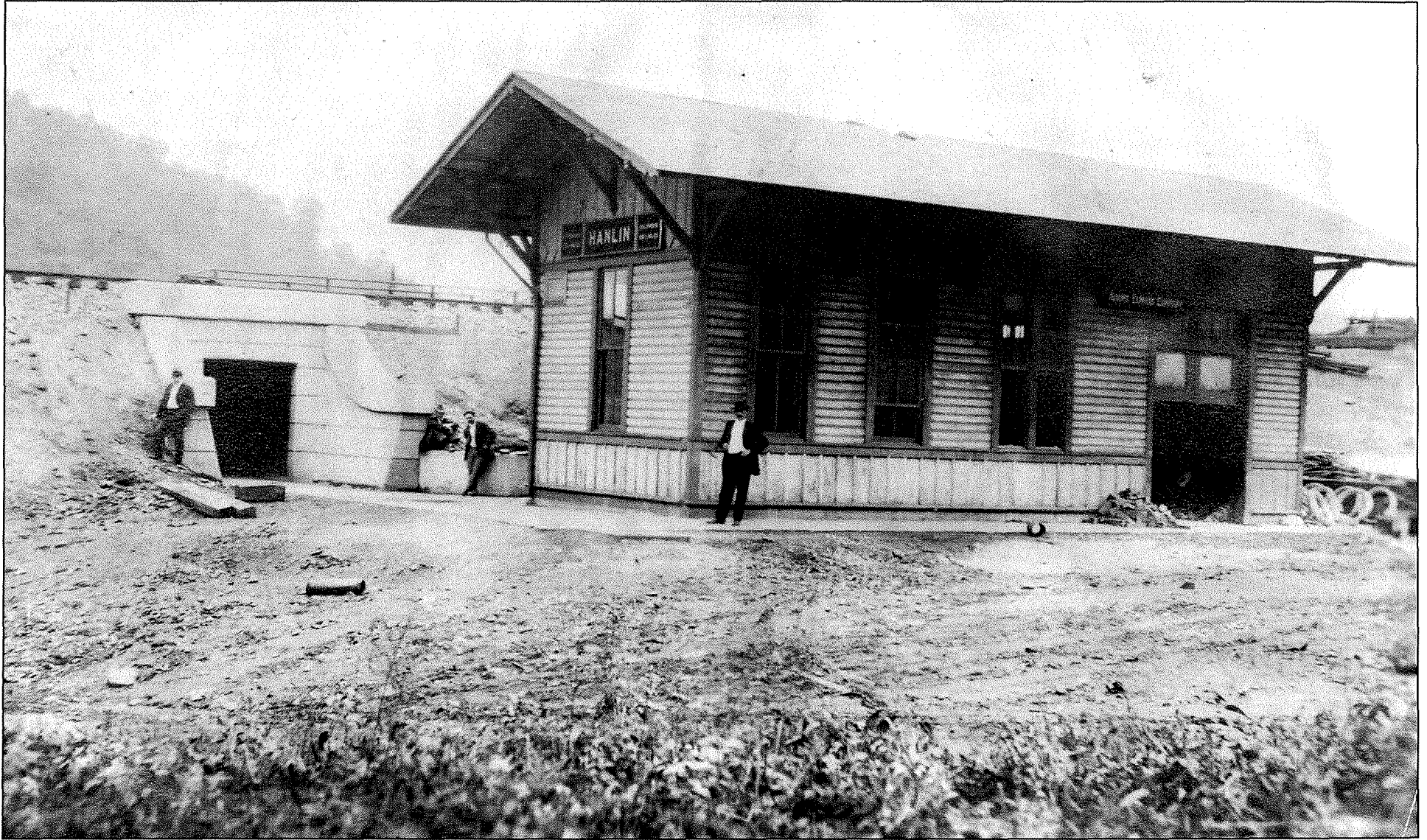
Arch at Hanlin Station

Courtesy of Fort Vance Historical Society



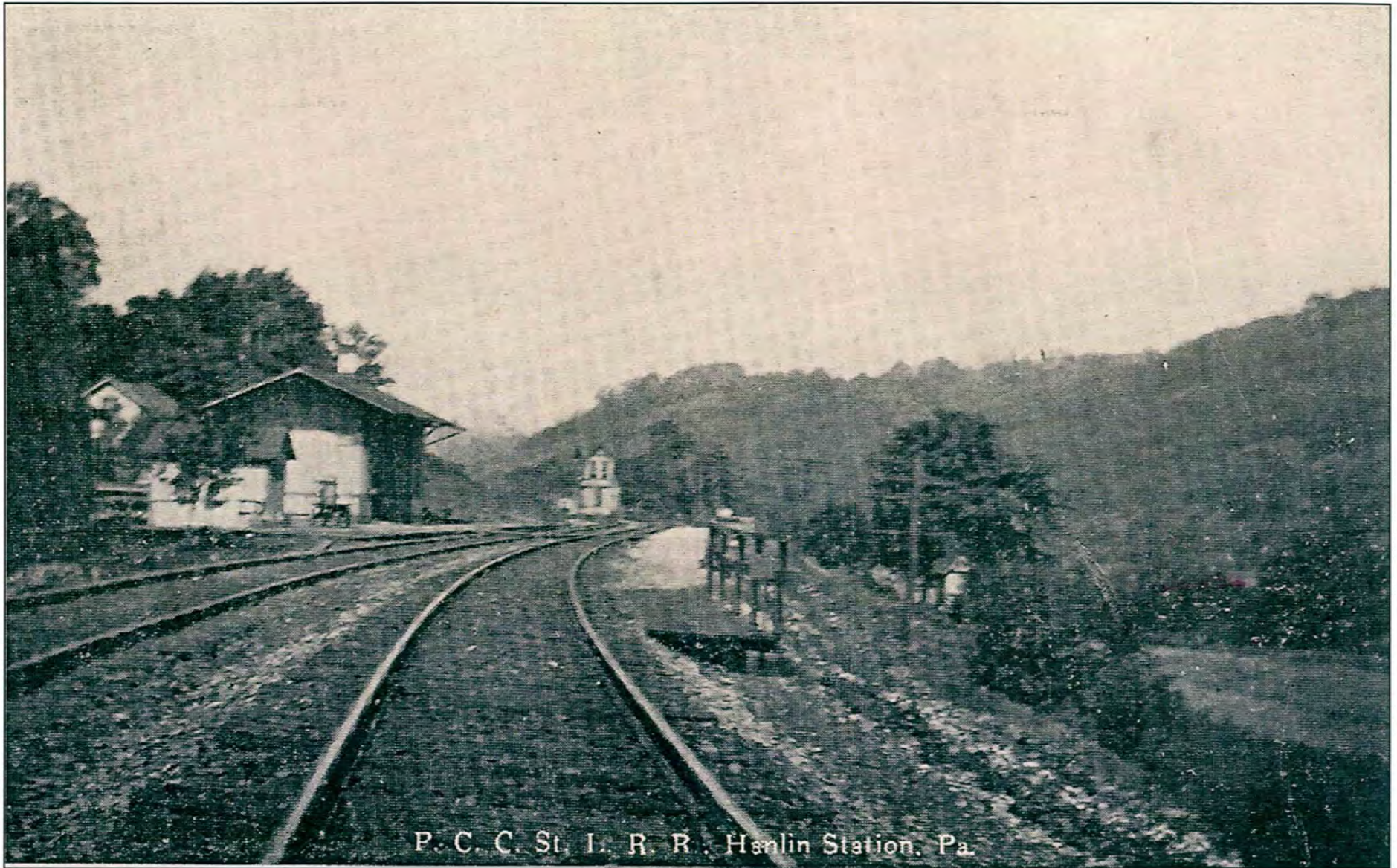
Hanlin Station

Courtesy of Fort Vance Historical Society



Hanlin Station

Courtesy of Fort Vance Historical Society



Hanlin Station

Courtesy of Fort Vance Historical Society



P. & H. General Store. Hanlin Station. Pa.

Hanlin Station

Courtesy of Fort Vance Historical Society

1928 Honor Roll

HENRY GILBERT, Panhandle division crossing watchman, Burgettstown, Pa., was retired from active duty, Feb. 1, at the age of three score and ten after 42 years of faithful service with the company.



H. GILBERT

Mr. Gilbert was born Jan. 17, 1858, at Burgettstown, Pa. There he spent his boyhood days—in fact his entire life—having resided in his present home for the past 60 years. At the age of 18 he launched upon his railroad career, starting in the Maintenance of Way dept., Panhandle division, as a laborer, Apr. 1, 1876, in a gang in charge of Foreman Henry Hess. Later he worked with Foremen Samuel Riddile, Thomas O'Brien, Mike Scanlon and Henry Leopold.

It was while working for the latter in 1889 in a mason gang that the Johnstown Flood occurred. He was then summoned for service in the flooded district, working as a cook in the commissary department. After the flood he returned to Leopold's gang.

On June 1, 1900, he was made foreman of a section on the Wheeling branch, located at Short Creek, W. Va. He served in that capacity until 1911, when he was transferred to Burgettstown, Pa., as a crossing watchman, which position he held until his retirement.

During his seventeen years of service at the crossing at Burgettstown he carefully guarded the lives of the hundreds of children who attended the high and grade schools in that town and is credited with never having had a single accident.

Mr. Gilbert was united in marriage with Miss Harriet R. McCullough in 1882. They were blessed with the following children: John W., of Carnegie, Pa., who, like his dad, is also a railroader, being employed as a Panhandle division engineer; two daughters, Etta L., wife of J. R. Fulton, yardmaster at Wellsville, O., and Bessie M., wife of F. H. Gatho, service manager, Dodge automobile company, Steubenville, O.

Mr. Gilbert will continue to live at Burgettstown, where he has a comfortable home and a little farm. Possessing exceptionally good health, he looks much younger than his years. Poultry raising and gardening are his chief hobbies and he intends to devote much of his leisure time to them. He and Mrs. Gilbert, however, expect to go on occasional sight-seeing trips.

Mr. Gilbert was always conscientious and efficient and by his retiring the company loses the services of a loyal employe. He leaves the service with the best wishes of employes and friends for a long and happy retirement.

**Henry Gilbert
Retirement - 1928**

IN SEARCH OF

Hikers search for Paris crossing

By Kathryn Campbell Slasor
for The Record-Enterprise

Eighteen history hikers left Eldersville on a warm early spring day to locate the spot where Paris Crossing on the Panhandle Railroad once stood.

Paris is a small village in Hanover Township that sits high on the ridge between the deep valleys of Harmon Creek on the south and King's Creek on the north.

Running east and west through the town is the Pittsburgh-Stuebenville Pike upon which the town's importance depended in early days.

In the 1860's, the Panhandle section of the Pennsylvania Railroad was built almost parallel to Harmon Creek, sometimes crossing it via a trestle.

John Dinsmore and Alexander Hanlin, whose farms farther up the valley were split by the tracks, demanded a station be built on each of their properties.

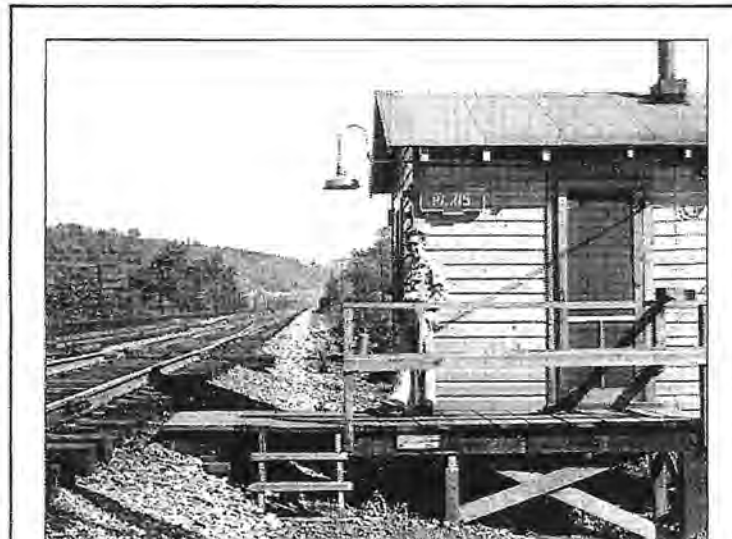
When their requests were granted, the little hamlets of Dinsmore and Hanlin took on importance as shipping points.

However, the next station to the west was Colliers, W.Va. Merchants and traders, hoping to eke out a living in Paris, realized that the world was passing them by on the rails at the foot of the hill.

With the re-routing of the narrow country roads emanating from the surrounding neighborhoods, easier access was made to a focal point.

Thus "Paris Crossing" was born.

Henry Briceland, an expert carpenter and cabinet maker, had his business in the station. Briceland gained notoriety when he was tried and convicted on Dec. 4, 1872 of murdering store-



ON A DAY long gone by, Don Lochran leans against the railroad station at Paris Crossing.

keeper John Allingham. Allingham was killed by a homemade pipe gun as he slept in his home on the "town pump" corner in Eldersville.

The verdict against Briceland came about partly due to the discovery in his shop of materials used in the making of the explosive device.

The extent of activity at Paris Crossing did not span many years.

According to the writings of the late A.D. White, in his account of the Allingham murder, he specified that "Previously a station agent had been kept here, but this service had been discontinued some months before, but Briceland still had his shop in the building."

By simple calculation, it may be determined that between 1865 and 1872, an agent was present when the trains stopped at Paris Crossing.

After that, the building was

still used as a shipping point but probably under the "self-help" method.

As the station was still standing well into the 20th century, reason would have it that it must have served some useful purpose. Records are scarce concerning its final days.

When the station at Paris Crossing outgrew its usefulness, the railroad company appeared with a crane and a flatcar, picked up the small structure and hauled it away.

The group in search of the historical site traveled down the road near the Robertson Fruit Farm, known as Creek Lane. Along this short stretch of country road are the former sites of the stately Jonathan Wright home, the stone house that stood on the Laird farm, the primitive home of the Loney Sunderland and the little house where the six Truax children died of diphtheria within a one month span in

1885.

Also deteriorated into total wasteland is the spot where stood the Golden Horse Ranch, where fun, excitement and recreation were in abundance a half century ago.

Once down the steep winding hill and across Harmon Creek, the hikers spread out and began a leisurely saunter down the railroad bed where even the tracks of the Pennsylvania Railroad are relics of the past.

Lloyd Martin, and John and Frank Ratkovitch wandered off the cobblestones of the railroad bed and searched the roadside weeds where they discovered stones from the foundation.

Another attraction farther down the track and near the creek was the ruins of the old stone house where the Snyder family lived.

This site was of interest to a number of the group who are descendants of this family.

They include James Worstell, Margaret Kemmery, Mary Dolan, Lynn Snyder, Kathryn Slasor and June Grossman.

Alan Gould, whose property borders the Snyder land, said the site may also be reached by way of his farm on Eldersville Road.

This route would eliminate from the itinerary the crossing of the swift waters of Harmon Creek, which separates Hanover from Jefferson Township, where the Snyder house ruins lie.

Others on the hike were Gaylord Martin, Paul Dellenbaugh, Daniel and Rebecca Dellenbaugh, Helena Tomn, Robert Irwin, Ron Di Orio and Bonnie Osborne.

Hikers search for Paris Crossing
The Record Enterprise-May 22,1996 Edition

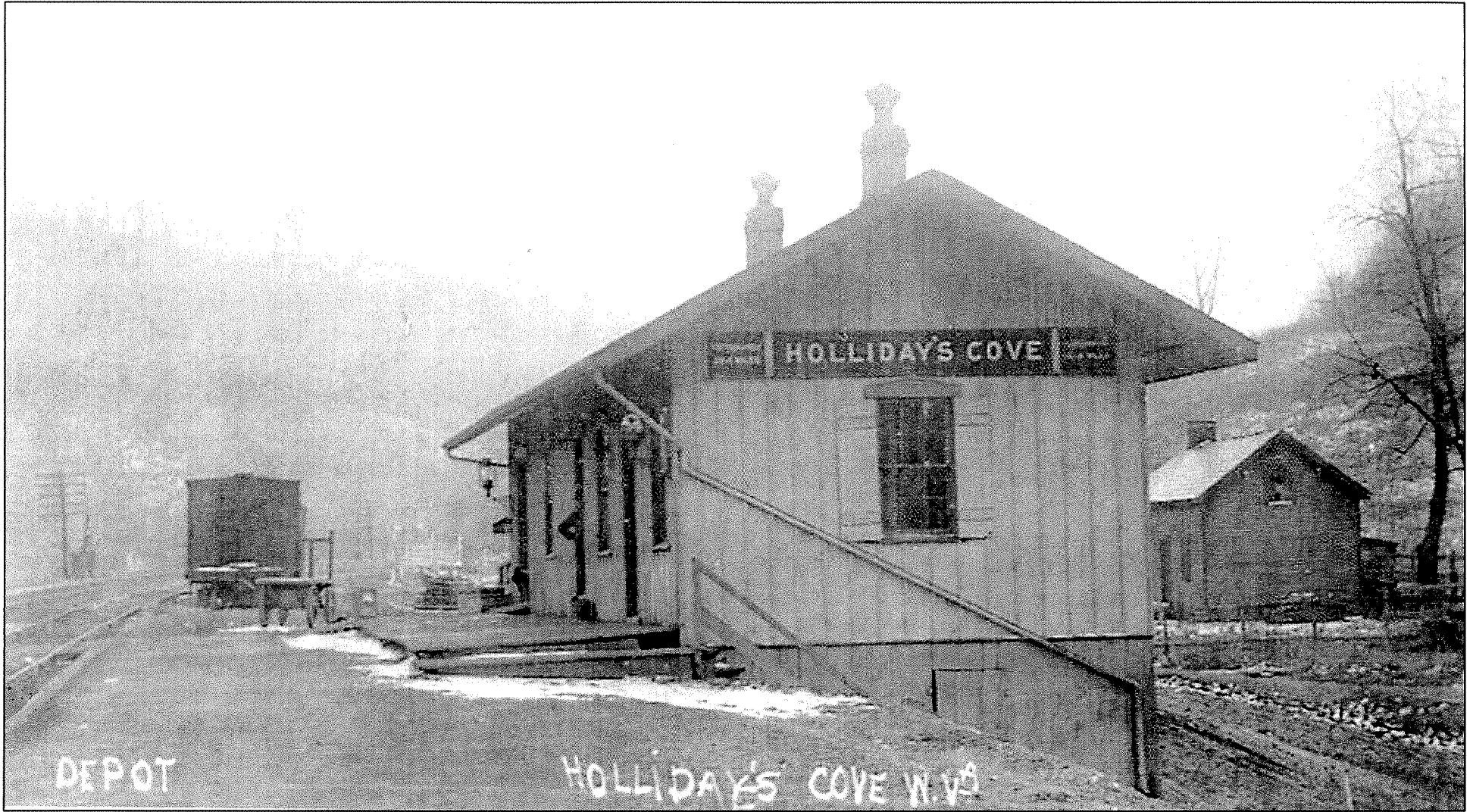
Courtesy of Fort Vance Historical Society



On a day long gone by, Don Lochran leans against the railroad station at Paris Crossing.

**Hikers search for Paris Crossing
The Record Enterprise-May 22,1996 Edition**

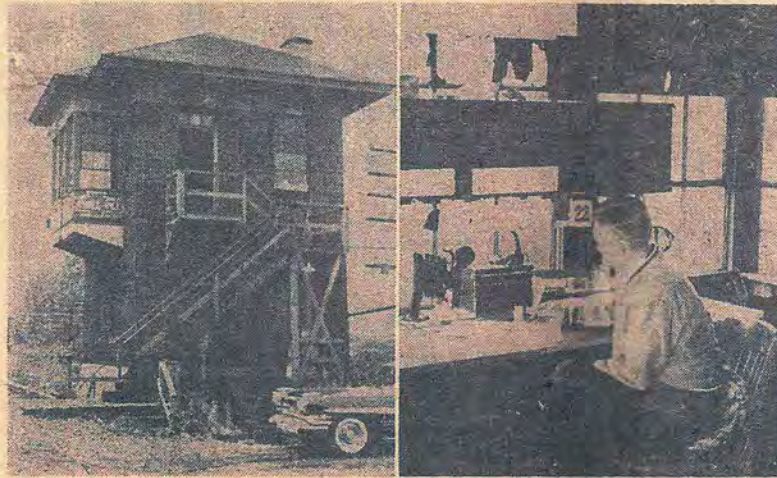
Courtesy of Fort Vance Historical Society



Holliday's Cove Depot, WV

Courtesy of Fort Vance Historical Society

Important Railroad Control Center



(By James F. Mullooly)

Now that the raucous blasts of the diesel horns have been returned to the McDonald Valley, let's have a look at one of the most familiar landmarks of the railroad as it passes through our area — the Laurel Hill central tower of the Pennsylvania Railroad.

Here is where Townsman Ray Smith holds forth as the daylight

operator — the tower controls a stretch of track that reaches from Oakdale to Burgettstown. By the mere flip of a switch or lever any train between the two points can be stopped or put into a siding.

The Laurel Hill tower plays an important role in the movement of rail traffic through the valley, and it is with much relief that we welcome back the "sights and sounds" of this operation.

MIDWAY MAN RETIRES AFTER LONG SERVICE

Railroad Conductor Placed on Honor
Roll With Clear Record of
Over Forty Years

James E. Wallace, P. R. R. freight conductor of Midway, was placed on the honor roll on November 1st, after 41 years and 4 months of service. Mr. Wallace was born January 29, 1865, at Stewardson Furnace, Armstrong county, and received his education in the country schools of that district. At the age of 17 he entered the mines, where he worked four years. He also spent two years working on a saw mill, but feeling that there were greater opportunities for a young man in the Pittsburgh district, he moved to McDonald, where he again took up mining for a livelihood.

Due to the many strikes occurring at the mines, he became disgusted with the mining industry and entered the service of the Pennsylvania railroad on June 28, 1890, as a brakeman, and was assigned to work in old Sheraden yard, now Corliss yard. On the third day he met with an accident which nearly resulted in the loss of his right arm and hand, the arm being broken in three places and hand badly crushed. On arrival at the hospital, the surgeon insisted on amputating his hand, but Mr. Wallace steadfastly refused to permit the operation, insisting that an effort be made to save the hand. The surgeon was successful, and this proved to be the only injury received during his long service.

He was promoted to conductor January 11, 1895 and has always worked in the Carnegie, McDonald and Burgettstown districts. The past 20 years he has been on various runs out of Burgettstown, where he is well known and has many friends. Mr. Wallace was united in marriage on June 24, 1886, to Elizabeth Finney of Midway, to which union a son and daughter were born. Immediately after marriage, he took his bride to Midway where they began house-keeping and has continued to reside in Midway during his entire married life.

Mr. Wallace is a great baseball enthusiast and takes a lively interest in the Pittsburgh Pirates. At one time he had quite a reputation as a ball player, and for several seasons was a catcher for the famous R. E. McCarty ball team. He has made no plans for the future, but says he has several invitations from former associates to visit Florida and California this winter, and may decide to do so.

James E. Wallace

Burgettstown Enterprise-November 5, 1931 Edition

Injured on Railroad.

James Parks, colored, 14-year-old son of the Rev. and Mrs. A. F. Parks of Francis mine was seriously injured last Thursday afternoon in attempting to jump on a moving train near Bertha station. He suffered the loss of a leg and other injuries which for a time were thought to be fatal. He was brought to the office of Dr. J. M. Boice, local physician, and sent from here to a Pittsburgh hospital in a Lee & Wilson ambulance.

James Parks Injured on Train
Burgettstown Enterprise-August 7, 1935 Edition

JOTTINGS

Irate and indignant Burgeteers are plenty tired of Pennsy Engines throwing dirty water all over the town and blitzing a black-out of their house paint.

They told J. S. Gillum, superintendent of the Pan Handle division as much, this week, in a petition addressed to his immediate consideration.

The Jotter is seriously considering joining the crusade. I'd like to add my two cents worth for A.W.N. (anti-whistle nights).

It's like this, enough to make a body maddern a wet hen. I work all day, plunking out a Jot or two, and taking my turn back shop as a P.D. and when I go home nights, I'd sure like to park my carcass on the back porch, away from the mesquits and sich, and enjoy the flitting of the fireflies 'round about, but along comes a Pennsy engine night shift, shifts itself right across the crossing and proceeds to let out blast after blast, ditto smoke and din. It's awful.

Well getting back to the irate and indignant, if you haven't already put your John Henry on their petition, you can do so any day now. It reads like this:

J. S. Gillum,

Supt. P.H. Division, Penna. R.R.

Dear Sir:

We, the undersigned citizens of the Borough of Burgettstown wish to call to your attention a condition that has become almost unbearable. We refer to the clouds of dense black smoke and dirty water that is being thrown several times a day on our clothing and on the paint on our houses and in fact on everything exposed to it.

The chief offenders, we believe to be the yard engine that goes to work at 8:30 a.m., and the trains designated by your company as W.C. 5 and W.C. 6. The yard engine keeps a continuous cloud of smoke in the air from about 9 a.m., until noon. Then W.C. 5 goes west and either does not have enough engines or is very careless in the handling of his engine and finishes the job by throwing dirty water all over the town.

We realize that an engine will smoke to a certain extent but we feel that most of this trouble is caused by rank carelessness on the part of some of your employes and can be eliminated without causing the railroad any inconvenience or imposing any hardship on them. We have complained of this before and only got temporary relief for two or three days. We don't want to do anything drastic but if we do not get definite and lasting relief from this condition, we will be forced to petition Council to enact an ordinance restricting the speed of trains through the Borough limits to about 15 miles an hour. We respectfully submit this and hope it gets your immediate attention.

Railroad Jottings

Burgettstown Enterprise-July 24, 1941 Edition

LABORERS WANTED

SKILLED AND UNSKILLED LABOR. ABLE
BODIED MEN UP TO 60 YEARS OF AGE. APPLY
PITTSBURGH & WEST VIRGINIA RAILROAD
COMPANY, A. B. CRESSLER, SUPERINTENDENT
SHOPS, ROOK, PA.



Laurel Hill Telegraph Tower

Courtesy of Fort Vance Historical Society

SUITS ENTERED FOR \$80,000 IN CROSSING DEATHS

Four suits to recover damages aggregating \$80,000 for the death of Robert and Roscoe N. Holland, killed when their automobile was struck by a train at Main Street crossing, here have been filed against the Pennsylvania Railroad Company. All four suits were filed by Viola M. Holland.

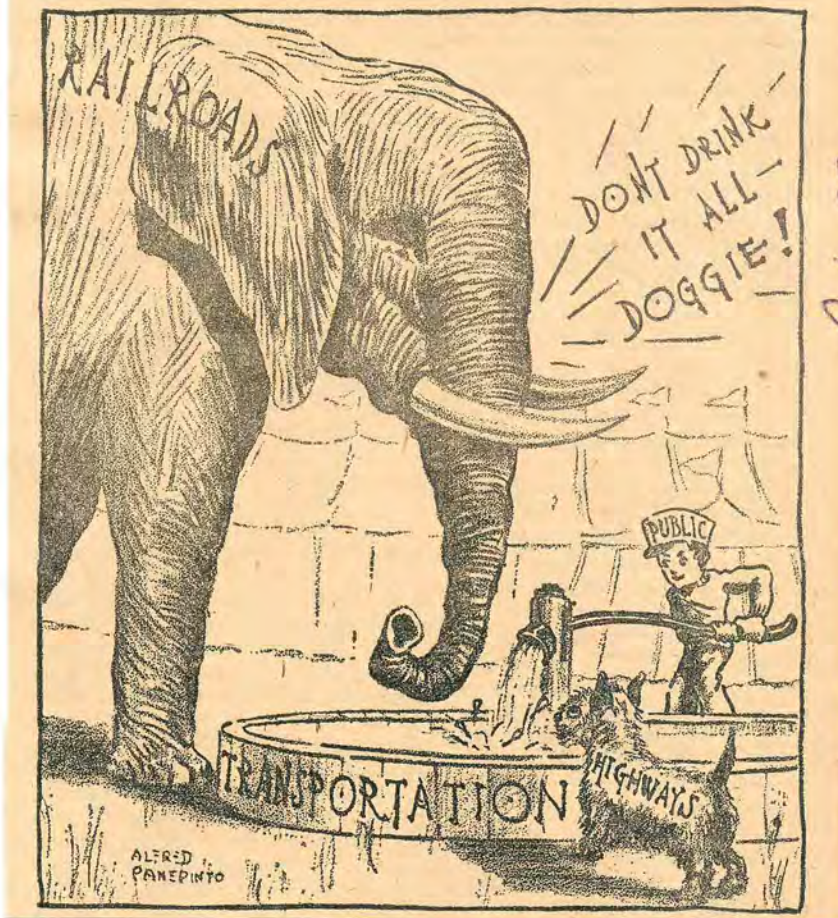
As the widow of Roscoe N. Holland, 59, she asks for \$20,000 and as administratrix of his estate she seeks \$15,000. As the surviving parent of Robert Holland, 23, she brought suit to recover \$20,000 and as administratrix of his estate she seeks \$25,000.

The accident occurred December 27, 1943 at the Penna. Station crossing. The statement of claim sets forth that as the automobile driven by Robert Holland, with Roscoe Holland, his father, as a passenger, was crossing the tracks at this point it was struck by a train. Both occupants were killed.

It is alleged that obstructions on the station platform near the track obstructed the view of the approaching train. It is also charged that the defendant company failed to give any warning of the approaching train.

—V—

Railway Leaders Not So Sure Trucks Hurt Their Business



Railway Leaders Not So Sure Trucks Hurt Their Business
Burgettstown Enterprise-September 6, 1933 Edition

LITTLE HOPE FOR 10 O'CLOCK TRAIN

The Burgettstown Enterprise today is in receipt of a letter from C. G. Grove, Superintendent of the Panhandle Division of the Pennsylvania, in which he explains why Burgettstown passenger service on the Pennsylvania railroad has been curtailed. Mr. Groves letter is in reply to a request from the Enterprise, that Train which passes through Burgettstown about 9:50 every morning stop here. The Pennsy's change of schedule has been very unsatisfactory to Burgettstown patrons, judging from the number of complaints that readers of the Enterprise have voiced.

Mr. Groves letter is as follows:
Editor, The Burgettstown Enterprise:

"It has come to our attention that the community of Burgettstown feels the need for passenger train service to Pittsburgh approximating that which was in effect during the daylight saving time period last Summer, or, around 10:00 A. M.

The existing condition as it pertains to train service was brought about due to very light patronage of train No. 108, which formerly operated as a local train the entire distance between Columbus and Pittsburgh. On this account it was necessary to combine it with one of our through trains eliminating the local stops east of Steubenville so that through connections at Pittsburgh could be maintained, and then adjust the time of Wheeling-Pittsburgh train No. 520 as nearly as possible to take the place of the former schedule of No. 108 east of Steubenville, and at the same time meet the requirements of the regular riders formerly using train No. 108.

We appreciate this arrangement of schedules is probably not as convenient as those in effect prior to April 28th, and regret the fact that these trains were not patronized to the extent that their former operation could be perpetuated.

Yours truly,
C. G. Grove, Superintendent.

Little Hope for 10 O'Clock Train
Burgettstown Enterprise-May 16, 1940 Edition



**Location of former Railroad Tunnel
Bulger, PA**

Long-hidden history emerging from Steamtown collection

By David Singleton
The (Scranton) Times-Tribune

SCRANTON, Pa. — Steamtown National Historic Site historian Patrick McKnight wore a pair of archivist gloves and delicately turned the pages of the aged journal in front of him.

The book is already in two pieces, its front cover detached. The gloves and care are to avoid more damage.

Recorded inside are the corporate minutes of the Liget's Gap Railroad Co. from 1849 to 1853. Better known today by its modern spelling, the Leggett's Gap was the earliest precursor of the Delaware, Lackawanna & Western Railroad and hauled iron rails produced in what would later become Scranton to points north.

"I'm sure if you look through this, you'll find a Scranton or somebody you know," Mr. McKnight said, referring to the city's founding fathers, as he eyed the neat, tight cursive flowing across the corporate minute book's pages.

Six years after Steamtown acquired the Liget's Gap volume and millions of other 19th and early 20th century corporate records of the DL&W and Erie railroads from Syracuse University, the massive collection's untold stories are slowly revealing themselves,

thanks to often painstaking work by Mr. McKnight and teams of volunteers.

"Every day is an adventure," Mr. McKnight, 60, said.

At the heart of the collection — and what initially piqued Steamtown's interest in the archives Syracuse agreed to transfer to the historic site in 2012 — are 20,000 glass plate photographic negatives documenting the railroads from around 1900 to roughly 1930.

The vast majority of the negatives are from the DL&W's files and depict not only its rail operations but also ancillary enterprises, including the coal mines it owned and operated in Northeast Pennsylvania; only about a thousand came from the Erie Railroad.

One of the first tasks Mr. McKnight and his volunteers tackled after Steamtown took possession of the Syracuse collection was scanning, sorting and indexing the negatives, all of which have now been digitized.

"It was kind of a priority when we got them because pictures are worth a thousand words," he said. "We have millions and millions of words in the documentation we have here, but the pictures tell a lot of the stories. It's one of the more interesting hooks in get-

ting people involved."

With many of the images in the collection unmarked, Mr. McKnight said he is constantly trying to better define where the photographs were taken and what they depict. He regularly engages members of the rail-fan community to assist, sending out five to 10 photos at a time to let them "show how smart they are and how dumb I am."

It can be particularly helpful when it comes to DL&W bridges or other rail- or mine-related infrastructure, he said.

"Every now and then, someone stumbles across something and goes, 'Oh, wow, I didn't know there were pictures of that,'" Mr. McKnight said. "A lot of these pictures have never been seen before."

The Syracuse collection found a home at Steamtown, in part, because it complemented existing components of the historic site's archives, he said.

Sitting at a computer in his office, Mr. McKnight pulled up a photo, reproduced from one of the glass plate negatives, of a 16-foot-long model of the Nicholson Bridge, also known as the Tunkhannock Viaduct. DL&W built the model of the concrete bridge and sent it to an industrial exhibition in Germany in 1914, right be-

fore the start of World War I.

"It got lost in the war and never made it back," he said.

Steamtown officials know that, he said, because they have correspondence in German from another collection — the DL&W chief engineer's files gathered at Hoboken, N.J., in the 1980s — in which railroad officials "are trying to figure out what happened to their model."

Although Steamtown placed a "big emphasis" on the glass plate negatives when it acquired the Syracuse archive, they represent only a small fraction of the overall collection, Mr. McKnight said. There are tons, "and I mean literally tons," of documents for both the DL&W and the Erie, plus all of their subsidiaries.

"They generated a lot of paper back then," he said. "Railroads needed to track what they had and what they were doing. They were in business to make money, and when they lost track of what they had and what they were doing, they weren't making money."

Among the documents are copies of correspondence written by the various presidents of DL&W from the 1850s until 1916, including William Haynes Truesdale, who oversaw the railroad from 1899 until 1925. Mr. McKnight said Mr. Trues-

dale was not only a "really sharp businessman" but, unlike his predecessors, he came from a railroading background.

"Truesdale was a true railroader and he sort of pushed the Delaware, Lackawanna & Western into the 20th century," he said. "Truesdale really modernized the railroad."

The DL&W passenger terminal, now the Radisson Lackawanna Station Hotel, was constructed during Mr. Truesdale's presidency, as were what is now the General Dynamics plant on Cedar Avenue and many of the older structures at the Steamtown site.

In a major undertaking, National Park Service volunteers scattered around the country are helping Mr. McKnight transcribe copies of the more than 100,000 pieces of outgoing correspondence Mr. Truesdale wrote between 1899 and 1916.

"It's everything you can imagine," Mr. McKnight said. "When he became president, he was swamped with people wanting to come work for him. The railroad also ran coal mines in the area, so it's interesting to see how he developed the mines. When the anthracite strike of 1902 hit, you can see a lot of correspondence going on about that."

A file on a table in Mr. McKnight's office is open to a letter Mr. Truesdale sent Jan. 13, 1900, to Staver Carriage Co. in Chicago. In the brief letter, Mr. Truesdale informs Staver that DL&W is not buying buggies or heavy wagons at that time.

Mr. McKnight said he takes photographs of the letters and emails them to his volunteers, who transcribe them. The transcriptions then are returned to Steamtown, where they become part of a word-searchable database. The goal is to get all of Mr. Truesdale's correspondence transcribed and into the database so researchers can easily search for names, places or whatever.

"Right now, I have a dozen transcribers signed up," Mr. McKnight said. "I could probably use a hundred." He said there is still so much to discover in the archives that he sometimes has to force himself to set aside something he's found and take a step back or he wouldn't get any other work done.

"I mean, we have a little bit of everything," he said. "There are just a lot of little eye-openers. It's amazing what you can dig up here. There are just so many little puzzle pieces to the history of the area and the country."

Long-hidden History Emerging from Steamtown Collection
Pittsburgh Post-Gazette-August 12, 2018 Edition

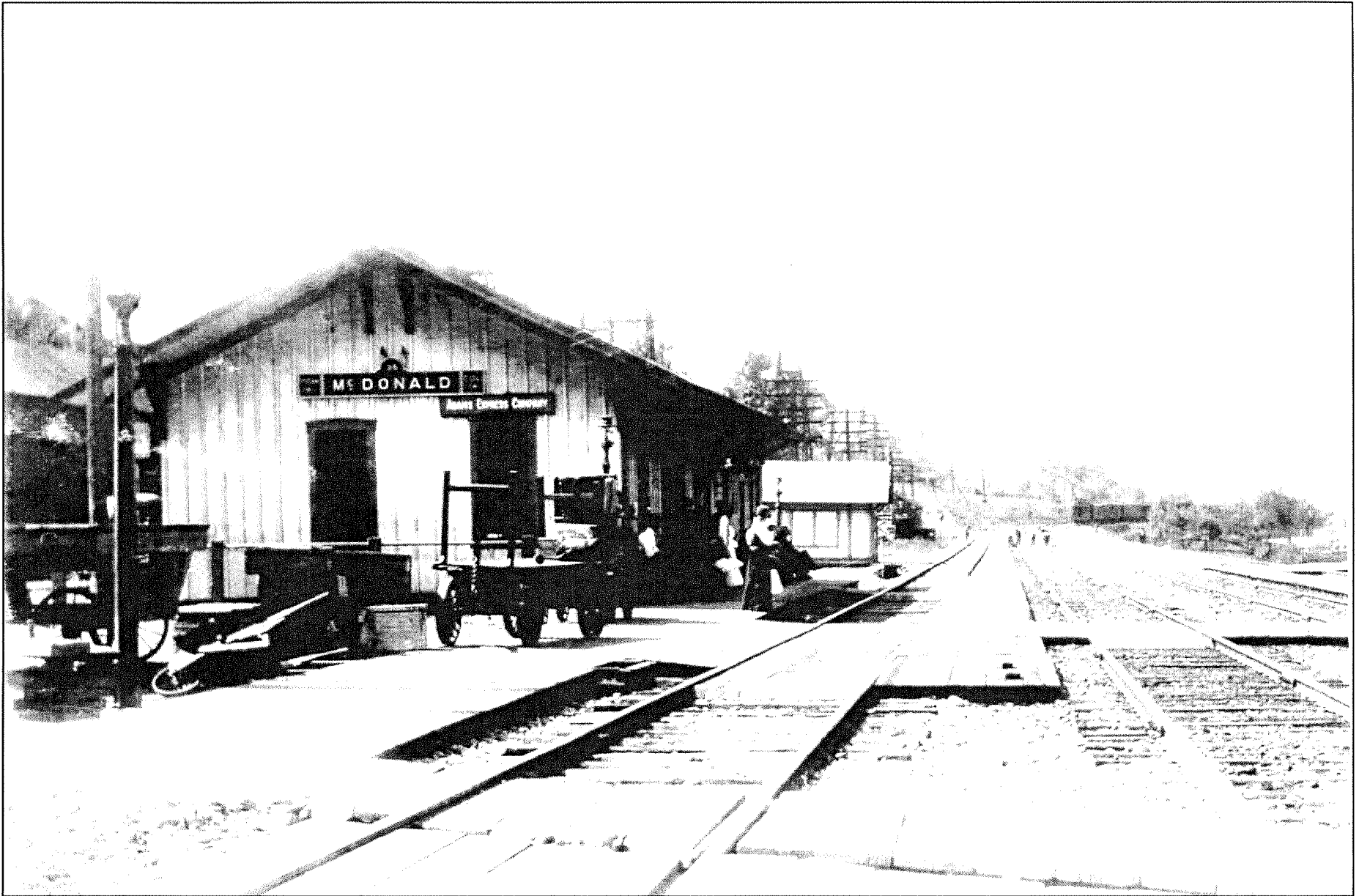
Courtesy of Fort Vance Historical Society

MAIN LINE

Interlocking	Interlocking Station	Block Station	Block-Limit Station	STATIONS	Distance from Pittsburgh	Siding Assigned direction Car Capacity 50 ft. cars		
						West	East	Both
X	X	X		PITTSBURGH (Pgh. Div.) PH	0.1			
				DIVISION POST (Pgh. Div.)	0.2			
				FOURTH AVENUE	0.5			
X	X	X		MONON	1.0			
				SMITHFIELD ST	1.3			
				POINT BRIDGE	2.2			
				ELLIOTT	3.2			
X	X	X		CORLISS	4.5			
				INGRAM	5.4			
				CRAFTON	6.0			
				IDLEWOOD	6.7			
				ROSSLYN	7.8			
X	X	X		CARNEGIE	8.5			
X				CH	9.4			
				FORT PITT	9.8			
				WALKERS MILL	11.0			
				RENNERDALE	11.8			
				GREGG	13.5			
X				OAKDALE	14.8			
				NOBLESTOWN	15.7			
X				STURGEON	16.8	77		
X	X	X		LAUREL HILL	17.8			
				MCDONALD	18.3			
				PRIMROSE	19.8			
				MIDWAY	21.5			
X				BULGER	23.7			
				RACCOON	25.6			
X	X	X		BURGETTS	26.8			
				BURGETTSTOWN	27.5			
				DINSMORE	29.0			
				BERTHA	29.9			
				HANLIN	32.1			
				COLLIER	35.6			
X				CO	36.1			
X				NC	39.8			
X	X	X		WEIRTON JOT	41.2			
X				SB	41.7			
				STEUBENVILLE	43.2			
X				HD	44.2			
X	X	X		MINGO JOT	46.8	203	111	
X				J	48.1			

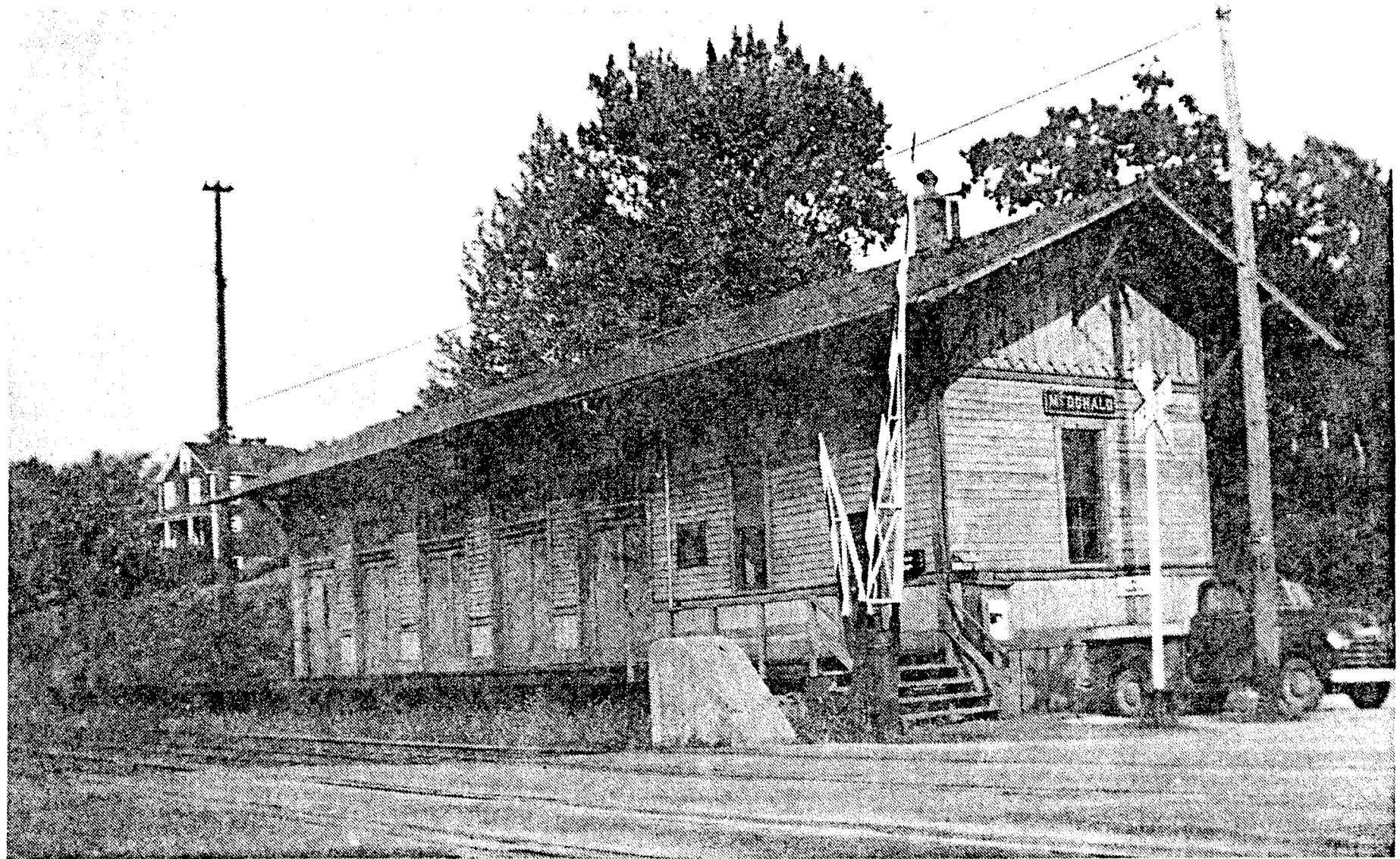
Mainline Railroad Schedule

Courtesy of Fort Vance Historical Society



McDonald Railroad East Passenger Train

Courtesy of Fort Vance Historical Society



PRR station at McDonald, Pa., July 25, 1954.

(collection of Elmer Steuernagel)

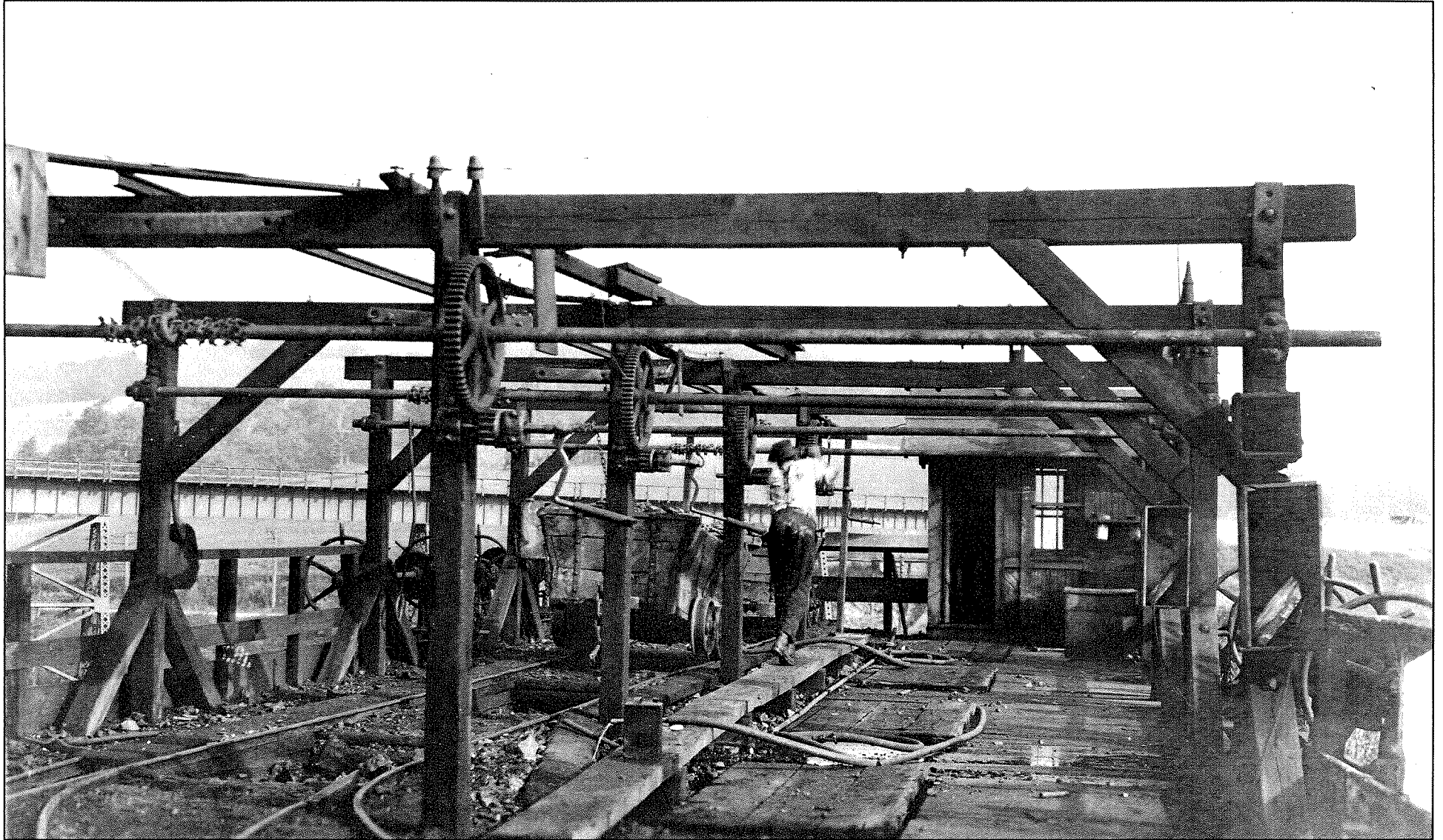
McDonald Railroad-July 25, 1954

Courtesy of Fort Vance Historical Society



McDonald Railroad-April 18, 1912

Courtesy of Fort Vance Historical Society



McDonald-Jumbo Coal Docking Station

Courtesy of For Vance Historical Society

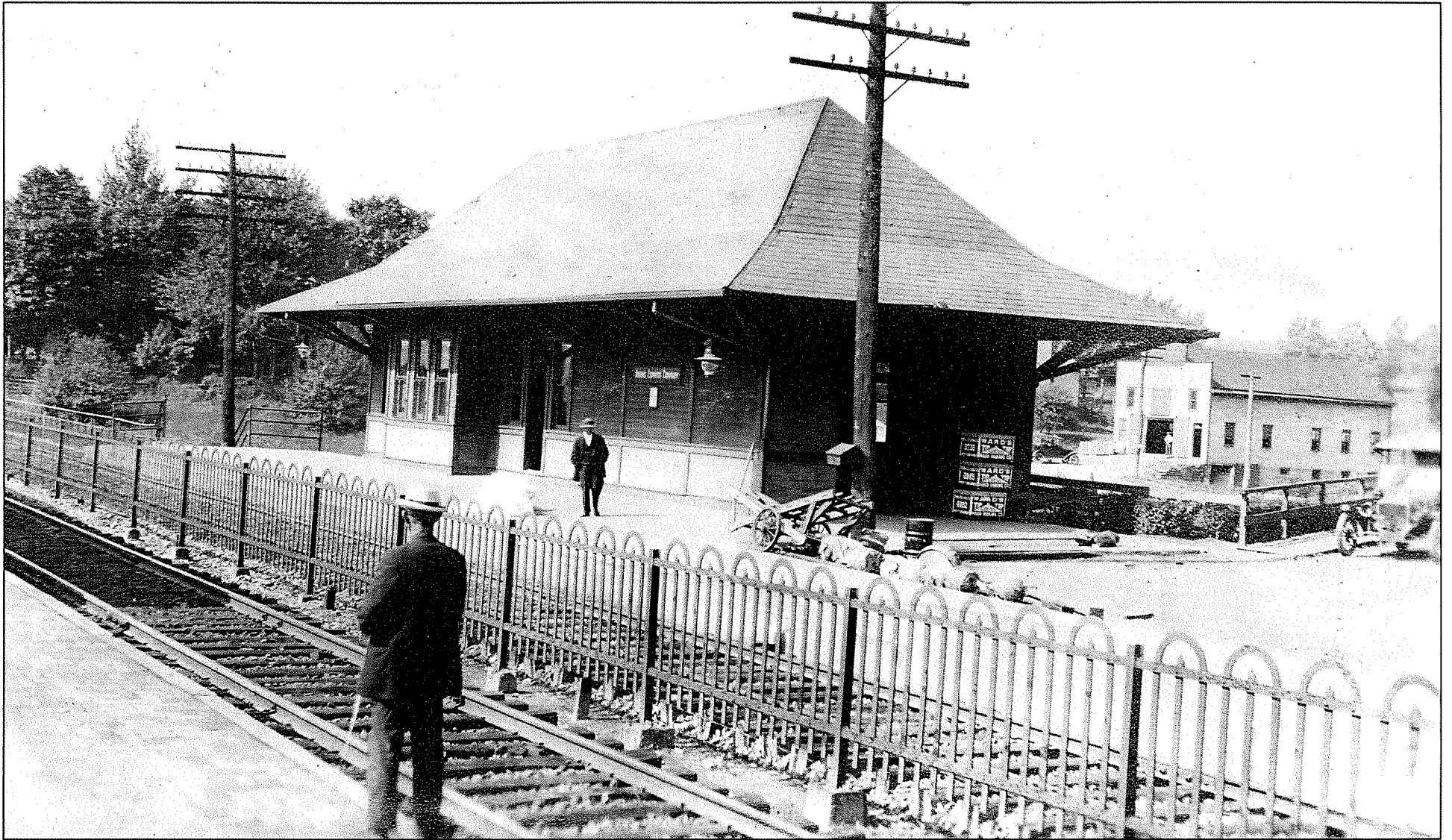


McDonald-Jumbo Water Tank

Courtesy of Fort Vance Historical Society



Merloni's Store near Bulger Train Station



Midway Railroad Station-Unknown Year

Courtesy of Fort Vance Historical Society

MORE TALK IS HEARD OF CROSSING CHANGE

Recent Surveys by State Engineers
Indicate Railroad Crossing
May be Eliminated

Engineers of the State Highway Department were busy in the borough several days last week running lines and mapping distances. This has been a regular feature almost every year for the past eight or 10 years, and while the engineers give out no information, it has been currently supposed the activities had something to do with the elimination of the North Main street railroad crossing at the passenger station.

There is a possibility something may now be done. Money in abundance for such projects is available, and it seems State and Federal authorities are not only willing but anxious to supply funds to meet almost any popular demand. In the past the expense of changing local road ways and constructing a tunnel has prevented any work along this line.

If this crossing is to be eliminated there is a possibility of three roadway changes. These would all contemplate underground location of the highway. Tunnels could be constructed at Patterson's crossing, at the end of Dinsmore avenue; at the present crossing, and near the lumber office of Linn Brothers. There are objections to all these locations as well as points in their favor.

The present location of the crossing is suitable to the building grades in the vicinity, and if a tunnel should be constructed there it would be necessary to lower many buildings perhaps 15 to 20 feet and practically do away with Railroad street. This would involve a lot of property damage.

To run the highway under the railroad at Patterson's crossing or at the Linn Brothers office would leave property on both sides of the tracks badly divided, as it would be necessary to fence the railroad against traffic at the point of the present crossing.

The situation is somewhat unique, and in view of all the circumstances which would be involved in tunneling under the tracks, it would seem doubtful as to any change being made.

**More Talk is Heard of Crossing Change
Burgettstown Enterprise-May 1, 1935 Edition**

More Talk of Road Change.

Rumor persists that Route 18 in the borough is to be changed in the near future to eliminate the railroad grade crossing at the P. R. R. passenger station. Rumor now has it that an underpass will be constructed near the residence of Dr. A. O. Hindman, Main street.

**More Talk of Road Change at Railroad Crossing
Burgettstown Enterprise-August 20, 1936 Edition**

Killed on the Pan Handle Railroad.

BURGETTSTOWN, Penn., Dec. 12.—Carl McBride and his wife were driving in a sleigh from their home, near North Star, to this place. When near Raccoon station, on the Pan Handle Railroad, an express train dashed into them. Both were terribly mangled and instantly killed. They had been married but a few weeks.

Mr. and Mrs. Carl A. McBride Killed on Pan Handle Railroad
New York Times-December 13, 1898

N. R. HOLLAND

N. R. Holland of Burgettstown, who was killed at the Main street railroad crossing on Monday morning, December 27, was born in Poplar Bluff, Mo., on March 10, 1884. While a small boy he moved to Tennessee where he remained until 1923 and then came to Burgettstown where he was employed by the American Zinc and Chemical Company until 1933 when he engaged in the timber and trucking business. He was a member of the Baptist church of New Liberty, Gamaliel, Ky.

He is survived by his wife; four sons, Herman, Truman, and Rex of Burgettstown; and Fred of Slovan; three daughters, Mrs. G. S. McDonald of Langeloth; Mrs. Burton Reed, of Burgettstown; Mrs. Paul E. Douglas of Donora; seven grandchildren; and one brother, L. W. Holland of Lafayette, Tenn.

Funeral services were held from the Christian church of Burgettstown on Thursday, December 30, at 3 p. m. Interment was in Mt. Prospect Cemetery of Hickory.

—v—

N. R. Holland
March 10, 1884-December 27, 1944

New Plant Project.

Plans are under contemplation for the erection of a \$35,000 slag grinding plant at Hollidays Cove. The establishment of this plant will make it necessary for the construction of a spur line by the Pennsylvania railroad company. The slag plant is the first of a number of new industries which are being planned for location in the bottom lands near the Fort Steuben bridge. About 50 men will be employed at the slag grinding plant. Work on the railroad extension has been started.



Noblestown Railroad Station and Panhandle Hotel.

Courtesy of Fort Vance Historical Society

Hot Shot:

Kathy Redick took this photo of old train cars in Atlasburg covered with a fresh blanket of snow.



Atlasburg-Old Train
Observer-Reporter-December 18, 2013 Edition

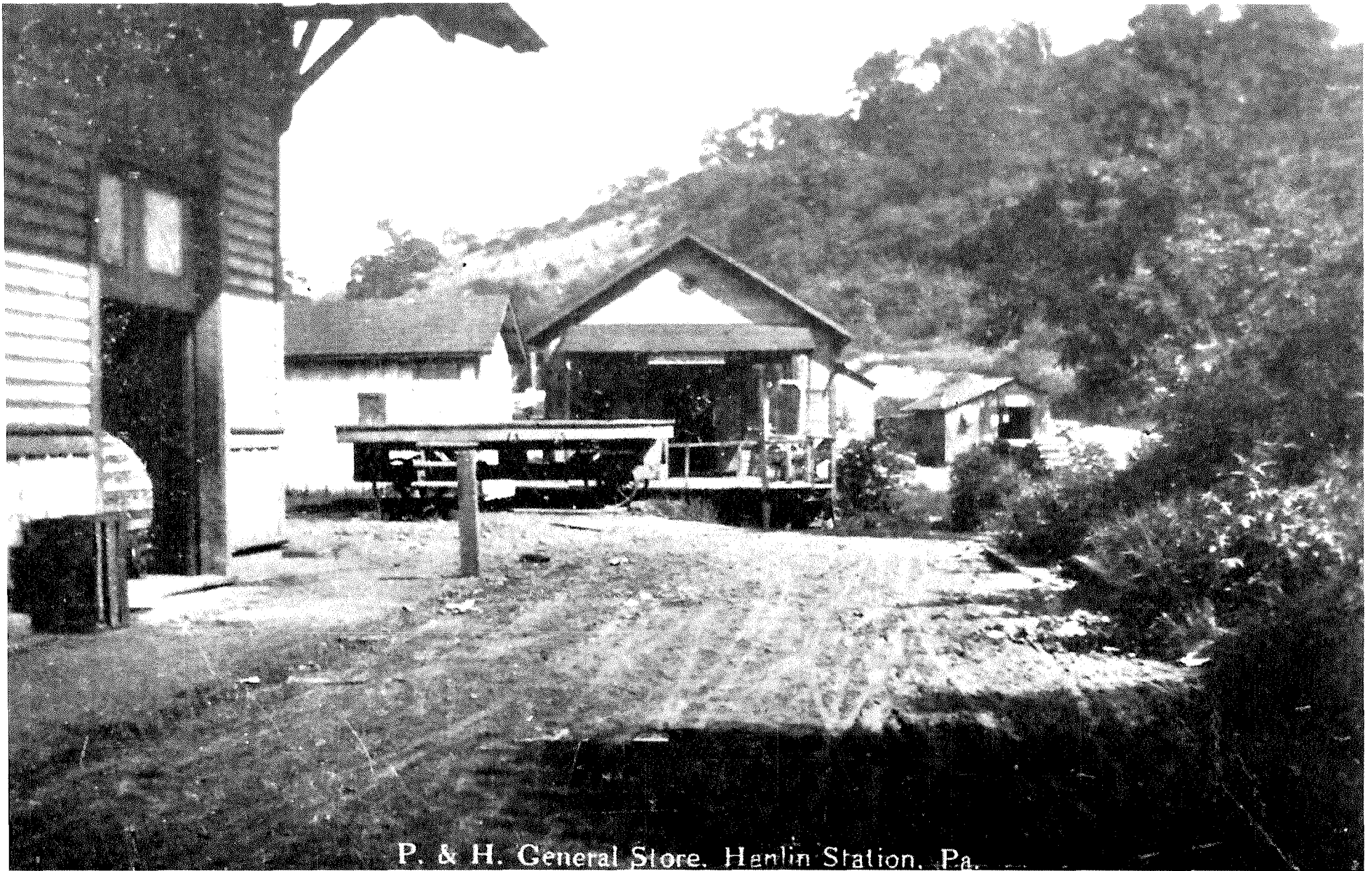
Primrose Couple Dies In Triple Crash With Diesel Freight Train At McDonald Crossing

Louis Orben, 49, of Primrose, and his wife, Helen, 44, met death Saturday morning when their car struck a Pennsylvania Railroad diesel freight train at the McDonald street crossing in McDonald. Mrs. Orben was killed instantly when she drove her car into the path of an eastbound freight train. Her husband was taken to Mercy hospital where he died Sunday at 11 a. m. of injuries suffered in the crash. Another auto driven by Mrs. Joseph Dewey, traveling north on McDonald street, had crossed the tracks in front of the diesel and was clipped in the rear and bounced away. Mrs. Dewey and her daughter-in-law, Mrs. Calvin J. Dewey, both of McDonald, were thrown from the vehicle and

injured. They were taken to Mercy hospital.

The Pennsylvania Railroad began an investigation Monday to determine the cause of the triple crash. The railroad said that the watchman, Carl Boynes, of Noblestown, had been suspended from duty pending outcome of the investigation. Although the watchman was on duty, warning gates at the crossing had not been lowered to stop motor traffic. Boynes denied blame for the tragedy. He said there was no whistle blown, explaining why he had not let down the gates. The train's engineer, M. D. Baker, of Columbus, Ohio, admitted there was no whistle. It was frozen, he said.

**Louis and Helen Orben Die in Triple Crash with Diesel Freight Train
Burgettstown Enterprise-November 29, 1956 Edition**



P. & H. General Store. Hanlin Station. Pa.

P & H General Store and Train Station- About 1900
Hanlin Station, PA

Pennsylvania Trolley Museum marks 60-year milestone

Arrival of streetcars marked the beginning of local exhibit

By BRAD HUNDT
Staff Writer
bhundt@observer-reporter.com

On Feb. 7, 1954, "Oh! My Pa-Pa" from Eddie Fisher was atop the Billboard singles chart and the World War II drama "Hell and High Water" just opened in movie theaters.

Also on that day, a Sunday, some residents between Pittsburgh and Chartiers Township were treated to the sight of three streetcars creeping down the Washington interurban line. Once a common sight, the streetcars stopped and the line was abandoned six months before. But because it was still intact, the streetcars traveled on it to 2,000 feet of track in Chartiers that had been purchased by the Pittsburgh Electric Railway Club.

It was the beginnings of the Pennsylvania Trolley Museum, which now has four buildings and more than 50 streetcars in its collection.

Although Friday is a 60-year milestone for the trolley museum, nine years elapsed before it officially opened, at about the same time as The Meadows racetrack. Those years were filled by the slow process of finding money and building the museum, tasks carried out entirely by trolley enthusiasts laboring for the sheer love of it.

“(THE MUSEUM FOUNDERS) HAD NO FUNDING AND THEY BUILT IT OUT OF THEIR OWN POCKETS. THEY HAD A LOT OF OBSTACLES TO JUMP OVER.”

SCOTT BECKER, EXECUTIVE DIRECTOR OF PENNSYLVANIA TROLLEY MUSEUM

“That was all done by volunteers using tools they brought in their cars,” according to Scott Becker, the museum’s executive director. “Their vision was really incredible. They had the odds stacked against them. They had no funding and they built it out of their own pockets. They had a lot of obstacles to jump over.”

Art Ellis, a 94-year-old Upper St. Clair resident, still remembers that day. An employee of Pittsburgh Railways, he said that “it was cold and there was snow on the ground. We brought the three cars out and spent several hours playing with them on the track, moving them back and forth.”

No official festivities are planned to mark the anniversary, because the museum is closed during the winter. It will reopen in April, for a season that will last through Dec. 14.



PHOTO BY CHARLES DEVGLER, COLLECTION OF MILLER LIBRARY, PENNSYLVANIA TROLLEY MUSEUM



PHOTO BY ARA MESROBIAN, COLLECTION OF MILLER LIBRARY, PENNSYLVANIA TROLLEY MUSEUM

Above, the first three preserved trolleys are shown in this Feb. 7, 1954, photo, as they head to the Pennsylvania Trolley Museum in Arden. The photo was taken along Morganza Road, adjacent to property that would become the Southpointe development. At left, Museum Car 3756 makes its way south along Pike Street in Chartiers Township, pausing at McGovern for this photo with Patsch Auto Bus Co.’s replacement for the trolley. Below, Museum Car 3756 stops at the former County Home station, on track acquired by Pennsylvania Trolley Museum. This shelter building has not survived, but two others still exist.



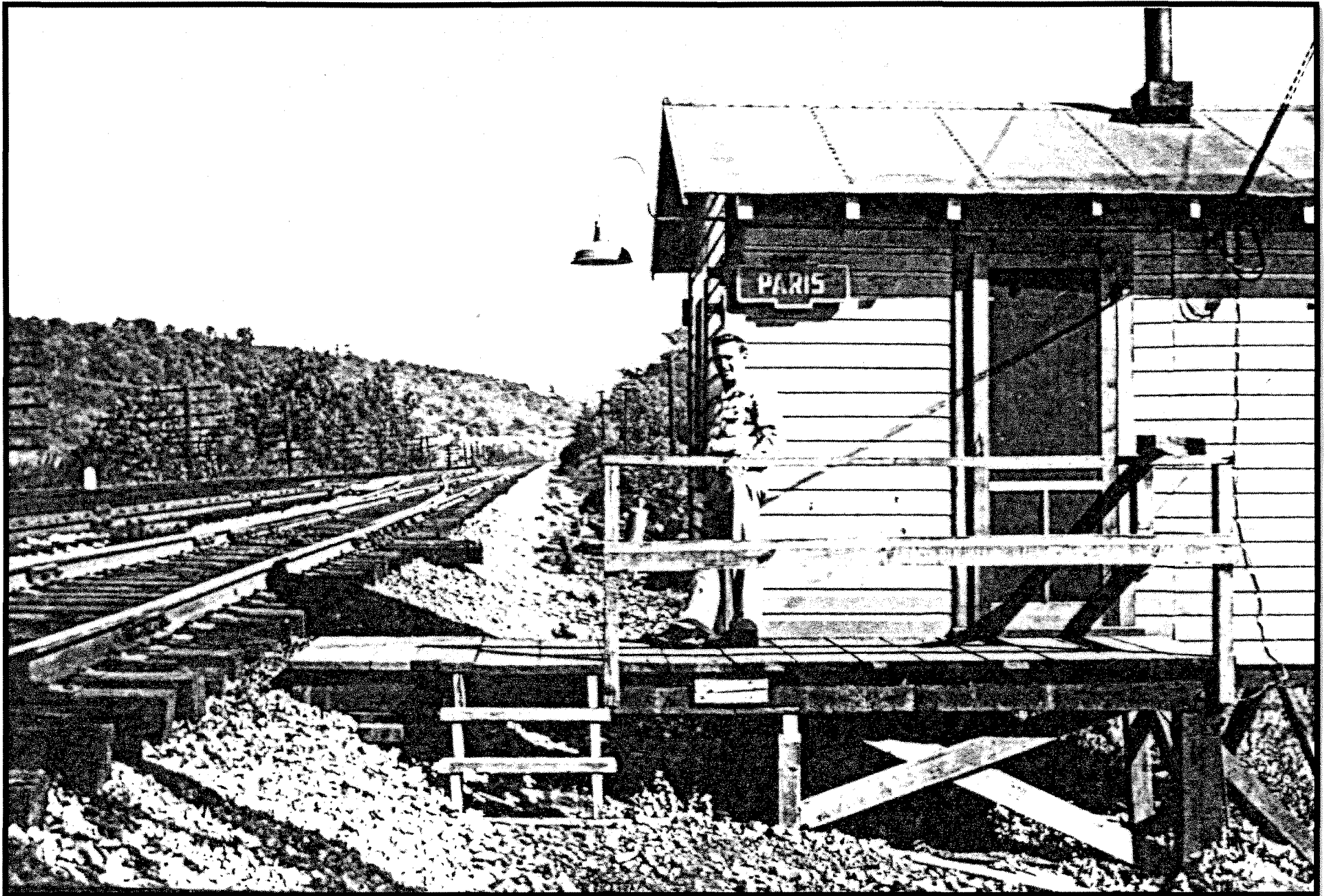
PHOTO BY ARA MESROBIAN, COLLECTION OF MILLER LIBRARY, PENNSYLVANIA TROLLEY MUSEUM

Pennsylvania Trolley
Observer-Reporter-February 7, 2014 Edition

BULGER STATION BURNED

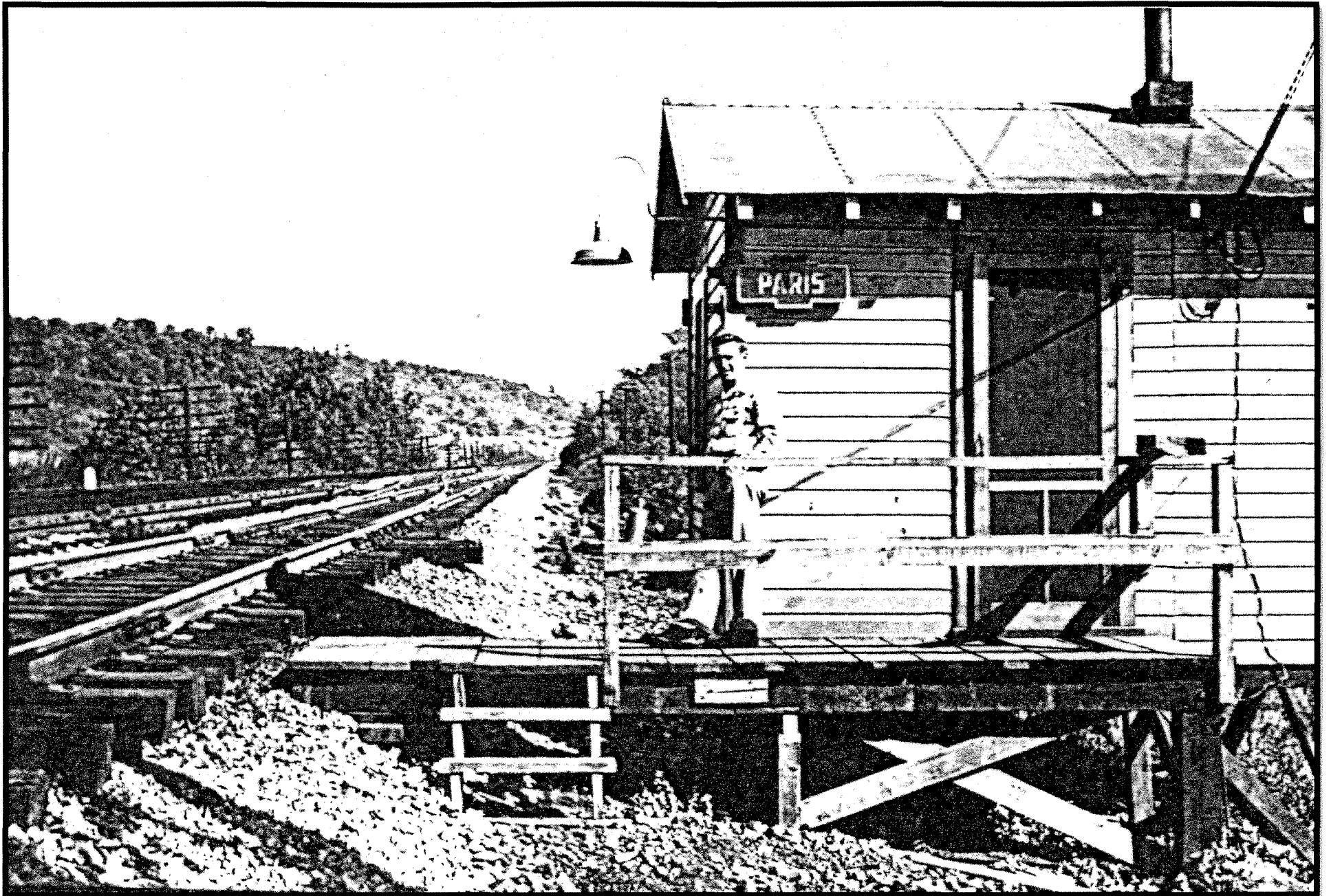
The Panhandle station building at Bulger was destroyed by fire early last Friday evening. The fire started about 4 o'clock from some unknown cause, and as the town has no fire protection, the building was soon destroyed. A large stretch of boardwalk between the station and the tracks was burned, with various consignments of freight which were in or near the building. C. C. Gist, the regular agent, had been doing special work for the company, and the station was in charge of Leonard Cornell, of Bulger, and Mr. Plants, of McDonald. They had just left the building a few minutes before the fire started. Cornell was summoned and he arrived in time to get some of the contents out of the burning building.

**Bulger- Panhandle Train Station Burned
The Burgettstown Call-February 18, 1915 Edition**



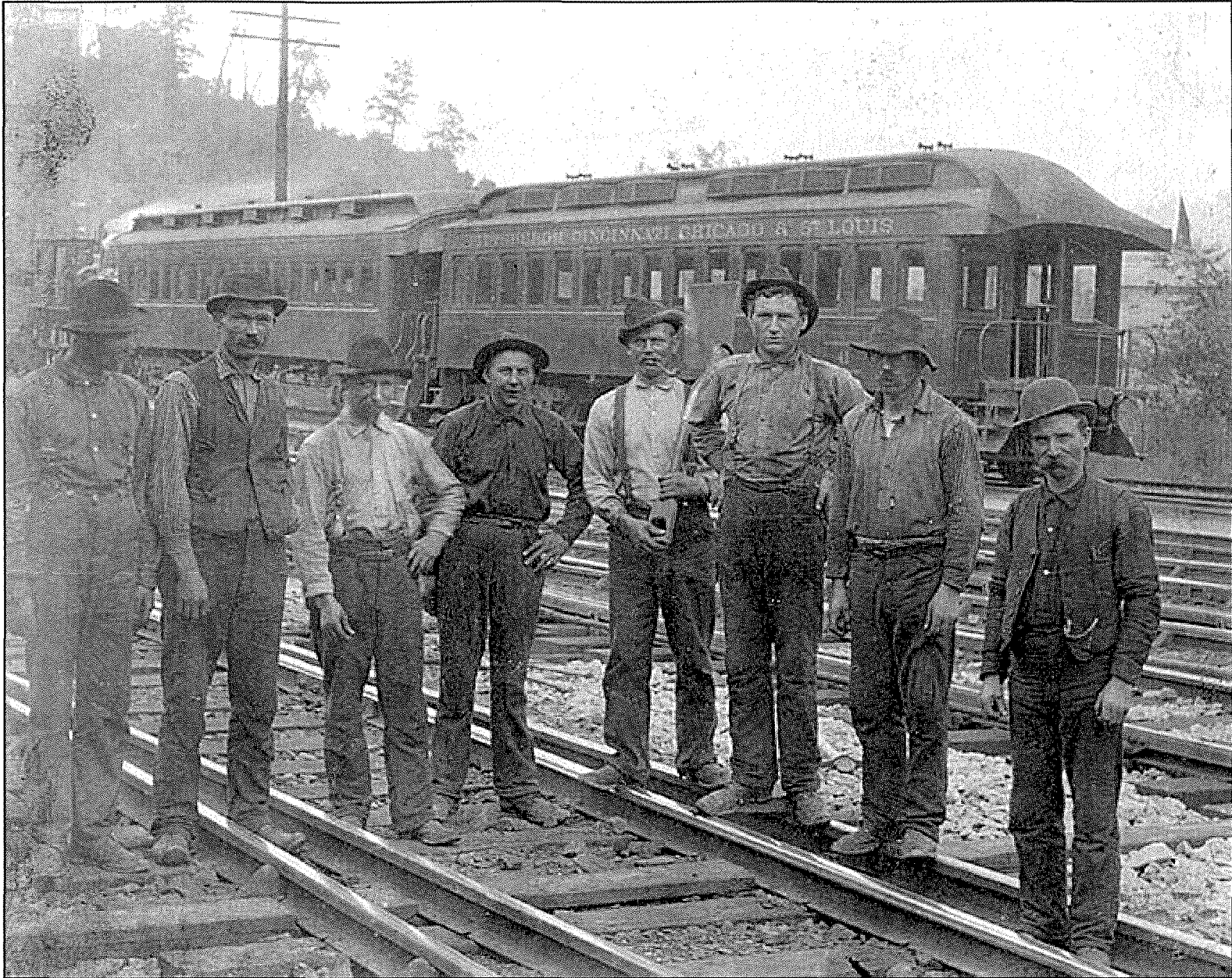
Paris Railroad Station

Courtesy of Fort Vance Historical Society



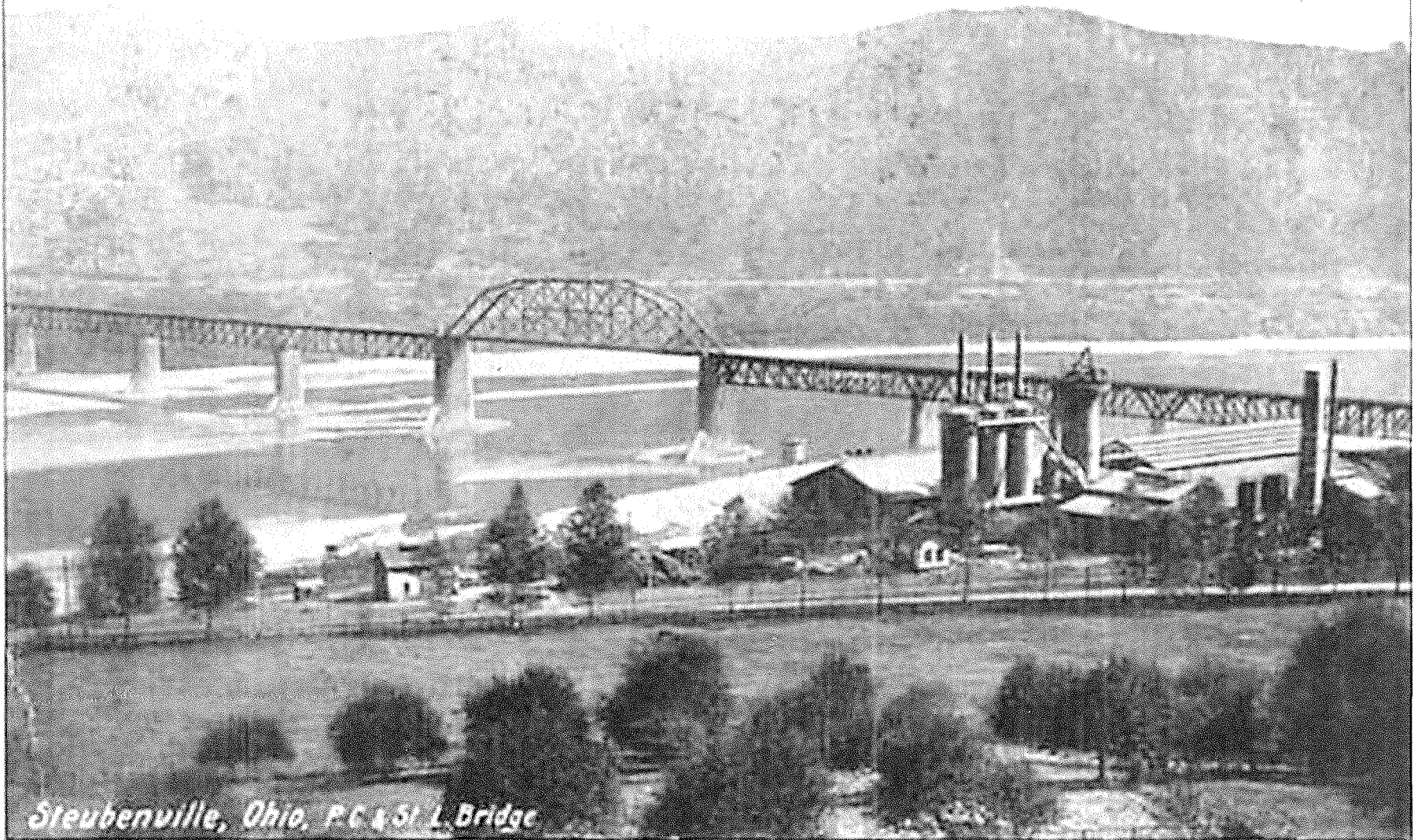
Paris Railroad Station

Courtesy of Fort Vance Historical Society



Pay Car Worker-Colliers, West Virginia

Courtesy of Ft. Vance Historical Society



PC&STL RAILROAD BRIDGE. The Pittsburgh, Cincinnati, and St. Louis Railroad Bridge was completed in 1889 using the same piers as the previous bridge. It was needed to accommodate the heavier locomotives and loads of trains of the day. The main span was an arched simple truss. The Pennsylvania Railroad improved the line in 1909 and replaced the approaches to the bridge. (PLSJOC.)

Ohio River Railroad Bridge-1904

Fort Vance Historical Society

Pennsy To Stop At Main Street

Effective March 1 a change will be made in the location at which the suburban trains of the Pennsylvania Railroad will make stops in Burgettstown. Instead of the Center Avenue Station, trains will now make arrival and departure at the former passenger station on the main line, near the Main Street crossing.

No change will be made in the time of arrival and departure of the two daily trains, which is 6:25 a.m. and 6:54 a.m. and 6:30 and 6:50 p.m. Ralph Farulli of Peppy's Restaurant, has invited passengers to wait in his restaurant for trains.

**Pennsy Railroad to Stop at Main Street
Burgettstown Enterprise-March 2, 1961 Edition**

PENNSY SCHEDULE CHANGE FOR SUMMER

Advent of Daylight Saving Time last Sunday marked the annual spring change of schedule for passenger service of the Pennsylvania Railroad in the Panhandle Division.

Station Agent H. H. Sonnhalter calls attention to the new schedule from Burgettstown to Pittsburgh:

Week days—Eastern Standard time.

Trains leave Center avenue station at 4:20 a. m.; 5:18 a. m.; 6:10 a. m. and 6:42 a. m.

Trains leave Main street station daily at 11:51 a. m.; 3:48 p. m.; 5:50 p. m. and 8:21 p. m.

Trains leave Pittsburgh for Burgettstown e. s. t.

Daily: 5:40 a. m.; and 10:35 p. m.

Week days: 7:10 a. m.; 11:59 a. m.; 2:40 p. m.; 4:15 p. m. and 5:15 p. m.

Sundays: 7:50 a. m. and 4:10 p. m.

**Pennsy Schedule Change for Summer
Burgettstown Enterprise-May 2, 1940 Edition**

PROTEST SCHEDULE!

CHANGE TO SUMMER SCHEDULE BY THE PENNSYLVANIA RAILROAD THIS WEEK, BROUGHT A FLOOD OF PROTESTS FROM PATRONS OF THE PASSENGER SERVICE. IN RESPONSE TO NUMEROUS INQUIRIES AND ENTREATIES FROM OUR READERS, THE BURGETTSTOWN ENTERPRISE PUBLICLY REQUESTS THAT OFFICIALS OF THE PANHANDLE DIVISION GIVE SERIOUS CONSIDERATION TO THE MATTER OF IMPROVING PASSENGER SERVICE TO PITTSBURGH FROM BURGETTSTOWN.

INASMUCH AS THERE IS BUT ONE DAY TIME PASSENGER TRAIN, LEAVING MAIN STREET AT 11:51 A. M. (EARLY MORNING PASSENGERS ALL LEAVING BEFORE 7 A. M.) BURGETTSTOWN COMMUTERS ARE REQUESTING THAT THE PASSENGER TRAIN FROM COLUMBUS, O. TO PITTSBURGH, WHICH GOES THROUGH BURGETTSTOWN AT 9:30 A.M. STOP HERE.

IT IS ARGUED THIS TRAIN COULD STOP AT BURGETTSTOWN FOR A PICK-UP OF PASSENGERS AND DELAY ITS PITTSBURGH ARRIVAL A MERE THREE OR FOUR MINUTES. HOW ABOUT IT PENNSYLVANIA RAILROAD OFFICIALS?

Pennsy To Stop ¹⁹⁶¹ At Main Street

Effective March 1 a change will be made in the location at which the suburban trains of the Pennsylvania Railroad will make stops in Burgettstown. Instead of the Center Avenue Station, trains will now make arrival and departure at the former passenger station on the main line, near the Main Street crossing.

No change will be made in the time of arrival and departure of the two daily trains, which is 6:25 a.m. and 6:54 a.m. and 6:30 and 6:50 p.m. Ralph Farulli of Peppy's Restaurant, has invited passengers to wait in his restaurant for trains.

Pennsy Trailor Truck Argues Right of Way With Loaded Pennsy Freight



Rudy Putkovich, 15, Joffre sophomore at U. H. S., and amateur cameraman snapped this picture of a big Pennsy trailer truck that lost an argument with a loaded coal freight at the Raccoon crossing last Thursday, January 30. Frank Lowther, driver of the trailer that runs between Pittsburgh and Burgettstown freight houses, said his breaks didn't hold. He crashed into the oncoming Pennsy coal freight, but escaped uninjured. The trailer was damaged to the extent of several hundred dollars.

**Pennsy Trailer Truck Argues Right of Way with Loaded Truck
Burgettstown Enterprise-February 6, 1947 Edition**



George Connelly inside of the Burgettstown Block Tower-1950's
Originally used Morse Code as communication between the tower and the train engineer. Manual track switches are located behind his left shoulder. The tower was located near Our Lady of Lourdes Cemetery.



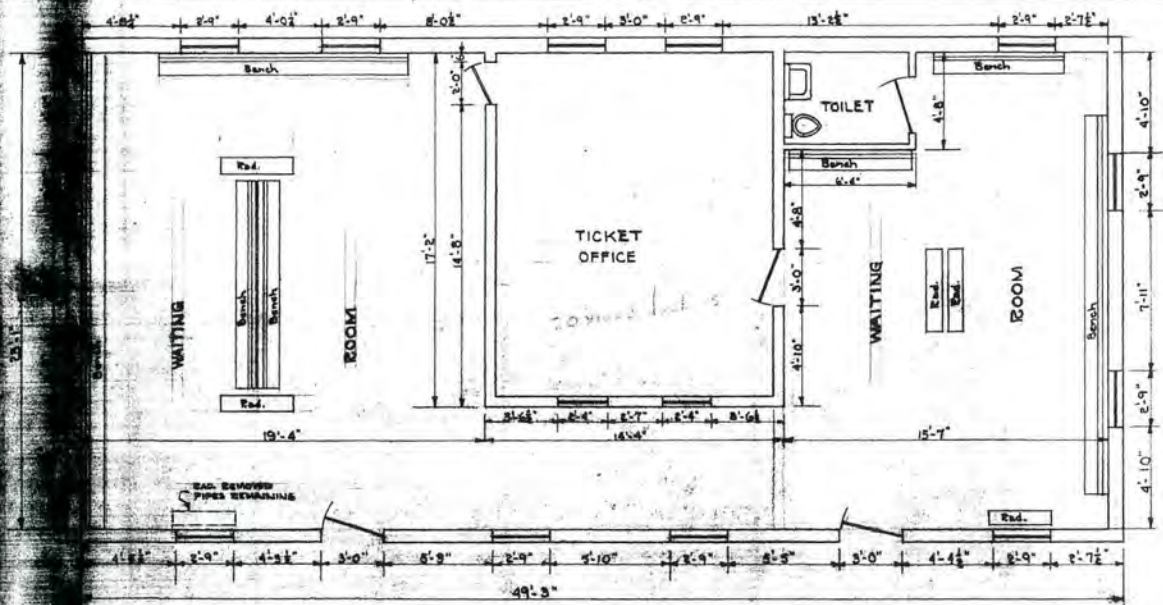
George Connelly retired from Weirton, WV-October 12, 1975

George Connelly
Pennsylvania Railroad Block Operator

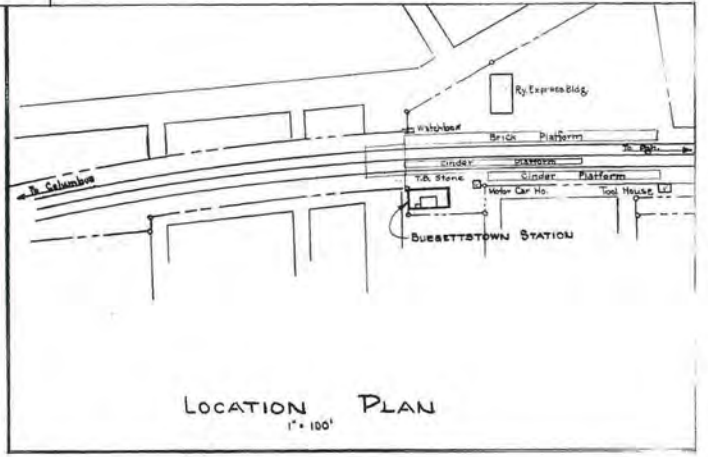
Retired Trainmen Meet At Midway

The Pennsylvania Railroad Retired Trainmen and Enginemen's Club of the Burgettstown area enjoyed a covered dish picnic Thursday, July 23, in Brockman Park, Midway. The afternoon and evening were spent in visiting, singing and reminiscing.

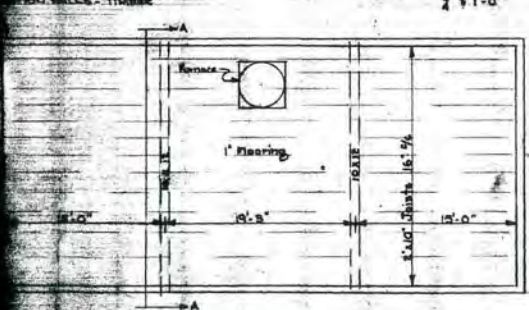
Club members present were Mr. and Mrs. George Williamson, Mr. and Mrs. Howard Brabson, Mr. and Mrs. Garvin Cochran, Mrs. Winifred Sneddon and John Brabson, all of Midway; and Mr. and Mrs. C. R. Wade and Mr. and Mrs. Charles Milne, of Burgettstown. Mr. and Mrs. Milne were welcomed as new members.



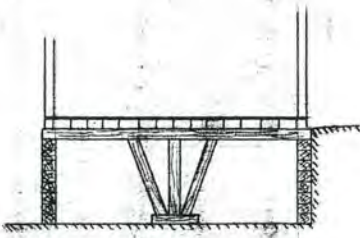
FLOOR PLAN
1" = 1'-0"



LOCATION PLAN
1" = 100'



FLOOR SYSTEM
1" = 1'-0"



SECTION A-A
1" = 1'-0"

THE PENNSYLVANIA RAILROAD
CENTRAL REGION
PANHANDLE DIVISION MAIN LINE
BURGETTSTOWN PA.
PASSENGER STATION
OFFICE OF SUPERVISOR OF STRUCT.
SCALE - SHOWN
PLAN NO. 5112
PITTSBURGH, PA.
SEPT. 20, 1931
FILE NO. 242

33 $\frac{1}{3}$ %
REDUCTION
in Round Trip Fares over
Christmas and
New Year

HOLIDAYS

Going on all trains December
23, 24 and morning of the 25th.
Returning until January 15, inclusive

ADDITIONAL LOW FARES

HOLIDAY WEEK-ENDS

45% REDUCTION for the
Round Trip

From noon Friday until midnight
Saturday

Returning until following Monday
night

Good in Coaches or Pullman Cars

Pennsylvania Railroad

TIME OF TRAINS

Leaving Burgettstown Station. Railroad
time. Schedule in effect Nov. 24, 1901:

EASTBOUND.

5:39 a. m.
7:36 a. m.
7:56 a. m.
11:26 a. m.
2:47 p. m.
4:06 p. m.
5:43 p. m.

SUNDAY.

7:33 a. m.
2:47 p. m.
4:06 p. m.

WESTBOUND.

7:04 a. m.
9:41 a. m.
1:01 p. m.
3:49 p. m.
5:29 p. m.
7:08 p. m.
11:41 p. m.

SUNDAY.

7:04 a. m.
9:16 a. m.
12:52 p. m.

DISTANCE CARD

From BURGETTSTOWN to

Eldersville.....	6 miles
Crosscreek.....	5 "
West Middletown.....	12 "
Independence.....	12 "
Hickory	8 "
Canonsburg.....	18 "
Washington	18 "
Florence.....	4 "
Frankfort Springs.....	10 "
Paris.....	9 "
Bavington.....	4 "
Murdocksville.....	9 "
Candor.....	5 "
Clinton.....	12 "
Imperial.....	12 "

Burgettstown Train Schedule-1901

Fort Vance Historical Society



Burgettstown Train Station



Burgettstown Train-1927

Fort Vance Historical Society



Main Street Business-Burgettstown, PA

Fort Vance Historical Society

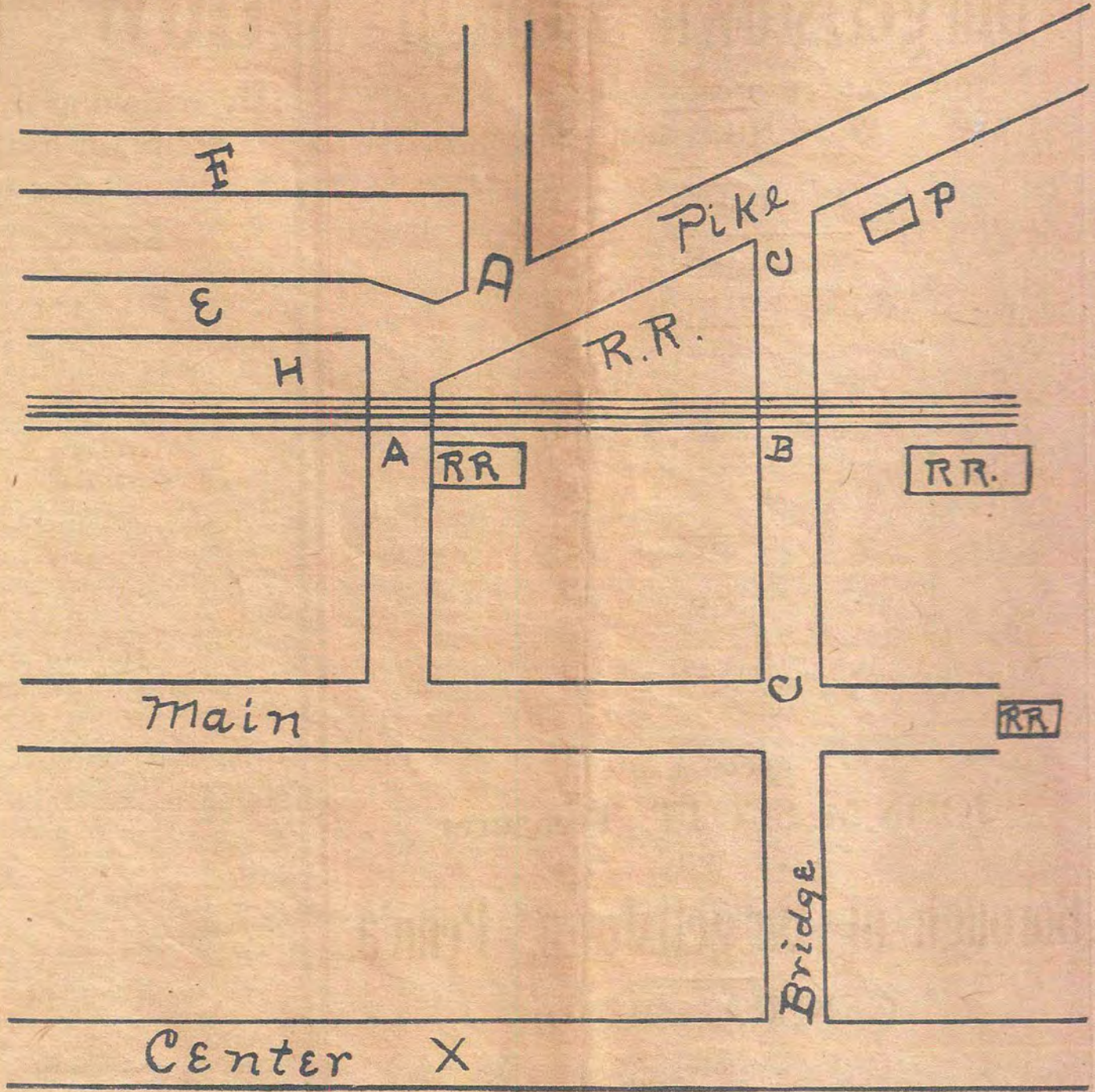



Burgettstown Train Station

Fort Vance Historical Society

NORTH SIDE BURGETTSTOWN, PA.

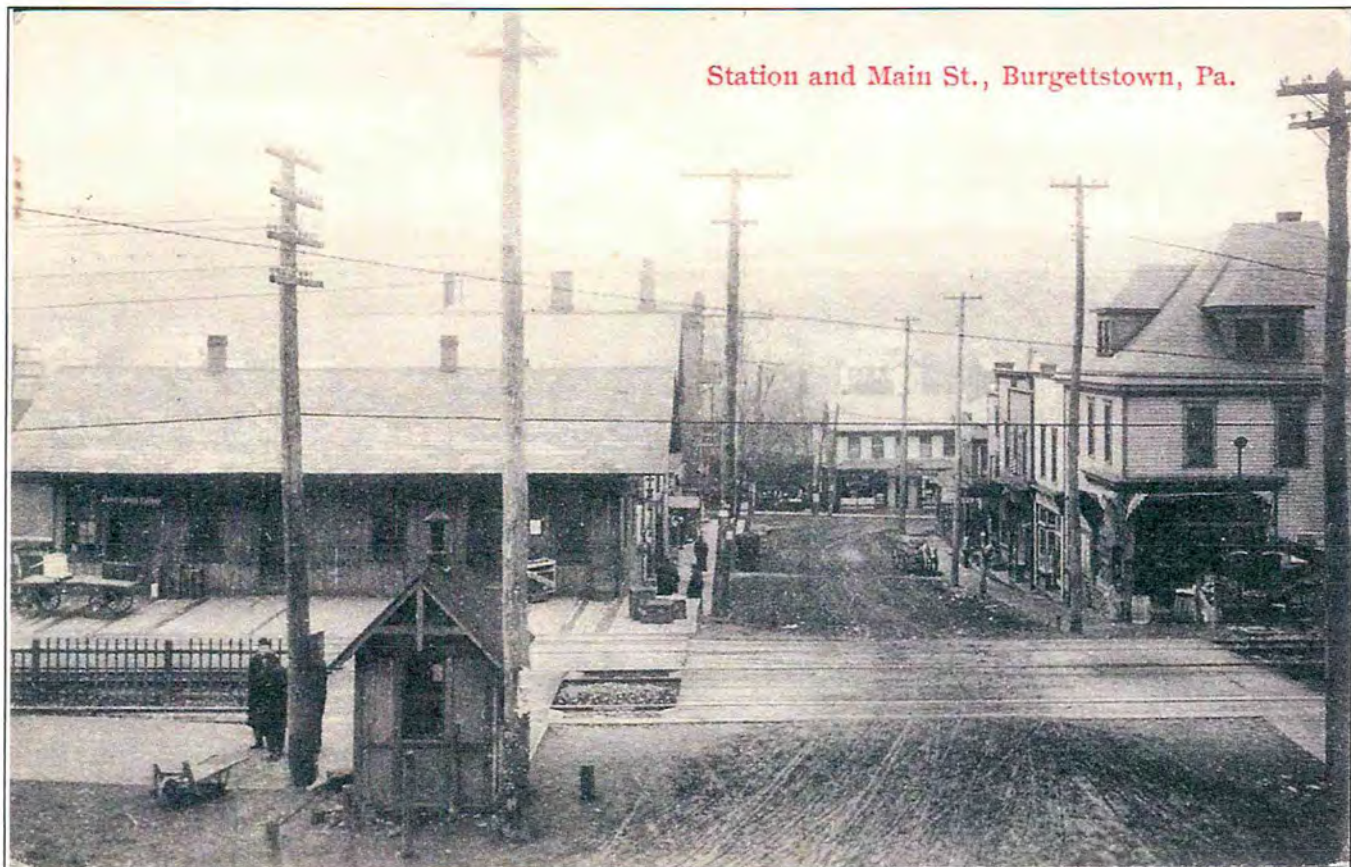
DIAGRAM SHOWING THE PROPOSED STREET IMPROVEMENT.



 Railroad tracks. A. Shows location of proposed Subway for pedestraints. B. Fifty foot Subway for general traffic. CC. Proposed new street, which would be an extension of Bridge street to connect Center avenue with the Florence pike. This not only provides an outlet for a street car line but would afford convenient access to freight and passenger stations. D. Now an alley alongside of Hindman's Harness Shop which it is proposed to widen to a street width. E. Whitaker street. F. Fulton street. H. Herald Office. P. Purdy Livery Stable. RR. Railroad property. X. Center avenue. A petition for paving same with brick now being before Council.

The Burgettstown Herald-March 15, 1911 Edition

Fort Vance Historical Society



Station and Main St., Burgettstown, Pa.



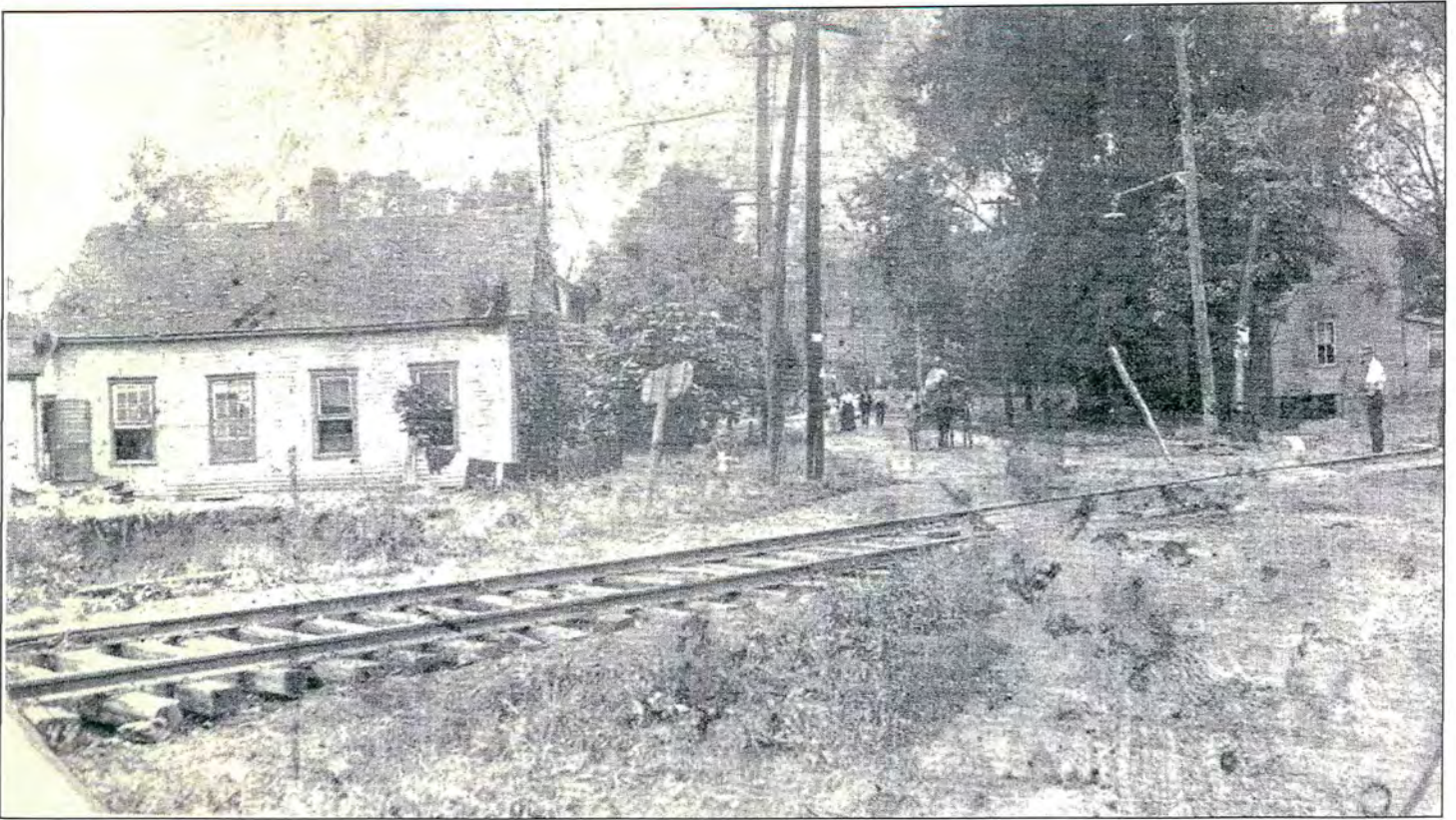
Burgettstown Train Station

Fort Vance Historical Society



Burgettstown railroad buildings

Fort Vance Historical Society

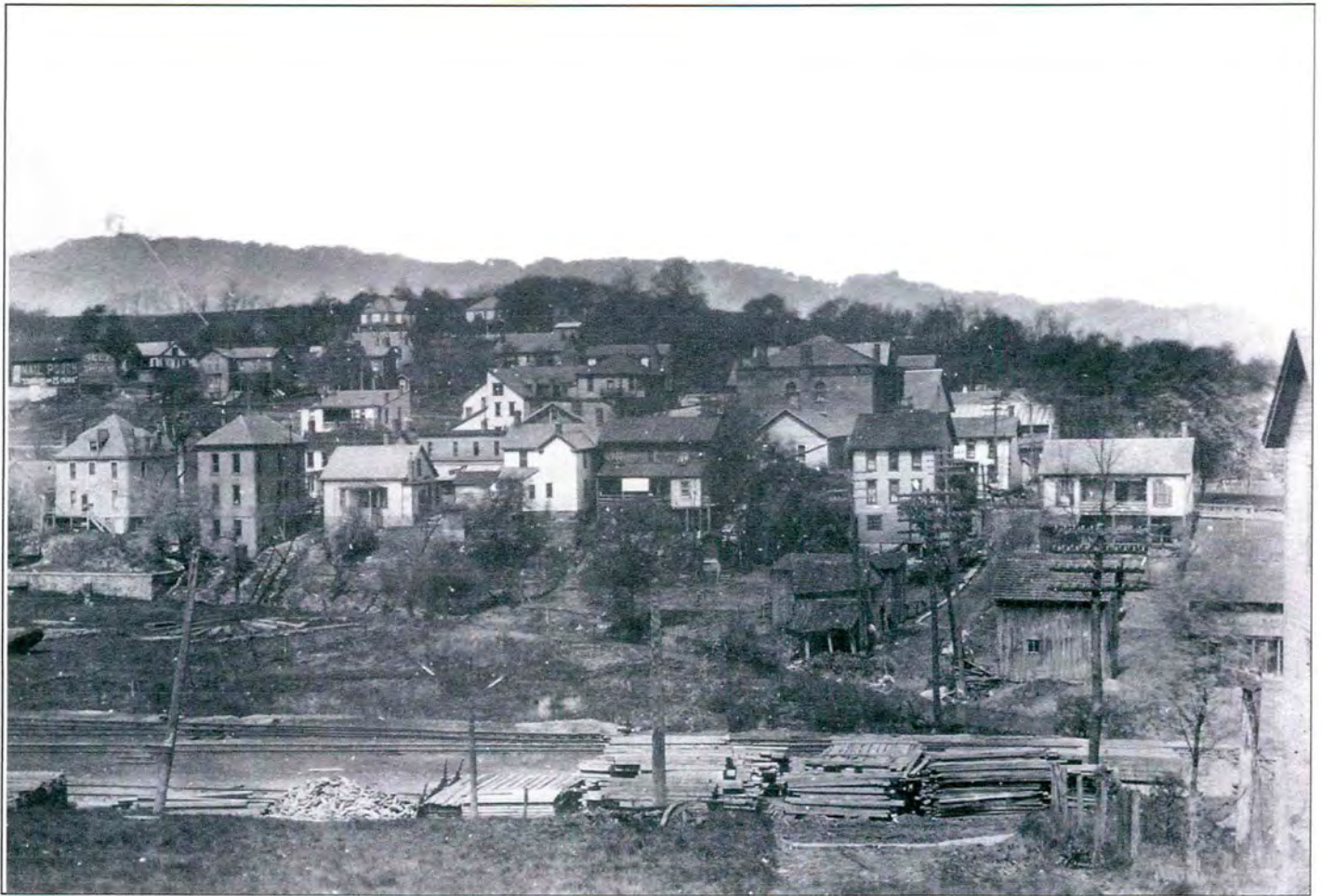


Railroad Crossing, old Burgettstown Methodist Church near Family Dollar



School students, Railroad Crossing Guard house in the background

Fort Vance Historical Society

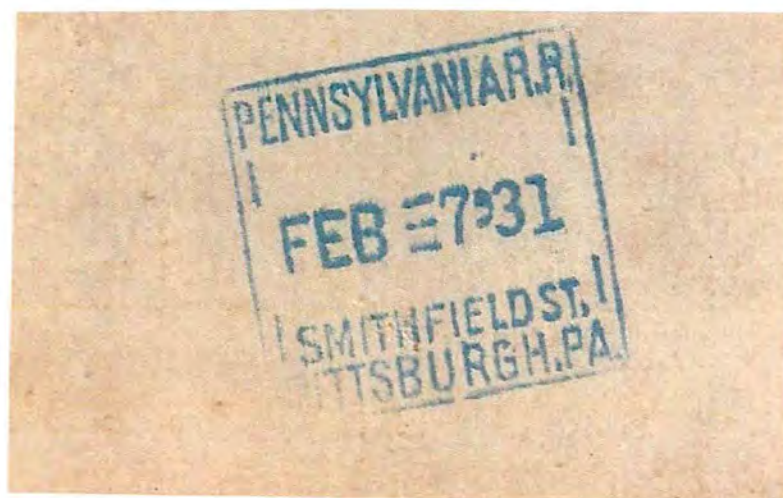
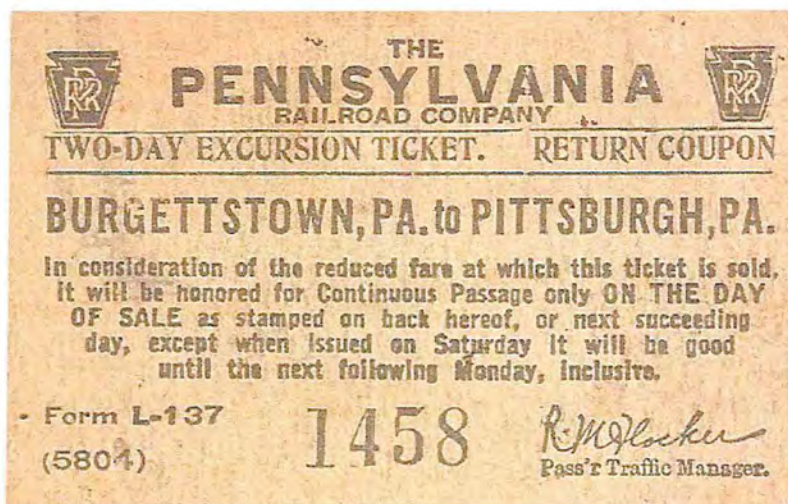


View of Railroad Yard-1909



1973-Railroad yard shortly before new by-pass construction

Fort Vance Historical Society



Burgettstown Railroad ticket canceled February 7, 1931

Fort Vance Historical Society



**Passenger Station
Center Avenue, Burgettstown**



1950 Flood, view from Main Street to Center Avenue
Fort Vance Historical Society



Railroad Crossing in front of Super Dollar, Burgettstown



Burgettstown, PA

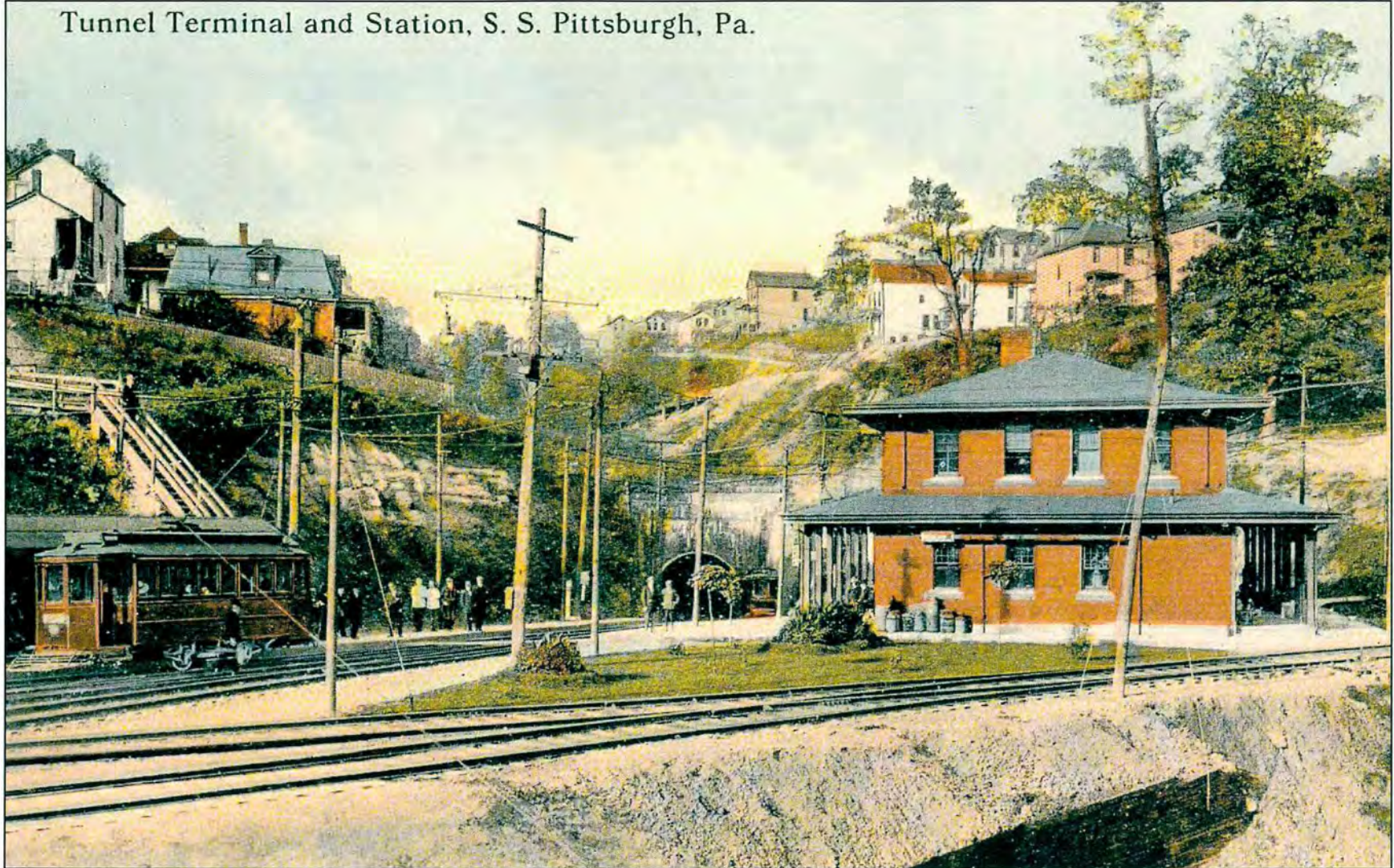
Fort Vance Historical Society



**Last Mail Pick-up, August 1951
Taucher and Hitchcock**

Fort Vance Historical Society

Tunnel Terminal and Station, S. S. Pittsburgh, Pa.



Tunnel Terminal and Station, South Side, Pittsburgh, PA-1912

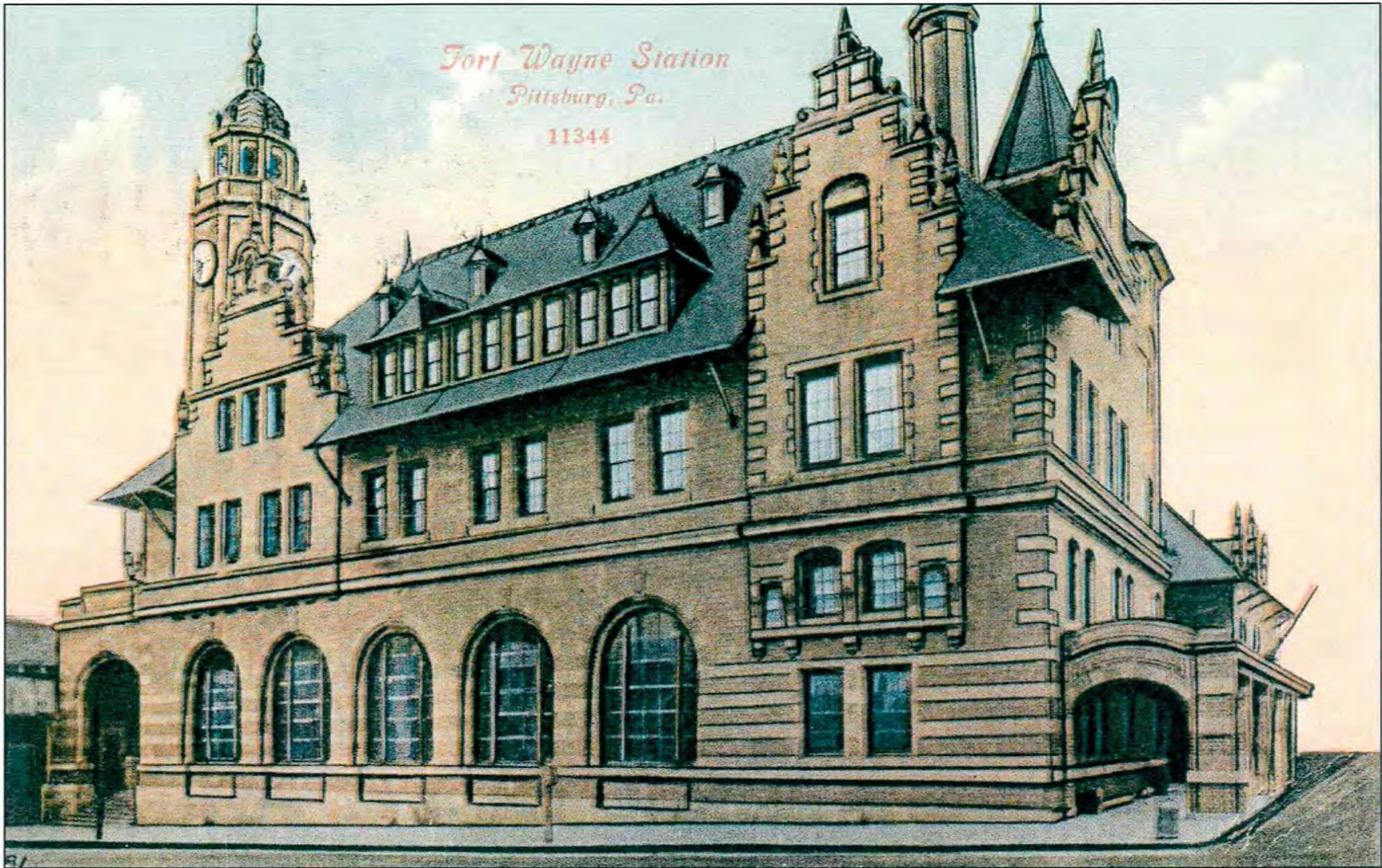
Courtesy of Fort Vance Historical Society

Fourth Avenue Station, Pittsburgh, Pa.



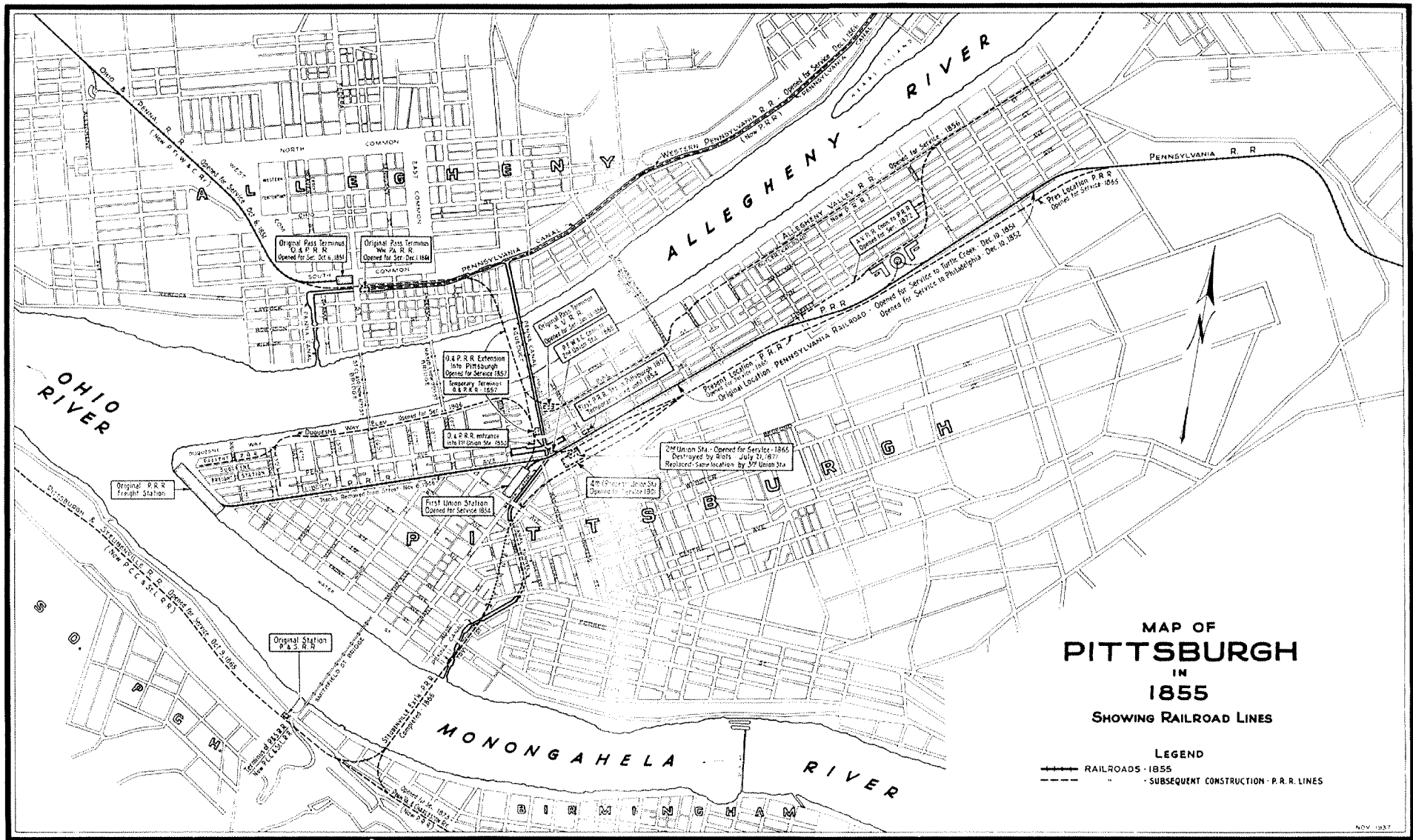
Fourth Avenue Station, Pittsburgh, PA-1913

Courtesy of Fort Vance Historical Society



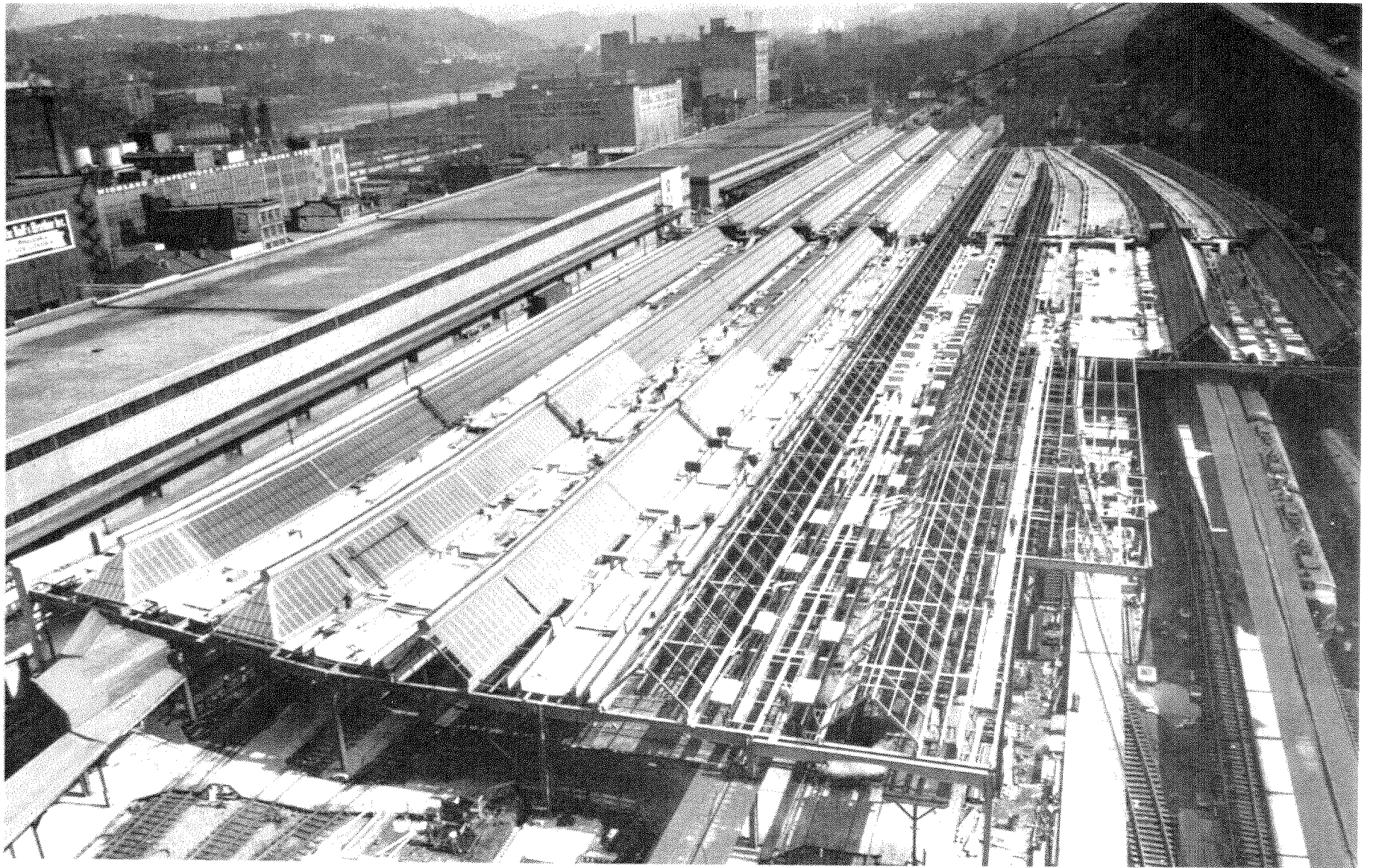
Fort Wayne Station, Pittsburgh, Pa.-1911

Courtesy of Fort Vance Historical Society



Map of Pittsburgh in 1855-Showing Railroad Lines

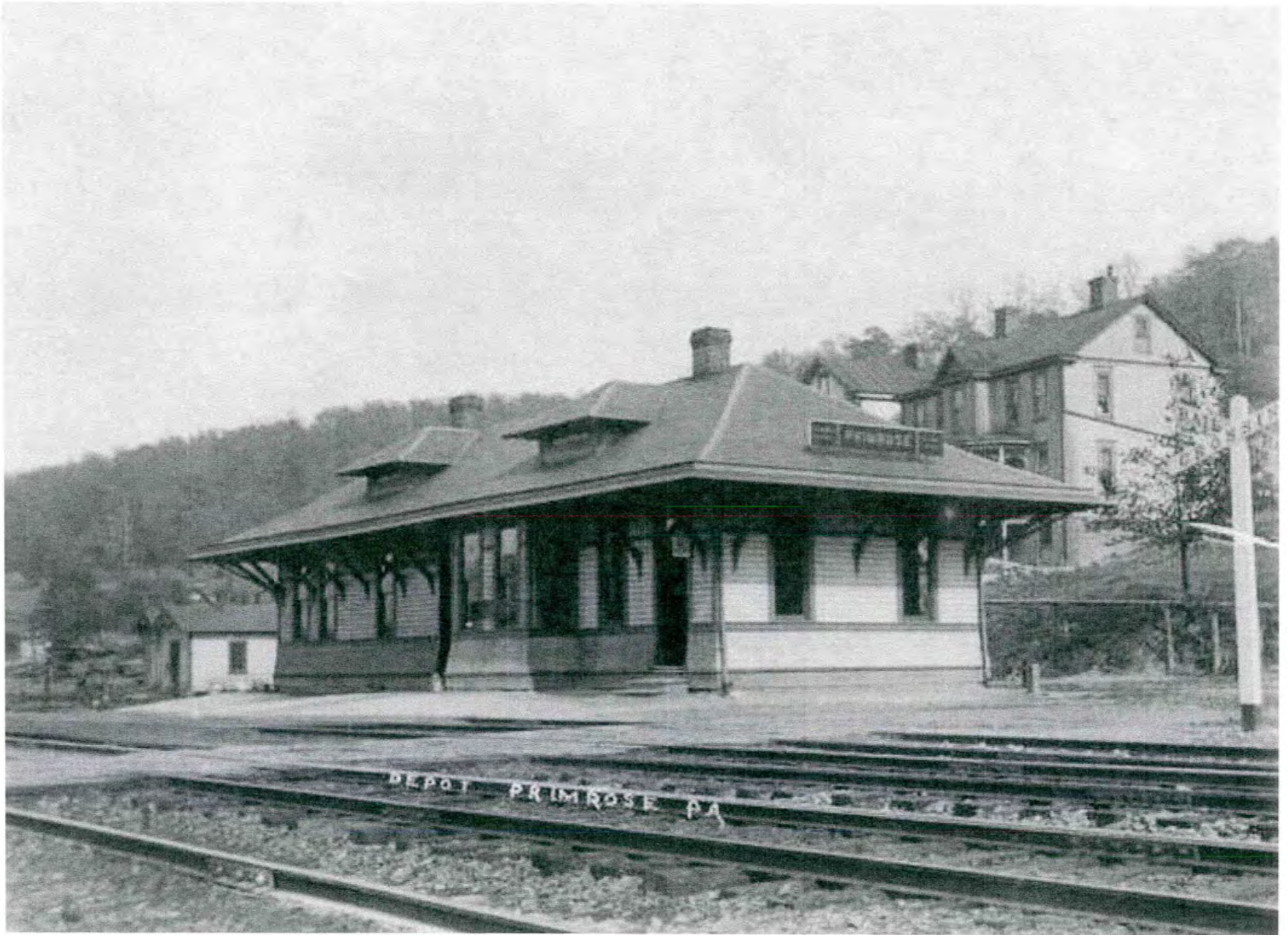
Courtesy of Fort Vance Historical Society



In a view from the Pittsburgh station's 12-story head building, the new steel-and-glass shed takes shape over the tracks. The long building at left is PRR's new freight house, part of the improvement project. PRR photo

Pennsylvania Railroad new Freight House-Pittsburgh, PA

Courtesy of Fort Vance Historical Society



Primrose Depot
Primrose, PA

**State Reports of Accidents for All
Carriers Shows Increase in
First Half of Year**

One passenger was killed in steam railroad accidents in Pennsylvania in the first six months of 1935, according to the division of accidents of the Public Service Commission. In addition, 25 employes, 109 trespassers and 27 travelers over grade crossings or a total of 162 persons were killed in this period as compared.

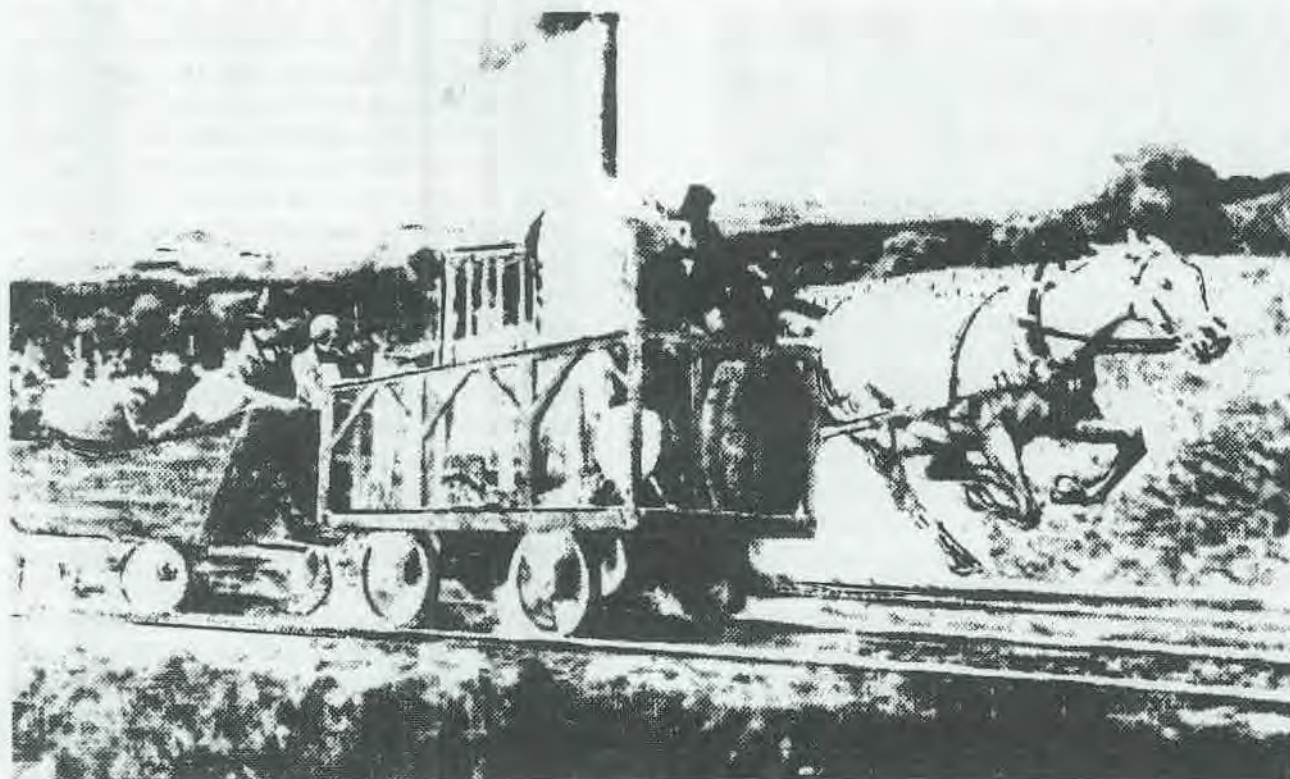
During the first six months of 1935, 64 passengers, 479 employes, 94 trespassers, 147 travelers over grade crossing and 43 others, a total of 827 persons, were injured in railroad accidents.

Bus and truck operation by motor vehicle operators holding a certificate of public convenience from the Commission permitting the operation of these vehicles as common carriers in Pennsylvania, resulted in 598 personal injury accidents in which 20 persons were killed and 790 injured during the first half of 1935.

Thirteen employes, 1,038 passengers, eight trespassers and 603 others were injured during the period.

The number of accidents increased from 1,117 in the first half of 1934 to 1,270 during the similar period of 1935, an increase of 17 per cent. A majority of the injuries to street railway passengers were comparatively trivial in their nature and due to falling in or while boarding or leaving trolley cars.

Railroads Push Westward



Horse-drawn coach races early steam locomotive

It is yet another of those interesting footnotes to local history that some of the earliest efforts of the Baltimore and Ohio Railroad to build a line through Pennsylvania were carried out in Washington County. In addition, one of the most commanding figures in the early history of American railroading was a civil engineer from Centerville named Jonathan Knight, who served for 12 years as the first chief engineer of the B&O. The Pennsylvania Legislature, by an act passed on February 27, 1828, authorized the company to begin construction of a railroad in the commonwealth. Within two years the headlong rush for railroad construction was on in earnest, and the age of machine transportation was under way in the United States. Roads on rails were nothing new — in 16th century Europe, horse-drawn coaches were pulled along rails because ordinary roads were so poorly designed and maintained. So it was not surprising that the B&O, the first common carrier of record in the United States, first planned to build a road consisting of tracks over which coaches would be

drawn by horses!

The B&O had been organized in 1827 by bankers and merchants who had very little know-how in the business of railroad construction. Of course, the whole industry was in its infancy, and the B&O, like other early companies, sent its engineers abroad to find out how the English were doing things. The only school of engineering in existence in the United States at the time was the United States Military Academy at West Point. The B&O builders assumed that the base for a good railroad bed would probably be the same as that for a well-constructed highway like the National Road. Thus it was natural that they should turn to Jonathan Knight, the prominent civil engineer who had worked on that project. Knight was well known in Washington County; he had also surveyed and laid out the plat for Beallsville in 1821. In November, 1828, the President of the B&O sent Knight and two others to England to study railroad construction.

Early B&O plans called for a line to be built from Baltimore to the Ohio River, with



Last train leaves City

Wheeling as the western terminus. It was to make use of coaches drawn on rails by horses. Relay stations for changing teams were to be established every six miles. The project would thus require at least 64 stations along the proposed 379 miles of track. And of course extra horses would be needed at relay stations in the mountains. This plan of operation obviously had a number of very practical drawbacks.

Fortunately for the B&O, English and American inventors were at that very moment busily experimenting with steam-driven locomotives. The record of success for the contraptions was somewhat checkered, but they looked a lot more promising than the clumsy system devised for horse-drawn trains. At this critical moment Peter Cooper, the inventive genius from New York, entered the picture. In August, 1830, his diminutive locomotive "Tom Thumb" ran successfully on the B&O's tracks from Baltimore to Ellicott's Mills, Maryland. It lost a race with a stagecoach driver (who might well have been Lucius Stockton himself) because a fan belt slipped from a pulley and the stagecoach reached the goal line before Cooper's little engine could get up another good head of steam. Nevertheless it was clear that the steam locomotive was the

answer for the source of power needed by the B&O to get its railroad line into operation.

Unfortunately, all this delay in locomotive experimentation proved costly to the B&O and eventually caused it to lose its original charter to operate in Pennsylvania. The 1828 charter called for construction to be completed within 15 years. With the enormous problems involved in pioneer railroad construction this was all-too-brief a period. Along with trying to resolve the power problem, engineers had to explore possible routes, another time-consuming project which required seven to eight years. In Washington County the route called for tracks to cross the Monongahela at Brownsville, follow Ten Mile Creek to its head, and then proceed along Wheeling Creek to the Ohio River at Wheeling. A branch would cut off at the Monongahela crossing and go to Pittsburgh. After the route had been determined, the next step was to contact several hundred landowners and acquire the right-of-way. These preliminaries took so long that the B&O applied for a four-year extension to its original charter. The request was granted by the legislature and the B&O then had until February 27, 1847, to complete its project. However, by 1844 the road had not even entered Pennsylvania; it had been constructed only as far as Cumberland, Maryland. A second extension was clearly necessary. This time there was considerable opposition to the B&O in both Allegheny and Washington Counties.

In Allegheny County there was by now a great deal of interest in the Pennsylvania Railroad which was just getting under way. This Philadelphia-based company, organized in 1846, planned to make Pittsburgh, instead of Wheeling, its western terminus. Pittsburgh businessmen were naturally more interested in the Pennsylvania operation. In Washington County the opposition to a B&O charter extension came from a different source. Since the opening of the National Road in 1818, large segments of the county's population owed their livelihood to jobs which were related to the operation of the Road. Tavern keepers, tollhouse operators, stage drivers, drovers, carriage makers, and others by the hundreds who made their living on the Road held protest meetings and let their representatives in the legislature know they felt. The B&O charter extension was denied; Pittsburgh won the Pennsylvania Railroad terminus. Washington County pro-

testers achieved a brief reprieve for the National Road. However, the iron horse continued its inexorable march westward. A Pennsylvania Railroad train chugged into Pittsburgh in May, 1852. The B&O, after rerouting its line from Cumberland to Wheeling through Virginia as a result of the failure to get an extension to its Pennsylvania charter, ran its first train into Wheeling only six weeks after the Pennsylvania reached Pittsburgh. Washington County was thus not only bereft of its cherished National Road, on which traffic came to a standstill almost immediately — but also it was minus an important railroad link across the Alleghenies to the east.

During this same period, several railroad lines were chartered in Washington County. They were short lines, designed to cover distances between communities no further apart than Pittsburgh and Washington or Waynesburg and Washington. Most failed before construction ever started. One, known as the Hempfield Railroad, was

chartered in 1850 and organized in 1851. It was to build a line from Greensburg to Washington by way of West Newton and continue to Wheeling. Its first president was T.M.T. McKennan and its directors included C.M. Reed, A.W. Acheson, and William McKennan. Jonathan Knight was retained to help select the most desirable route. The Wheeling to Washington segment of the road was completed and ready for operation by the spring of 1857 at a cost of \$1,434,000. Unhappily, work on the Washington-Greensburg leg had to be suspended in 1854 because of lack of money. The road was mortgaged in 1855; in 1861 foreclosure proceedings were begun and the road was placed in the charge of trustees. In 1871 the Supreme Court of Pennsylvania authorized the sale of the Hempfield Railroad. It was bought by John King, Jr., vice-president of the B&O Railroad, for \$131,000. Thus it was that more than 40 years after it began operations the B&O finally acquired a line in Washington County.

Queer Idea Prevails On Crossing Topics

Unconfirmed Rumor to Effect That
Old Railroad Crossing Will
Not be Eliminated

Further activities of highway engineers in the vicinity the past week has led to a great deal of conjecture on the part of citizens, and various rumors which have been keeping the town more or less agog on the topic of expected changes in highway routes and the elimination of the North Main street railroad crossing.

It is very unlikely any person has any definite information on the subject of the elimination of this crossing. Old residents state that every year for the past 20 years or more surveys have been regularly made, and each year there has been talk of tunneling under the railroad to eliminate the grade crossing. So far the talk never got beyond the stage of discussing the presence of engineers and their travels about town measuring and setting up marks.

At the present time there are some peculiar slants to some of the ideas back of the talk. One rumor is to the effect that highway route number 18 is to be carried down Main street extension to a point near the Linn Brothers lumber yard, and a tunnel constructed under the railroad there, the road to strike the regular route of 18 at the borough line on the Florence road.

Included in the rumor mentioned is the idea that the crossing on North Main street is not to be eliminated; but that the present street arrangement is to be maintained for the benefit of town vehicular and pedestrian traffic, the tunnel to be used by through traffic.

Just what benefit such an idea would be to the town appears uncertain. If an additional route is required it might as well be by way of Midway, where a tunnel under the railroad already is provided. But, if the North Main street crossing is fenced or otherwise closed there is apt to be strife from business interests located on the north side of the tracks and the large population residing in that part of town.

There is much involved in the question of eliminating the crossing that it would appear very unlikely anything at all will be done, unless route 18 is made to pass under the tracks at the present crossing, with a cut of some 18 or 20 feet below present street levels. This would mean heavy property damage to stores and other property in the vicinity.

If it becomes evident that changes are to be made it is a foregone conclusion there will be violent opposition on the part of citizens to almost any plan that is advanced. The town was laid out on the assumption that the population probably never would exceed 200 or 300, and the possibility of such contraptions as automobiles never entered the heads of the good old brothers who saw no special harm in a few grade crossings as long as the cows could be kept away from them.

Queer Idea Prevails on Crossing Topics
Burgettstown Enterprise-May 1, 1935 Edition

New Agent Appointed.

R. E. Albright of Pittsburgh has been appointed local agent of the Pennsylvania railroad here, succeeding the late W. A. Reed. Mr. Albright formerly filled similar positions with the company at Beaver Falls and Rochester, N. Y. He has been in the employ of the P. R. R. the past 23 years.

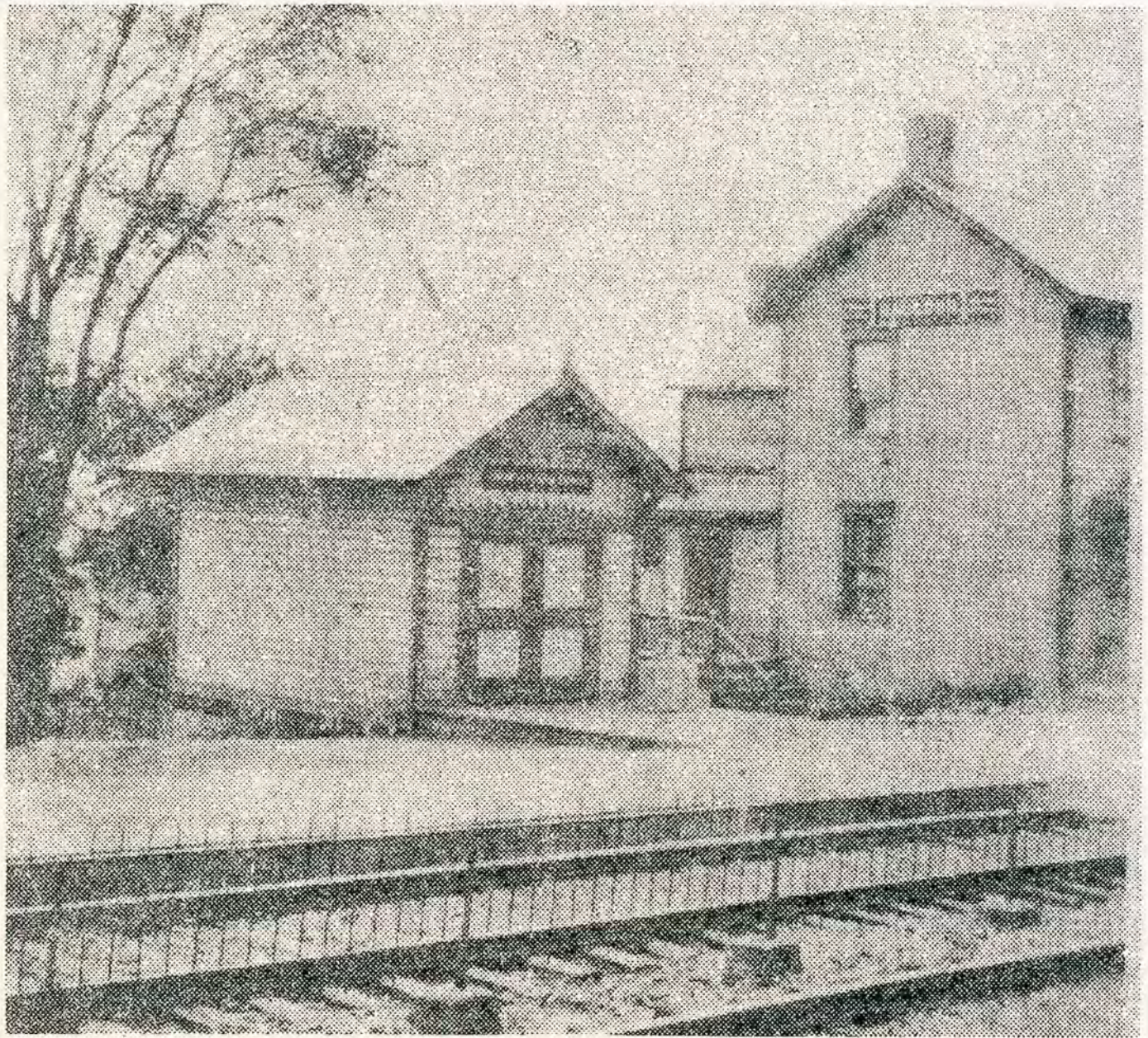
**R. E. Albright-New Agent for Pennsylvania Railroad
Burgettstown Enterprise-February 6, 1935 Edition**



Raccoon (Joffre) Railroad Tunnel and Passenger Entrance -Built 1905

Near the entrance to the tunnel, stone steps lead the passengers to the smaller tunnel. This was made for the safety of the passengers. They would walk thru the passenger entrance and turn right to another set of steps. This would insure the passengers arrived safely between the railroad tracks.

Courtesy of Fort Vance Historical Society



Old Raccoon Railroad Station

The old railroad station at Joffre was a familiar site for the town's residents many years ago. At the time, the station and the town were referred to by the railroad company as Raccoon.

Old Raccoon Railroad Station
Burgettstown Enterprise-June 8, 1988 Edition

Courtesy of Fort Vance Historical Society



Raccoon Railroad Tunnel

Now known as Joffre, PA.

Courtesy of Fort Vance Historical Society



Raccoon Railroad Tunnel Keystone-1905

Now known as Joffre, PA.

Courtesy of Fort Vance Historical Society

Railroad Accident

Burgettstown, PA

**N. R. Holland and Robert Ralph Holland
December 27, 1944**

Father and Son Killed Instantly At Main St. Crossing

Death took no holiday in Burgettstown over the Christmas week end and on Monday about 11 o'clock occurred one of the worst crossing accidents to hit this Community in years.

In full view of the station platform containing many persons waiting for the morning east bound train, a father and son, N. R. Holland, 59, and Robert Ralph Holland, 23, were instantly killed when the automobile which they attempted to drive over the tracks at Main Street was literally crushed by impact with a west bound passenger train.

Adrian Bonnet, relief flagman on duty at the crossing was blowing his whistle and waving the flag when the Hollands pulled up to the tracks, where witnesses stated they had partially stopped and then started again and at that instant they crashed into the on-coming train.

The car was hit squarely in the middle and both men were thrown, one body dragging for a distance of 75 feet and the other was hurled diagonally about 25 feet. The father's head was crushed and the son's neck was broken, J. R. Lee, deputy coroner, who took charge of the bodies reported.

The family is well known in this district, having lived here for 20 years. Recently they had moved to the house at the fair grounds. They were employed at cutting and delivering pit posts to district mines.

Funeral services will be held at the Christian church, Shady avenue, Thursday, December 30 at 3 o'clock. Burial will be at Mt. Prospect cemetery.

Surviving are the wife and mother, Mrs. Viola Mae Dyer Holland and the following sons and daughters of N. R. Holland: Herman, Mrs. Bert Reed, Truman and Rex Holland of Burgettstown, Mrs. Guy McDonald of Langeloth, Mrs. Paul Douglas of Donora, and Fred Holland of Slovan, 7 grandchildren and one brother in Lafayette, Tenn.

—v—

N. R. HOLLAND

N. R. Holland of Burgettstown, who was killed at the Main street railroad crossing on Monday morning, December 27, was born in Poplar Bluff, Mo., on March 10, 1884. While a small boy he moved to Tennessee where he remained until 1923 and then came to Burgettstown where he was employed by the American Zinc and Chemical Company until 1933 when he engaged in the timber and trucking business. He was a member of the Baptist church of New Liberty, Gamaliel, Ky.

He is survived by his wife; four sons, Herman, Truman, and Rex of Burgettstown; and Fred of Slovan; three daughters, Mrs. G. S. McDonald of Langeloth; Mrs. Burton Reed, of Burgettstown; Mrs. Paul E. Douglas of Donora; seven grandchildren; and one brother, L. W. Holland of Lafayette, Tenn.

Funeral services were held from the Christian church of Burgettstown on Thursday, December 30, at 3 p. m. Interment was in Mt. Prospect Cemetery of Hickory.

—v—

N. R. Holland
March 10, 1884-December 27, 1944

ROBERT RALPH HOLLAND

Robert Ralph Holland, who was instantly killed with his father in the accident at the railroad crossing on Monday, December 27, was born in Red Boilings Springs, Tenn., on July 3, 1920. At the age of 3 he came to Pennsylvania. He graduated from Langeloth grade school and attended Union High for a short time. He worked with his father.

He is survived by his mother, four brothers, three sisters, three nephews, and four nieces.

Funeral services were held from the Christian Church on Thursday, and interment was in Mt. Prospect cemetery.

Robert Ralph Holland
July 3, 1920-December 27, 1944

**SUITS ENTERED
FOR \$80,000 IN
CROSSING DEATHS**

Four suits to recover damages aggregating \$80,000 for the death of Robert and Roscoe N. Holland, killed when their automobile was struck by a train at Main Street crossing, here have been filed against the Pennsylvania Railroad Company. All four suits were filed by Viola M. Holland.

As the widow of Roscoe N. Holland, 59, she asks for \$20,000 and as administratrix of his estate she seeks \$15,000. As the surviving parent of Robert Holland, 23, she brought suit to recover \$20,000 and as administratrix of his estate she seeks \$25,000.

The accident occurred December 27, 1943 at the Penna. Station crossing. The statement of claim sets forth that as the automobile driven by Robert Holland, with Roscoe Holland, his father, as a passenger, was crossing the tracks at this point it was struck by a train. Both occupants were killed.

It is alleged that obstructions on the station platform near the track obstructed the view of the approaching train. It is also charged that the defendant company failed to give any warning of the approaching train.

IN THE MAIL BOX

Florence, Pa.
January 7, 1944

Editor

The Burgettstown Enterprise
Burgettstown, Pa.

Dear Sir:

I read your editorial relative to the grade crossing in Burgettstown and wonder if anything is being done in regard to this situation.

I think the City Council should take this matter under consideration, since the Pennsylvania Railroad Co., disclaims responsibility other than to provide watchmen which precaution, has proven inadequate. I understand the State Highway Department undertakes no improvement within a borough limit. This attitude is probably justified in a legal and technical sense, though there is certainly a moral obligation implied, since this crossing is actually part of Route 18 and a menace to through traffic, as well as to the people of this locality.

However, I believe this community is prosperous enough to eliminate the crossing without aid from either the Highway Department or the Railroad Co.; inasmuch as the Burgettstown community, in common with other communities throughout the country, is spending and will continue to spend millions of dollars to prosecute the war effort, which is as it should be. Financing a war, great as the burden may be is still one of the lesser hardships that fighting a war entails and does not compare to the sacrifices being made by our servicemen in combat areas. Largely due to the failure of World social and political economy, wars seem to be a necessary evil, but an evil nevertheless, and inevitably produce as a by product, death, destruction and misery to all belligerents; and since all of us are necessarily contributing to this cause in some degree, why not spend a comparatively insignificant sum to eliminate the grade crossing, and by this means prevent a reoccurrence of the tragic accident of a few weeks ago.

I believe the only way to make this crossing safe is to do away with it altogether.

Yours truly,
B. J. Byrd

Blocked by the Pennsylvania.

PITTSBURG, Pa. Jan. 14.—Definite steps have been taken by the Pennsylvania Railroad interests to block the efforts of the Jones and Laughlin Steel Company of Pittsburg to build a railroad from Pittsburg to the lakes. The Pan Handle Company has had a force of men at work for some time surveying a route through the Northern portion of Washington County for a road to extend from the present line at Burgettstown to the Ohio River. The company is buying the rights of way and is securing a good route through the district where the steel company had intended to build the line.

Railroad Blocked

New York Times-January 15, 1903 Edition

Railroaders Have Sign Language of Their Own

EVERY little motion has a meaning of its own on the railroad—the wave of an arm by the station agent or a sectionman to the crew of passing train usually means something more than a casual greeting.

If something were wrong with the train, a hot-box, for instance, the agent or sectionman would signal the train to stop by waving his arm back and forth across his knees at right angles to the track.

The raised-arm signal, known to the railway fraternity as the "High-ball," is one of a number of hand signals which are in daily use on the Canadian National Railways and other North American railroads.

Frequently, the signals are given at a considerable distance from the locomotive and to increase visibility red flags are used. At night, or when day visibility is poor, lanterns spell out orders from brakemen to engineers. Here are some of the signals most commonly used, and what they mean.

When a train is required to take on an extra car, it backs up toward the car until the couplers at the end of the train and of the required car have been joined. To signal the engineer to back the train, the trainman swings his flag or lantern in a circle at half-arm's length as shown in illustration 1.

As the end of the train nears the car, the trainman signals the engineer to slow down in order that the couplers may be joined with a minimum of shocks. To give this signal, he holds out his hand with flag or lantern as shown in illustration 2.



1—Back Up



2—Slow

To bring the train to a halt as the couplers join, the trainman gives the engineer the "stop" signal by waving his lantern or flag back and forth across his knees in pendulum fashion as illustrated in drawing 3.

If operations require the train to move forward following the coupling job the trainman will signal the engineer to proceed by raising and lowering his arm in a waving motion as shown in illustration 4.

Before a train goes out on a run,

the brakes along the entire length of the train are inspected. If the man doing the job is at the rear of the train when he begins his inspection, he signals the engineer to apply the air brakes, in manner of figure 5, by waving his hand horizontally above his head. Then he walks the length of the train checking each wheel to see if the brake shoes have a firm grip of the tire in each case.

When he reaches the head end, he signals for the release of the brakes. This he may do verbally



5—Apply Brakes



6—Release Brakes

or by holding his hand above his head as shown by drawing 6. He then returns down the length of the train to check that the shoes on each wheel have been released. If he begins his inspection from the head end of the train he will give the signals in reverse order.

Hand signals are an essential part of train operations and contribute materially to the safety of the traveler and efficient operation of Canadian National Railways' and other trains.



3—Stop



4—Proceed

Avella Man Gets \$126,000 Settlement For R. R. Accident

Ray O. Simmons of Avella was granted \$126,000 in what is believed to be the largest out of court settlements ever made by the Pittsburgh and West Virginia railroad for the loss of both legs in an accident.

Settlement of the case was announced by Judge Gourley in Pittsburgh courthouse last week and present to hear the verdict was all members of Simmons family, including his wife and eight children.

The Avella brakeman on Nov. 3, 1951 was struck by moving cars after falling from a freight train. He said he fell when the wheel of a hand brake broke and charged negligence on the part of the railroad.

The Simmons children range in age from 6 month old twins to a 10 year old daughter, the only girl in the family.

**Ray O. Simmons Gets \$126,000 Settlement for R. R. Accident
The Burgettstown Enterprise-October 30, 1952 Edition**

Revenue freight car loadings of the Pennsylvania Railroad for the week ending October 19th totaled 101,509 cars, an increase of 14.9 per cent over the corresponding week last year, the company reported last week. From the first of the year to and including last week, the loadings amounted to 3,793,152, an increase of 3.4 per cent over the similar period of 1934.

**Revenue Freight Car for Week ending Oct 19th
The Burgettstown Enterprise—October 30, 1935 Edition**

ROBERT RALPH HOLLAND

Robert Ralph Holland, who was instantly killed with his father in the accident at the railroad crossing on Monday, December 27, was born in Red Boilings Springs, Tenn., on July 3, 1920. At the age of 3 he came to Pennsylvania. He graduated from Langeloth grade school and attended Union High for a short time. He worked with his father.

He is survived by his mother, four brothers, three sisters, three nephews, and four nieces.

Funeral services were held from the Christian Church on Thursday, and interment was in Mt. Prospect cemetery.

Robert Ralph Holland
July 3, 1920-December 27, 1944

1924

Table 18

PITTSBURGH TO COLUMBUS.

Mls.	EASTERN TIME		21 Daily	53 Daily	31 Daily	33 Daily	7 Daily	1219 Daily	109 Daily	143 Daily	27 Daily	1227 Daily	301 Ex. Sun.	321 Ex. Sun.	221 Daily	241 Ex. Sun.	381 Sun. only		
	Pittsburgh to Columbus	CENTRAL TIME West of Columbus																	
0	Lv PITTSBURGH Pa.	AM	12.40	2.11	2.48	2.55	4.45	8.40	12.45	PM	5.00	9.05	9.10	AM	6.32	3.09	5.18	11.45	7.00
0.5	" Fourth Avenue	"	"	"	"	"	"	"	12.47	"	"	"	"	6.35	3.11	5.21	11.47	7.03	
1.3	" Smithfield St.	"	"	"	"	"	"	"	12.49	"	"	"	"	6.38	3.15	5.24	11.51	7.06	
8.5	" Carnegie	"	"	"	"	"	"	9.00	1.05	"	"	"	"	7.02	3.32	5.40	12.10	7.28	
14.8	" Oakdale	"	"	"	"	"	"	"	1.22	"	"	"	"	7.20	3.49	5.57	12.27	7.43	
18.3	" McDonald	"	"	"	"	"	"	"	1.22	"	"	"	"	7.31	4.00	6.09	12.39	7.53	
21.5	" Midway	"	"	"	"	"	"	"	1.22	"	"	"	"	7.41	4.10	6.19	12.49	8.02	
23.5	" Burgettstown	"	"	"	"	"	"	"	1.22	"	"	"	"	8.00	4.27	6.34	1.04	8.15	
32.1	" Hanlin	"	"	"	"	"	"	"	"	"	"	"	"	8.11	4.37	6.45	11.15	8.24	
35.6	" Collier	"	"	"	"	"	"	"	"	"	"	"	"	8.18	4.43	6.52	11.21	8.30	
39.2	" Holliday's Cove	"	"	"	"	"	"	"	"	"	"	"	"	8.25	4.49	7.01	11.31	8.38	
40.0	" Weirton Junction	"	"	"	"	"	"	"	"	"	"	"	"	8.30	4.52	7.01	11.31	8.39	
41.8	" Wheeling Junction	"	"	"	"	"	"	"	"	"	"	"	"	8.36	4.57	7.10	11.34	8.42	
43.2	Ar Steubenville Ohio	AM	2.03	"	"	4.19	6.05	9.58	2.03	6.18	10.25	10.35	AM	8.50	5.10	7.10	11.40	8.52	
46.3	" Mingo Junction	"	2.03	"	"	4.19	6.05	10.05	2.13	6.18	10.25	10.35	AM	8.50	5.10	"	"	8.52	
49.0	" Gouid	"	"	"	"	"	"	10.12	2.20	"	"	"	"	8.58	5.18	"	"	8.58	
50.4	" New Alexandria	"	"	"	"	"	"	"	"	"	"	"	"	9.03	5.23	"	"	9.03	
52.8	" Fernwood	"	"	"	"	"	"	"	2.30	"	"	"	"	9.06	5.27	"	"	9.08	
55.5	" Reed	"	"	"	"	"	"	"	"	"	"	"	"	9.11	5.32	"	"	9.10	
57.7	" Broadacre	"	"	"	"	"	"	"	2.37	"	"	"	"	9.15	5.36	"	"	9.14	
59.5	" Fairplay	"	"	"	"	"	"	"	2.40	"	"	"	"	9.21	5.42	"	"	9.20	
61.4	" Unionport	"	"	"	"	"	"	"	2.45	"	"	"	"	9.25	5.47	"	"	9.24	
62.8	" Carmen	"	"	"	"	"	"	"	2.51	"	"	"	"	9.30	5.52	"	"	9.29	
64.3	" Miller	"	"	"	"	"	"	"	2.51	"	"	"	"	9.33	5.54	"	"	9.35	
66.0	" Cadiz Junction	"	"	"	"	"	"	"	2.57	"	"	"	"	9.38	5.58	"	"	9.39	
69.9	" Jewett	"	"	"	"	"	"	"	3.05	"	"	"	"	9.43	6.03	"	"	9.46	
72.4	" Rumley	"	"	"	"	"	"	"	3.05	"	"	"	"	9.53	6.15	"	"	9.50	
75.1	" Scio	"	"	"	"	"	"	"	3.14	"	"	"	"	10.02	6.25	"	"	9.55	
78.3	" Cotton	"	"	"	"	"	"	"	3.18	"	"	"	"	10.07	6.25	"	"	10.00	
81.2	" Bowerston	"	"	"	"	"	"	"	3.24	"	"	"	"	10.12	6.30	"	"	10.08	
84.5	" Fisher	"	"	"	"	"	"	"	3.24	"	"	"	"	10.18	6.36	"	"	10.12	
86.5	" Philadelphia Road	"	"	"	"	"	"	"	3.33	"	"	"	"	10.21	6.45	"	"	10.15	
90.5	Ar Dennison Ohio	AM	3.18	4.32	"	5.39	7.17	11.25	3.47	7.17	11.53	11.45	AM	10.32	6.50	"	"	10.25	
91.6	" Chricksville	"	3.18	4.32	"	5.39	7.17	11.25	3.47	7.17	11.53	11.45	AM	10.32	6.50	"	"	10.25	
96.9	" Gadsden	"	"	"	"	"	"	11.29	3.52	"	"	"	"	10.37	6.55	"	"	10.30	
101.8	" Fort Washington	"	"	"	"	"	"	"	4.10	"	"	"	"	10.42	7.00	"	"	10.35	
105.1	" Newcomerstown	"	"	"	"	6.08	7.41	11.51	4.24	7.52	"	12.18	"	10.47	7.05	"	"	10.40	
111.7	" Isleta	"	"	"	"	"	"	"	4.30	"	"	"	"	10.52	7.10	"	"	10.45	
115.9	" West Lafayette	"	"	"	"	"	"	"	4.38	"	"	"	"	10.58	7.16	"	"	10.50	
122.4	" Coshocton	"	4.04	"	"	6.31	8.02	12.14	4.52	8.12	12.26	12.43	"	11.03	7.21	"	"	11.00	
128.9	" Conesville	"	"	"	"	"	"	"	5.03	"	"	"	"	11.08	7.26	"	"	11.05	
132.4	" Adams Mill	"	"	"	"	"	"	"	5.09	"	"	"	"	11.13	7.31	"	"	11.10	
136.1	" Trinway	"	"	"	"	8.51	8.21	12.35	5.20	8.32	"	"	"	11.18	7.36	"	"	11.15	
141.9	" Frazzysburg	"	"	"	"	8.59	"	"	5.20	"	"	"	"	11.23	7.41	"	"	11.20	
145.0	" Black Run	"	"	"	"	"	"	"	5.35	"	"	"	"	11.28	7.46	"	"	11.25	
149.8	Lv Hanover	"	"	"	"	"	"	"	5.43	"	"	"	"	11.33	7.51	"	"	11.30	
157.8	Ar Newark (Granville)	AM	5.03	6.01	"	7.30	8.56	1.08	6.02	9.06	1.17	1.40	AM	11.38	7.56	"	"	11.35	
161.8	" Heath	"	"	"	"	"	"	"	6.09	"	"	"	"	11.43	8.01	"	"	11.40	
164.2	" Union	"	"	"	"	"	"	"	6.12	"	"	"	"	11.48	8.06	"	"	11.45	
169.1	" Outville	"	"	"	"	"	"	"	6.20	"	"	"	"	11.53	8.11	"	"	11.50	
173.3	" Pataskala	"	"	"	"	"	"	"	6.25	"	"	"	"	11.58	8.16	"	"	11.55	
177.4	" Summit	"	"	"	"	"	"	"	6.31	"	"	"	"	12.03	8.21	"	"	12.00	
180.6	" Black Lick	"	"	"	"	"	"	"	6.37	"	"	"	"	12.08	8.26	"	"	12.05	
190.9	Ar Columbus	AM	6.05	6.50	7.25	8.25	9.45	2.00	7.10	10.00	2.10	2.40	AM	12.13	8.31	"	"	12.10	

Reference Notes for Tables 18 to 20.

For additional train service see suburban leaflet.

† Except Monday.

a Stops to discharge passengers from Pittsburgh and points east.

b Stops on signal to receive or discharge passengers for or from points on Wheeling Division or N. C. Branch.

c Will not handle baggage.

d Stops to discharge passengers from points east of Pittsburgh and to receive passengers for Newark and beyond.

e Stops on Saturdays and Sundays only on signal or notice to agent or conductor to receive or discharge passengers.

f Stops only on signal or notice to agent or conductor to receive or discharge passengers.

g Stops only to discharge passengers.

h Regular stop daily except Sunday.

i Regular stop Friday and Sunday.

k Regular stop on Saturdays.

p Stops to let off passengers from points east of Newark.

s Stops on Sundays only.

v Flag stop to receive passengers for points beyond Columbus.

x Stops to receive passengers for Dennison and points west.

PITTSBURGH TO WHEELING.

Mls.	Table 19 EASTERN TIME		1507 Daily	501 Daily	521 Daily	531 Daily	551 Daily	571 Daily
	Pittsburgh to Columbus	CENTRAL TIME West of Columbus						
0	Lv PITTSBURGH Pa.	AM	7.50	10.10	12.50	4.27	8.05	
0.8	" Fourth Ave	"	7.53	10.13	12.53	4.30	8.08	
1.3	" Smithfield St.	"	7.56	10.16	12.56	4.32	8.11	
8.5	" Carnegie	"	8.12	10.31	1.11	4.46	8.25	
14.8	" Oakdale	"	8.22	10.43	1.25	4.58	8.37	
15.7	" Noblestown	"	"	"	1.28	"	"	
18.3	" McDonald	"	8.30	10.50	1.36	5.05	8.45	
19.8	" Primrose	"	"	"	1.39	"	"	
27.5	" Burgettstown	"	8.48	11.07	1.59	5.21	9.04	
40.0	" Weirton Jct. W. Va.	"	9.08	"	2.26	5.42	"	
41.8	" Wheeling Jct.	"	9.15	11.35	2.33	5.49	"	
43.4	" E. Steubenville	"	9.18	11.38	2.35	5.52	9.36	
45.8	" Follansbee	"	9.23	11.44	2.41	5.57	9.42	
49.7	" Wellburg	"	9.35	11.53	2.50	6.05	9.50	
61.8	" Warwood	"	9.54	"	3.10	"	10.07	
65.7	Ar WHEELING	AM	10.05	12.20	3.19	6.30	10.15	

WHEELING TO PITTSBURGH.

Mls.	Table 20 EASTERN TIME		500 Daily	520 Daily	530 Daily	550 Daily	900 Daily	1538 Daily
	Wheeling to Pittsburgh	CENTRAL TIME West of Columbus						
0	Lv WHEELING W. Va.	AM	7.00	9.00	1.10	PM	4.50	7.30
3.9	" Warwood	"	7.08	9.07	"	PM	4.58	"
16.0	" Wellburg	"	7.25	9.25	1.34	PM	5.18	7.53
19.9	" Follansbee	"	7.35	9.35	1.41	PM	5.29	"
23.3	" E. Steubenville	"	7.41	9.40	1.46	PM	5.34	8.05
23.9	Ar Wheeling Jct.	"	7.50	9.45	1.53	PM	5.38	"
25.7	Lv Weirton Jct.	"	"	"	"	PM	5.41	"
38.2	" Burgettstown Pa.	"	8.15	10.09	2.17	PM	5.59	8.32
45.9	" Primrose	"	"	"	"	PM	6.02	"
47.4	" McDonald	"	8.34	10.25	2.32	PM	6.17	8.48
50.0	" Noblestown	"	"	"	"	PM	6.20	"
50.9	" Oakdale	"	8.42	10.33	2.39	PM	6.24	8.55
57.2	" Carnegie	"	8.53	10.46	2.52	PM	6.37	9.06
64.4	" Smitfield St.	"	9.07	"	"	PM	6.51	"
85.1	" Fourth Ave	"	9.12	11.03	3.11	PM	7.00	9.23
85.7	Ar PITTSBURGH	AM	11.05	1.15	3.13	PM	7.00	9.25

Sleeping and Parlor Cars Pittsburgh and Wheeling

Parlor Cars on trains Nos. 521, 530, 550 (daily), 551 (daily except Sunday) and No. 571 (Sunday only).

No. 1507—New York-Wheeling Sleeping Car.

No. 1538—Wheeling-New York Sleeping Car.

Coaches on all trains unless otherwise noted.

1924

Table 18

PITTSBURGH TO COLUMBUS.

Mls.	EASTERN TIME		21 Daily	53 Daily	31 Daily	33 Daily	7 Daily	1219 Daily	109 Daily	143 Daily	27 Daily	1227 Daily	301 Ex. Sun.	321 Ex. Sun.	221 Daily	241 Ex. Sun.	381 Sun. only		
	Pittsburgh to Columbus	CENTRAL TIME West of Columbus																	
0	Lv PITTSBURGH Pa.	AM	12.40	2.11	2.48	2.55	4.45	8.40	12.45	PM	5.00	9.05	9.10	AM	6.32	3.09	5.18	11.45	7.00
0.5	" Fourth Avenue	"	"	"	"	"	"	"	12.47	"	"	"	"	6.35	3.11	5.21	11.47	7.03	
1.3	" Smithfield St.	"	"	"	"	"	"	"	12.49	"	"	"	"	6.38	3.15	5.24	11.51	7.06	
8.5	" Carnegie	"	"	"	"	"	"	9.00	1.05	"	"	"	"	7.02	3.32	5.40	12.10	7.28	
14.8	" Oakdale	"	"	"	"	"	"	"	1.22	"	"	"	"	7.20	3.49	5.57	12.27	7.43	
18.3	" McDonald	"	"	"	"	"	"	"	1.32	"	"	"	"	7.31	4.00	6.09	12.39	7.53	
21.5	" Midway	"	"	"	"	"	"	"	1.41	"	"	"	"	7.41	4.10	6.19	12.49	8.02	
23.5	" Burgettstown	"	"	"	"	"	"	"	1.50	"	"	"	"	8.00	4.27	6.34	1.04	8.15	
32.1	" Hanlin	"	"	"	"	"	"	"	"	"	"	"	"	8.11	4.37	6.45	11.15	8.24	
35.6	" Collier	"	"	"	"	"	"	"	"	"	"	"	"	8.18	4.43	6.52	11.21	8.30	
39.2	" Holliday's Cove	"	"	"	"	"	"	"	"	"	"	"	"	8.25	4.49	"	"	8.38	
40.0	" Weirton Junction	"	"	"	"	"	"	"	"	"	"	"	"	8.30	4.52	7.01	11.31	8.39	
41.8	" Wheeling Junction	"	"	"	"	"	"	"	"	"	"	"	"	8.36	4.57	"	11.34	8.42	
43.2	Ar Steubenville Ohio	AM	2.03	"	"	4.19	6.05	9.58	2.03	6.18	10.25	10.35	8.50	5.10	7.10	11.40	"	8.52	
46.3	" Mingo Junction	"	2.03	"	"	4.19	6.05	10.05	2.13	6.18	10.25	10.35	8.50	5.10	"	"	"	8.52	
49.0	" Gouid	"	"	"	"	"	"	"	2.20	"	"	"	"	8.58	5.18	"	"	8.58	
50.4	" New Alexandria	"	"	"	"	"	"	"	"	"	"	"	"	9.03	5.23	"	"	9.03	
52.8	" Fernwood	"	"	"	"	"	"	"	2.30	"	"	"	"	9.06	5.27	"	"	9.08	
55.5	" Reed	"	"	"	"	"	"	"	"	"	"	"	"	9.11	5.32	"	"	9.10	
57.7	" Broadacre	"	"	"	"	"	"	"	2.37	"	"	"	"	9.15	5.36	"	"	9.14	
59.5	" Fairplay	"	"	"	"	"	"	"	2.40	"	"	"	"	9.21	5.42	"	"	9.20	
61.4	" Unionport	"	"	"	"	"	"	"	2.45	"	"	"	"	9.25	5.47	"	"	9.24	
62.8	" Carmen	"	"	"	"	"	"	"	2.51	"	"	"	"	9.30	5.52	"	"	9.29	
64.3	" Miller	"	"	"	"	"	"	"	2.57	"	"	"	"	9.33	5.54	"	"	9.35	
66.0	" Cadiz Junction	"	"	"	"	"	"	"	3.05	"	"	"	"	9.38	5.58	"	"	9.39	
69.9	" Jewett	"	"	"	"	"	"	"	"	"	"	"	"	9.43	6.03	"	"	9.46	
72.4	" Rumley	"	"	"	"	"	"	"	"	"	"	"	"	9.53	6.11	"	"	9.50	
75.1	" Scio	"	"	"	"	"	"	"	"	"	"	"	"	10.02	6.15	"	"	9.55	
78.3	" Cotton	"	"	"	"	"	"	"	3.14	"	"	"	"	10.07	6.25	"	"	10.00	
81.2	" Bowerston	"	"	"	"	"	"	"	3.18	"	"	"	"	10.12	6.30	"	"	10.08	
84.5	" Fisher	"	"	"	"	"	"	"	3.24	"	"	"	"	10.18	6.36	"	"	10.12	
86.5	" Philadelphia Road	"	"	"	"	"	"	"	3.33	"	"	"	"	10.21	6.45	"	"	10.15	
90.5	Ar Dennison Ohio	AM	3.18	4.32	"	5.39	7.17	11.25	3.47	7.17	11.45	11.45	10.32	6.50	"	"	"	10.25	
91.6	" Chricksville	"	3.18	4.32	"	5.39	7.17	11.25	3.47	7.17	11.45	11.45	10.32	6.50	"	"	"	10.25	
96.9	" Gadsden	"	"	"	"	"	"	"	3.52	"	"	"	"	"	"	"	"	"	
101.8	" Fort Washington	"	"	"	"	"	"	"	4.10	"	"	"	"	"	"	"	"	"	
105.1	" Newcomerstown	"	"	"	"	6.08	7.41	11.51	4.24	7.52	"	12.18	"	"	"	"	"	"	
111.7	" Isleta	"	"	"	"	"	"	"	4.30	"	"	"	"	"	"	"	"	"	
115.9	" West Lafayette	"	"	"	"	"	"	"	4.38	"	"	"	"	"	"	"	"	"	
122.4	" Coshocton	"	4.04	"	"	6.31	8.02	12.14	4.52	8.12	12.26	12.43	"	"	"	"	"	"	
128.9	" Conesville	"	"	"	"	"	"	"	5.03	"	"	"	"	"	"	"	"	"	
132.4	" Adams Mill	"	"	"	"	"	"	"	5.09	"	"	"	"	"	"	"	"	"	
136.1	" Trinway	"	"	"	"	8.51	8.21	12.35	5.20	8.32	"	"	"	"	"	"	"	"	
141.9	" Frazeysburg	"	"	"	"	8.59	"	"	5.30	"	"	"	"	"	"	"	"	"	
145.0	" Black Run	"	"	"	"	"	"	"	5.35	"	"	"	"	"	"	"	"	"	
149.8	Lv Hanover	"	"	"	"	"	"	"	5.43	"	"	"	"	"	"	"	"	"	
157.8	Ar Newark (Granville)	AM	5.03	6.01	"	7.30	8.56	1.08	6.02	9.06	1.17	1.40	"	"	"	"	"	"	
161.8	" Heath	"	"	"	"	"	"	"	6.09	"	"	"	"	"	"	"	"	"	
164.2	" Union	"	"	"	"	"	"	"	6.12	"	"	"	"	"	"	"	"	"	
169.1	" Outville	"	"	"	"	"	"	"	6.20	"	"	"	"	"	"	"	"	"	
173.3	" Pataaskala	"	"	"	"	"	"	"	6.25	"	"	"	"	"	"	"	"	"	
177.4	" Summit	"	"	"	"	"	"	"	6.31	"	"	"	"	"	"	"	"	"	
180.6	" Black Lick	"	"	"	"	"	"	"	6.37	"	"	"	"	"	"	"	"	"	
190.9	Ar Columbus	AM	6.05	6.50	7.25	8.25	9.45	2.00	7.10	10.00	2.10	2.40	"	"	"	"	"	"	

Reference Notes for Tables 18 to 20.

For additional train service see suburban leaflet.

† Except Monday.

a Stops to discharge passengers from Pittsburgh and points east.

b Stops on signal to receive or discharge passengers for or from points on Wheeling Division or N. C. Branch.

c Will not handle baggage.

d Stops to discharge passengers from points east of Pittsburgh and to receive passengers for Newark and beyond.

e Stops on Saturdays and Sundays only on signal or notice to agent or conductor to receive or discharge passengers.

f Stops only on signal or notice to agent or conductor to receive or discharge passengers.

g Stops only to discharge passengers.

h Regular stop daily except Sunday.

i Regular stop Friday and Sunday.

k Regular stop on Saturdays.

p Stops to let off passengers from points east of Newark.

s Stops on Sundays only.

v Flag stop to receive passengers for points beyond Columbus.

x Stops to receive passengers for Dennison and points west.

PITTSBURGH TO WHEELING.

Mls.	Table 19 EASTERN TIME		1507 Daily	501 Daily	521 Daily	531 Daily	551 Daily	571 Daily
	Pittsburgh to Columbus	CENTRAL TIME West of Columbus						
0	Lv PITTSBURGH Pa.	AM	7.50	10.10	12.50	4.27	8.05	
0.8	" Fourth Ave	"	7.53	10.13	12.53	4.30	8.08	
1.3	" Smithfield St.	"	7.56	10.16	12.56	4.32	8.11	
8.5	" Carnegie	"	8.12	10.31	1.11	4.46	8.25	
14.8	" Oakdale	"	8.22	10.43	1.25	4.58	8.37	
15.7	" Noblestown	"	"	"	1.28	"	"	
18.3	" McDonald	"	8.30	10.50	1.36	5.05	8.45	
19.8	" Primrose	"	"	"	"	"	"	
27.5	" Burgettstown	"	8.48	11.07	1.59	5.21	9.04	
40.0	" Weirton Jct. W. Va.	"	9.08	"	2.26	5.42	"	
41.8	" Wheeling Jct.	"	7.08	9.15	11.35	2.33	5.49	
43.4	" E. Steubenville	"	7.10	9.18	11.38	2.35	5.52	9.36
45.8	" Follansbee	"	7.17	9.23	11.44	2.41	5.57	9.42
49.7	" Wellburg	"	7.35	9.36	11.53	2.50	6.05	9.50
61.8	" Warwood	"	7.54	"	"	"	10.07	"
65.7	Ar WHEELING	AM	8.05	10.05	12.20	3.19	6.30	10.15

WHEELING TO PITTSBURGH.

Mls.	Table 20 EASTERN TIME		500 Daily	520 Daily	530 Daily	550 Daily	900 Daily	1538 Daily
	Pittsburgh to Columbus	CENTRAL TIME West of Columbus						
0	Lv WHEELING W. Va.	AM	7.00	9.00	1.10	PM	PM	PM
3.9	" Warwood	"	7.08	9.07	"	"	"	4.58
16.0	" Wellburg	"	7.25	9.25	1.34	3.46	5.18	7.53
19.9	" Follansbee	"	7.35	9.35	1.41	3.56	5.29	"
23.3	" E. Steubenville	"	7.41	9.40	1.46	4.03	"	8.05
23.9	Ar Wheeling Jct.	"	7.50	9.45	1.53	4.09	5.38	"
25.7	Lv Weirton Jct.	"	"	"	"	4.14	"	"
38.2	" Burgettstown Pa.	"	8.15	10.09	2.17	4.39	"	8.32
45.9	" Primrose	"	"	"	"	"	"	"
47.4	" McDonald	"	8.34	10.25	2.32	5.02	"	8.48
50.0	" Noblestown	"	"	"	"	"	"	"
50.9	" Oakdale	"	8.42	10.33	2.39	5.09	"	8.55
57.2	" Carnegie	"	8.53	10.46	2.52	5.21	"	9.06
64.4	" Smitfield St.	"	9.07	"	"	5.36	"	"
85.1	" Fourth Ave	"	9.12	11.03	3.11	5.42	"	9.23
85.7	Ar PITTSBURGH	AM	9.15	11.05	3.13	5.45	7.00	9.25

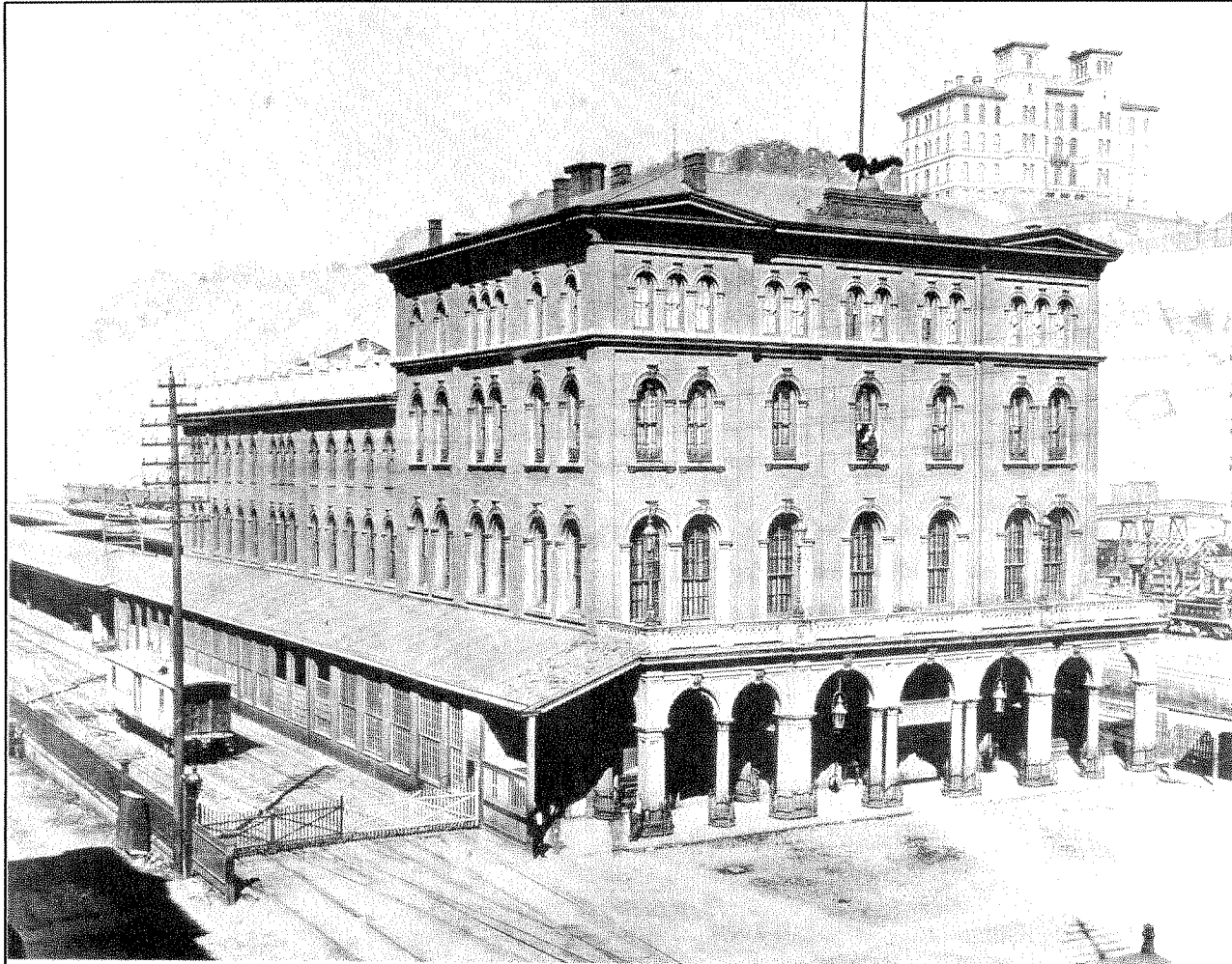
Sleeping and Parlor Cars Pittsburgh and Wheeling

Parlor Cars on trains Nos. 521, 530, 550 (daily), 551 (daily except Sunday) and No. 571 (Sunday only).

No. 1507—New York-Wheeling Sleeping Car.

No. 1538—Wheeling-New York Sleeping Car.

Coaches on all trains unless otherwise noted.



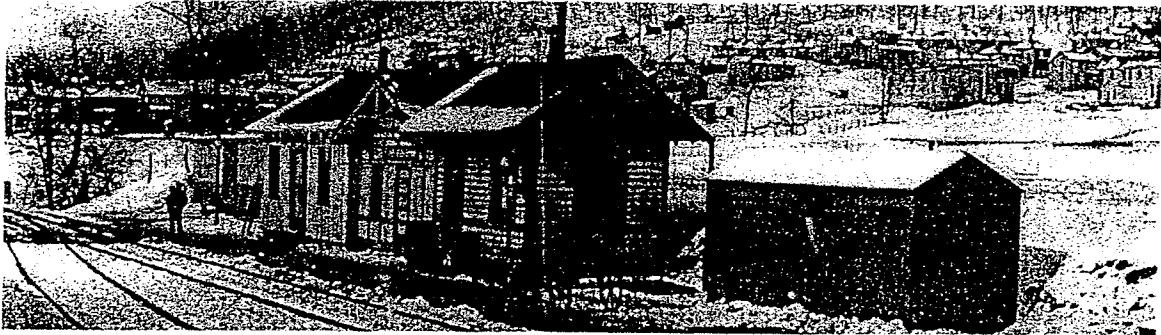
This is the second Union Station. Built near the site of the present building in 1865, it was destroyed by fire on July 22, 1877, during the Pittsburgh railroad riots. Precipitated by operating practice changes that reduced manning levels and wages, the resulting melee destroyed most of the PRR infrastructure within about 20 blocks and was a benchmark dispute in the annals of American labor history. Two Panhandle locomotives appear at the far right. Note the tender lettered for the PC&StLRWY (predecessor of the PCC&StLRR), appropriate for this pre-July 1877 photo. This rare three-axle Panhandle class EH tender was used on some shifting locomotives.

(Carnegie Library of Pittsburgh)

Union Station, Pittsburgh, PA

Courtesy of Fort Vance Historical Society

Lest We Forget



Early Weirton settlers got first glimpse of new town at this Weirton P.C.C. & St. L. Railway station. Photo was taken in 1911.

**Dedicated to those in attendance at the “New Beginning” of the
FORT VANCE HISTORICAL SOCIETY, October 10,2009.**

Stories & Pictures of the Panhandle Railroad

Research & Story by June Campbell Grossman

The Thomas Edgington Family

One of the very first families to settle in the Cove was the Thomas Edgingtons. It was recorded by early historians that they arrived by raft from the north, coming down the Ohio River about as far as today's Fort Steuben Bridge. Thomas secured land surrounding the passageway known in the early days as Ferry Road.

The exact date of the arrival of the Edgingtons is not known, but Indian atrocities at the time were at their peak. Thomas and his wife had arrived with three sons and two daughters: Thomas, Jr., George, Jessie, Harriet, and Sarah. After settling in, one day Thomas went to Brown's Fort to borrow a log chain. On his way back home, he was accosted by angry Indians and taken captive. He would probably have escaped but got trapped in the mud at the mouth of Harmon Creek. He spent two years as the prisoner of these red men and would have died but for the kindness and care of Scotash who befriended Thomas and kept him from starvation by sharing his own meager rations of food. After a couple of years, Scotash designed a plot to return Edgington to his home. His family did not know him when he arrived, nearly starved to death and aged from his horrendous ordeal. But all was not joy when he climbed the bank of the Ohio and made his way toward his old home. He was greeted with the sad news that during his absence, his son, George, had been murdered by the Indians and was buried on the land Thomas had suffered so much to possess.

Years went by, and Jessie, the youngest son, grew to manhood. He never married, but he built a beautiful house on the home place for his siblings and their families. The picture on the following page is a front view of this highly acclaimed homestead.

Jessie Edgington became one of the best loved and most influential citizens of the area. He is probably remembered most for his work in trying to get built the seven miles of railroad line from Colliers to the Ohio River so that it would be possible to travel by rail from Pittsburgh, Pennsylvania, to Newark, Ohio. The hitch in this otherwise well-planned endeavor was brought about by the fact that the act which authorized the railroad construction stated that it was to stop at the Virginia state line. Thus the little village of Colliers was the getting-off point for travelers from Pittsburgh bent for Ohio.

Jessie and his buddy, Nathaniel Wells, both wealthy men, had become railroad bugs, and were determined to get the trains at least as far west as Hollidays Cove, and then worry about how they would cross the Ohio River.

A small book could be written stating the adventures encountered by these two men as they set about to perform this feat. But in simple language, it amounts to the fact that they bought up 7 miles of land, 100 feet wide, and jumped in with both feet to get that track laid.

For some unknown reason, the Virginia legislature was just as adamant that the track would NOT be laid. At one point in time, they tried to pass legislation making it a misdemeanor, punishable by time in the penitentiary,

for any person building a railroad within the limits of the state who did not have their written consent. But Wells and Edgington were not licked yet. They went to Richmond, and being personable men with pleasing ways, they convinced the legislature not to pass the bill. They built their tracks and operated their train for about six months until it proved to be not as feasible as they had hoped. People could now get from Pittsburgh to the Ohio River, but there was still no sensible way to get across the water, and thus on the train that would take them to Newark. And even the little 7 mile run they had worked so hard to produce, was not very satisfactory. Later developments of course took the train easily from Pittsburgh to the Ohio, and in 1864, near the close of the Civil War, the railroad bridge was finally built across the river. And on the now unused railroad bed of Edgington and Wells were laid the final tracks which, in December of 1867, became the famous Panhandle Railroad.

Jessie Edgington was a very frail old man by this time. At the dedication service, the local world honored him by having him drive a gold spike into a railroad tie to commemorate his years of work in trying to bring the railroad to town. But another man had to hold Jessie up while he pounded in the glistening spike to the wild cheers of the entire population of Hollidays Cove. The first passenger train went from Steubenville to Pittsburgh on the day Lincoln was shot. Jessie died at the age of 84. It is said that his first and only ride on those tracks was when they took his body from his beloved Hollidays Cove to be buried with his family at Union Cemetery, high on the beautiful hill above Steubenville.

The Edgington Home



FROM COLLECTION OF MARY
CAMPBELL BOWMAN, HISTORIAN

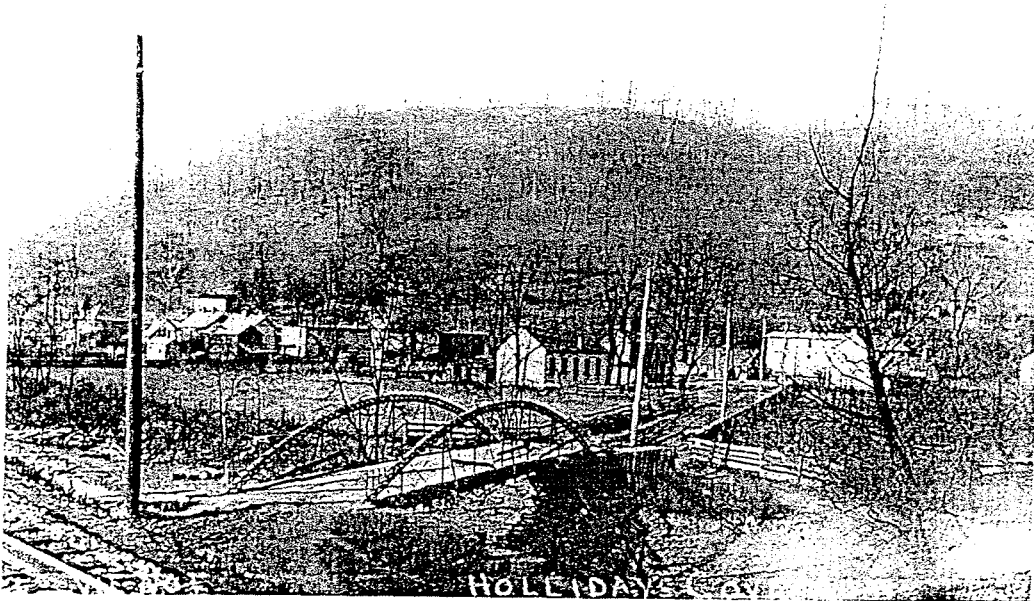
The Harmon Creek Wagon Bridge

This picture is of the Wagon Bridge over Harmon Creek that stood near the old Hindman Mill, Brooke County, WV. Another man had built the mill but became weary of milling. Meanwhile, John Hindman had become weary of farming. The story handed down by word of mouth is that the men made an even trade - a farm for a mill.

A picturesque landmark in its own right, this little bridge was a favorite of people of all ages in the days before the Flood of 1912 when it was completely destroyed. It was never rebuilt. Some old timers say that it stood where the "Rat Hole" was later constructed.

The Panhandle Rail Road tracks can be seen on the left in the picture. The white building with the five windows on the side is the first Christian Church of the Hollidays Cove area. It was also destroyed in the flood and never rebuilt. A new and very different looking structure was, however, built on Main Street the following year much farther uptown. This church in the picture stood approximately where the Weirton Lumber Company now stands. The line of houses in this picture stood along Cove Road.

The Wagon Bridge over Harmon Creek

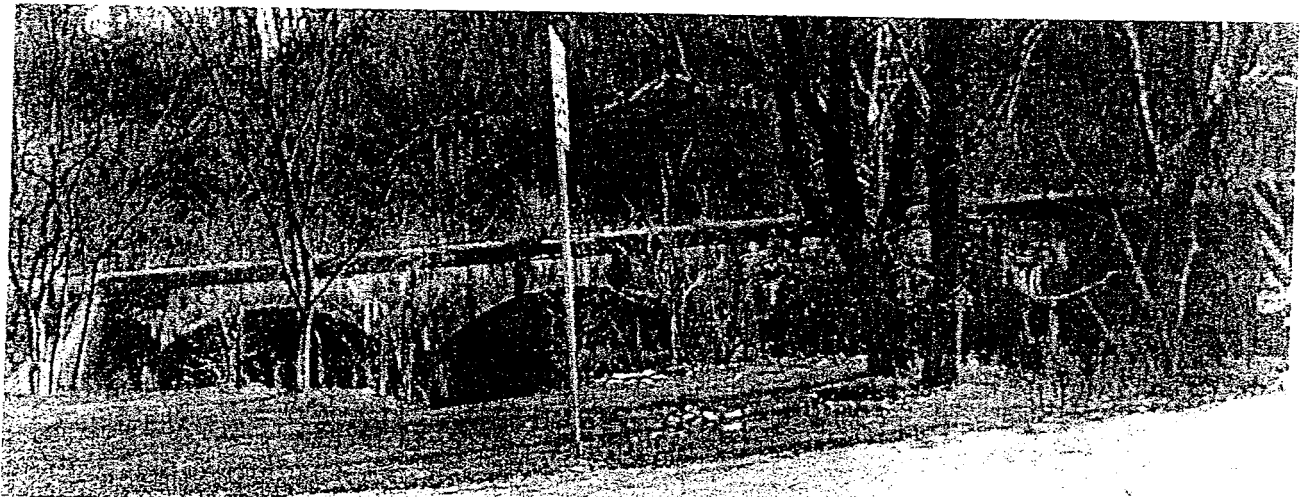


The Three Arch Bridge over Harmon Creek

The structure known as the Three Arch Bridge near the Police Lodge area of Harmon Creek Road is an overpass, permitting traffic to get across Harmon Creek from Upper Cove to Colliers. At one time it was a necessary nuisance, being but a one lane affair.

The story is told that upon one occasion in those early days before the 4-lane highway constructions, two vehicles approached the span, one from each direction. Both drivers pulled onto the overpass and each waited for the other to back off. But apparently both were a little hard-headed, so neither moved. No one knows how long they waited for the other fellow to give in. In all probability the length of time increased with each telling of the incident. But someone must have finally conceded that it was his turn to back up, since when last viewed by this writer, not only was the overpass clear of traffic, but it was also grown over with brush and grass.

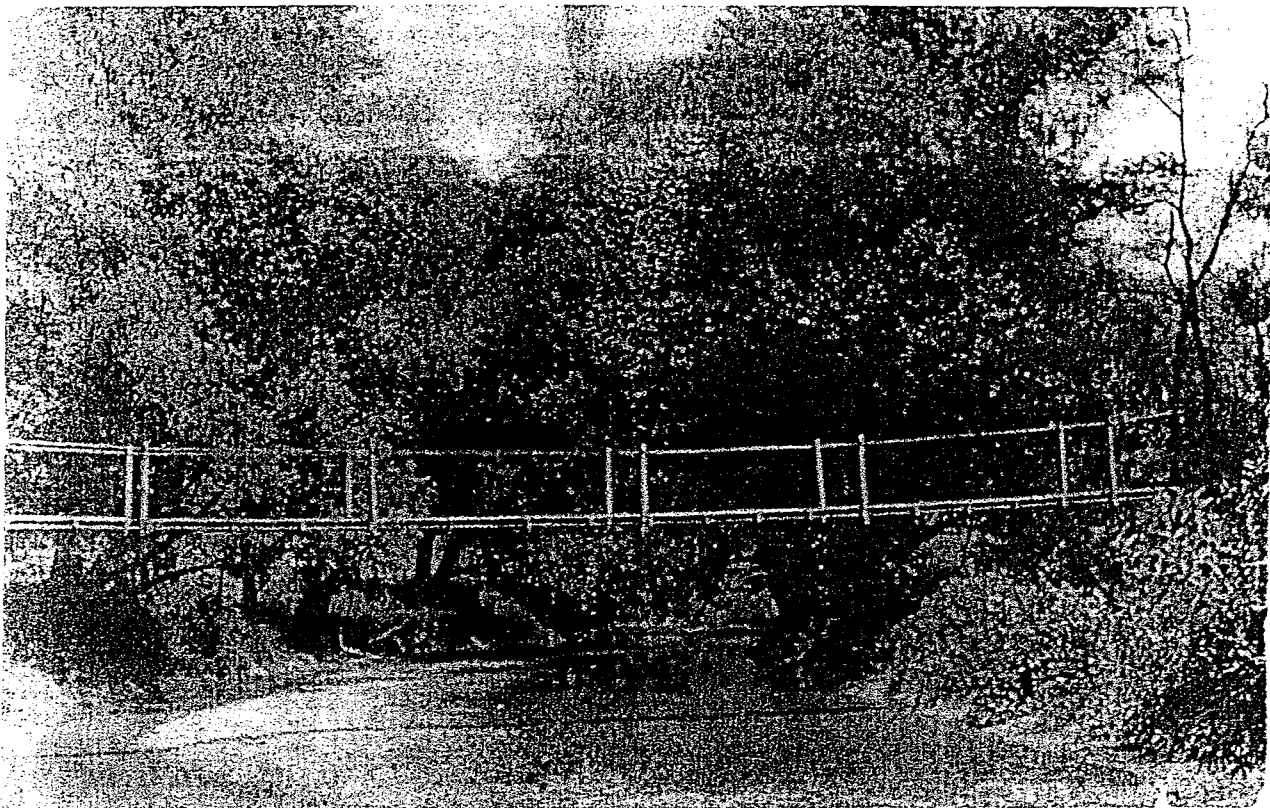
The Three Arch Span over Harmon Creek



The Swinging Bridge over Harmon Creek

In the early days, the Panhandle Railroad went through Hollidays Cove (now Weirton) with a side branch passing up the river toward New Cumberland and points north. Persons living on Main Street and surroundings were forced to cross over Harmon Creek to get to the train station which was known as New Cumberland Junction. The path to get from Main Street to the station went through the property that now houses the Weirton Community Center. But when that path reached the creek, it came to an abrupt halt. Obviously a span of some sort was necessary to get over the waterway.

The problem was solved by building a swinging bridge. A picture of this useful structure is shown below. It served its purpose well, albeit many a plump matron of the Cove of that day crossed it with much trepidation. After all, it did indeed live up to its name - a swinging bridge, and on windy days, the little span moved side to side even more than normally. It was difficult enough to hold on to ones hat while keeping ones skirt down, and next to impossible not to reveal a quick glimpse of a well turned ankle in the process.

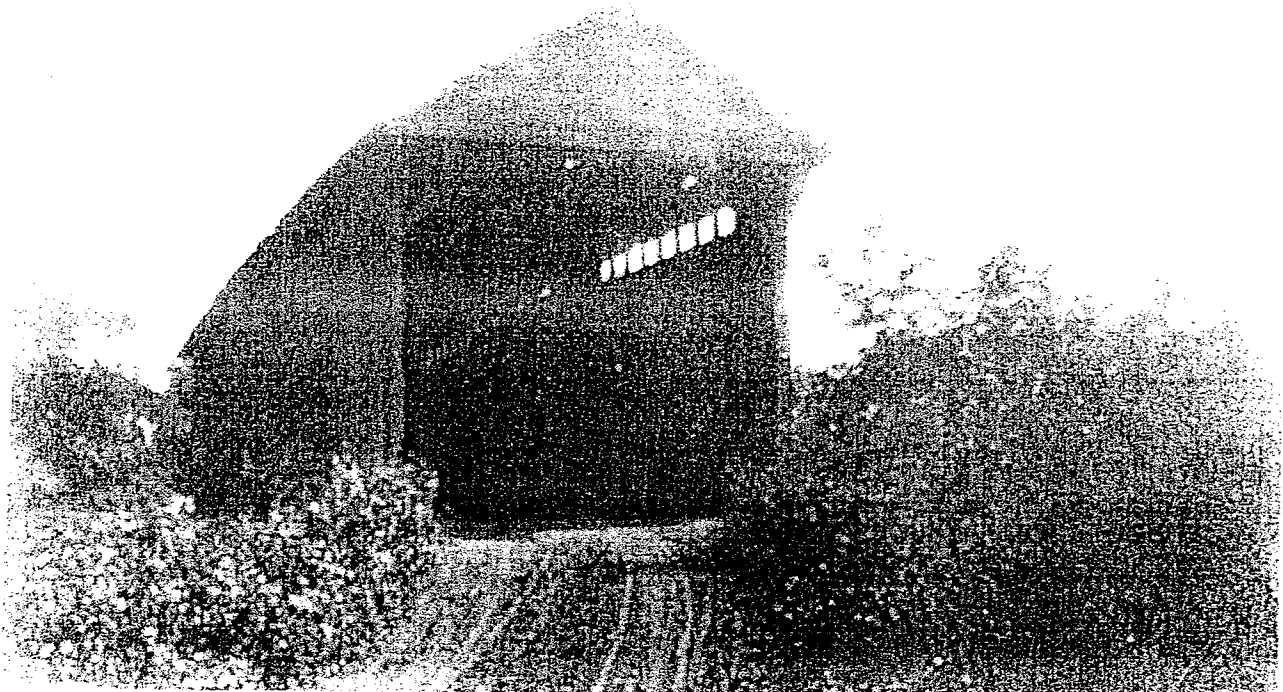


The Covered Bridge at Hanlin Station

A person traveling down the steep, winding hill from Eldersville to Hanlin Station in Jefferson Township, Washington County, PA, is greeted by the old Panhandle Railroad Underpass. Upon emerging from it at the other side, a choice of direction to pursue presents itself. A right hand turn would take the traveler to Dinsmore, then Francis Mine, and finally, Burgettstown. If, instead, the traveler opted to go straight ahead, he would be headed for Old Steubenville Pike and points beyond. Here, his first confrontation in the old days would have been the covered bridge over Harmon Creek pictured here.

The late Warren Columbia, historian of bye-gone days, recalled that in 1904 or 1905, when he was circa 5 years of age, he was on the spring wagon with his father, hauling empty milk cans from the station. Sprinkles turned to torrents of rain as they pulled on to the bridge. As the water became higher, his father whipped up the horses and said, "This is not going to improve!" Shortly after they pulled from the bridge, they heard a crash behind them. Although the bridge had been built high above the water and was reached by ramps, it was no match for the cloudburst. Father and son escaped with their lives. No one alive today, of course, remembers seeing this bridge.

The Covered Bridge over Harmon Creek at Hanlin



"The Rat Hole"

The underpass to end all underpasses once stood on Harmon Creek Road in Brooke County, WV, not far from what old timers referred to as Upper Cove. Today, the best description of its location would be just at the rear of Weirton Lumber Company.

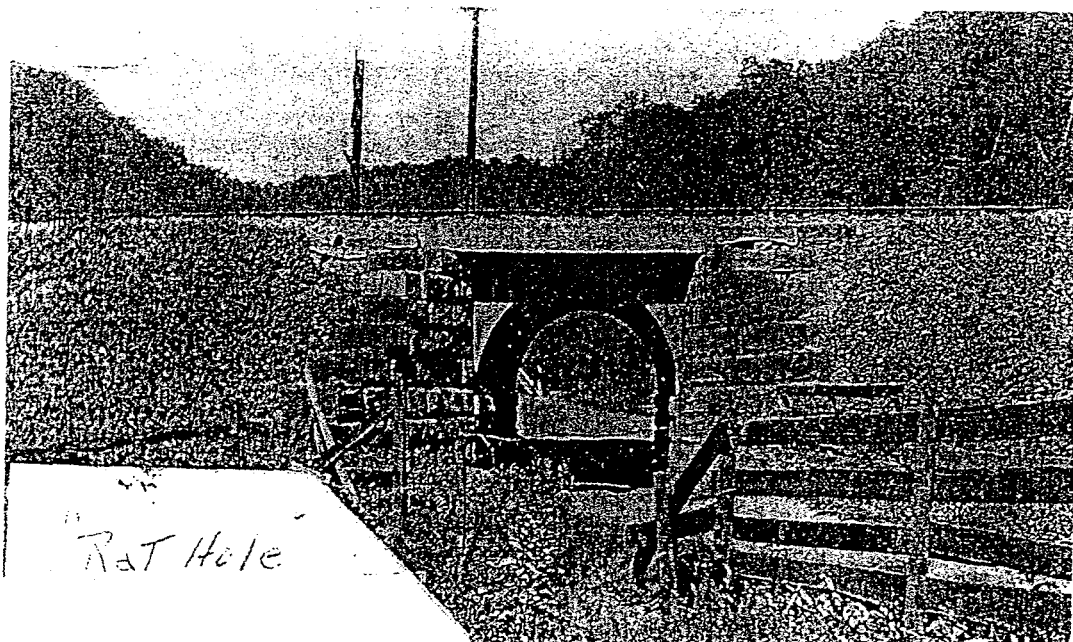
In the days before this underpass was constructed it would have been the emergence of the Panhandle Railroad in the area that prompted its creation. As one approached the Haller Park area of Hollidays Cove when traveling from Colliers toward Weirton it was necessary to cross the railroad somewhere to get to Cove Road.

The solution to this problem was certainly not one that contributed to the esthetic quality of the area, but, it worked. It was in fact, a hideous hole in the earth, one lane wide, with a steep incline on the going-out side of it when coming from Colliers.

When making this journey toward the Cove, the driver was compelled to stop dead on the Colliers end, blow the horn loudly, roll down the window regardless of the weather and stretch the neck to see if some ungracious driver coming from the Cove had beaten him to the pass. If so, someone had to back up until the coast was clear.

On non-school days, little boys, hoping for a nickel or a dime from a grateful driver, often "manned the fort". They took turns going down into the dungeon to direct oncoming traffic, while a cohort stood on the high part of the Cove side of the tunnel and monitored cars from that direction. Little wonder it was given the moniker of "The Rat Hole". Today, the Rat Hole is no longer. And even if the remembrance of it touches a nostalgic note, one is forced to add, perhaps inaudibly, "Thank God!"

The Rat Hole

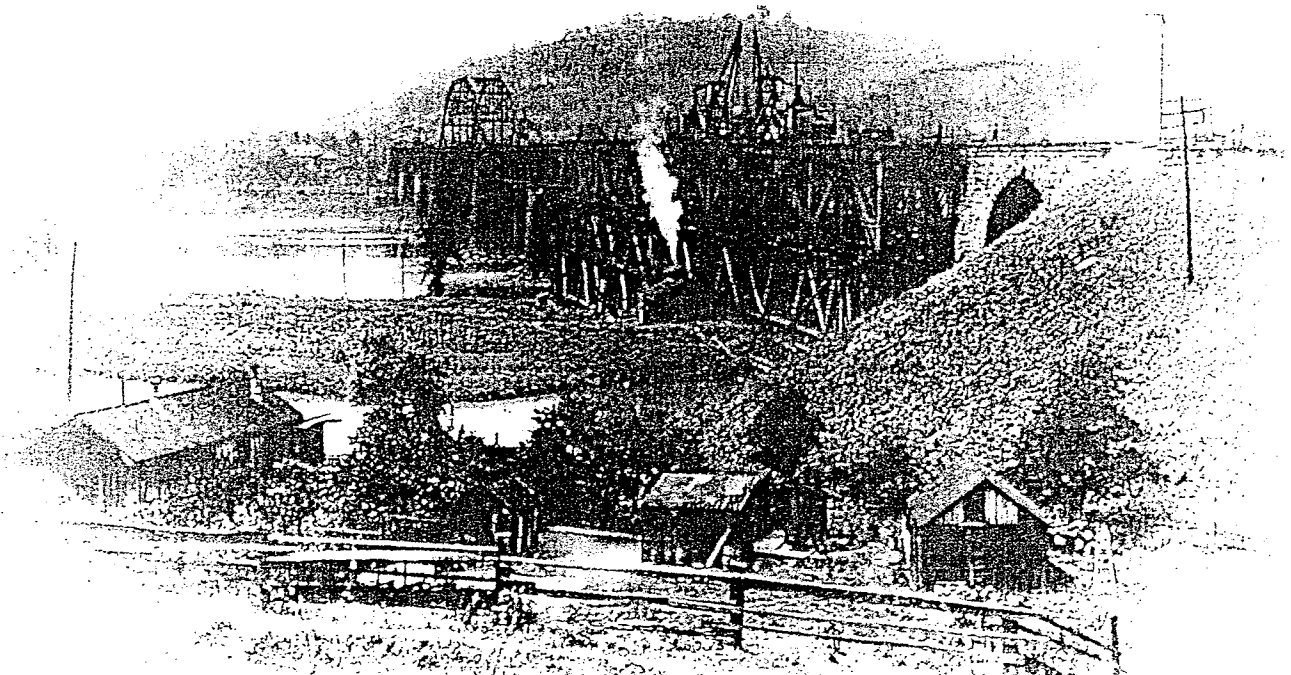


During the building of the railroad in the Hollidays Cove area, many interesting things took place which are worthy of preservation. Persons living today are, for the most part, totally unaware of railroad life in those early times. In pioneer days of railroading, coaches were open, and passengers were forced to carry umbrellas for protection against the sun or the rain. Cross beams overhead were often so low that those riding on the top of a car had to sit down quickly to prevent being hit. Braking was all done by hand and there was always danger of the brakeman losing a finger or two. At places on the track where curves were sharp, it was not unusual for the train to jump the track. When this occurred, farmers were often coaxed to hitch up the team and get the train back in operation.

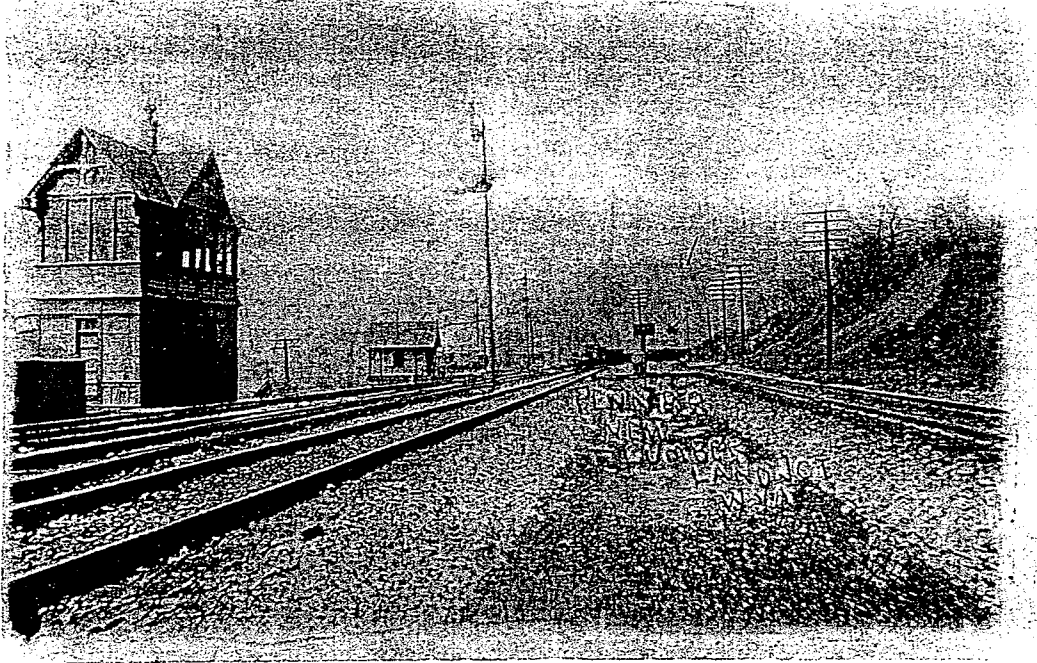
The local historian of the Cove area, Charlie Campbell, is responsible for this information presented here. His grandfather and uncles were railroad men and passed along to Charlie the love of a train. This author has read several articles written by him about the general operation of the first trains in the area and the problems encountered by the faithful men who operated them. It should therefore be the truth that the information presented here is factual, and not the product of someone's imagination.

One of Charlie Campbell's favorite railroad stories, which he swore to be the truth, was as follows. Number 2 train frequently jumped the track near Wheeling Junction (later known as Weirton Junction). It was the job of an Irishman named Flanagan to report these incidents to the superintendent. Flanagan was a very thorough soul, and wrote lengthy epistles to his boss, giving all of the minute details of the occasion. The time came when his superior decided to put a stop to these lengthy reports. He wrote a terse note to Flanagan, telling him to hereafter cut these messages short. Flanagan complied. The next time the mishap occurred, the Irishman sent the following message. "Number 2. Off again, on again, gone again. Flanagan." Charlie reported that it was a true fact that the once popular "On again, Off again" poem written by Strickland Gillilan, had its inception in this real life incident on the early railroad at Hollidays Cove.

The Railroad Bridge at Weirton Junction near Ferry Glen



New Cumberland Junction
(near Walnut Street, behind the Community Center)
Small building is the Railroad Station.
Large building is the Signal Tower.



Avella Woman Rewarded for Following Her Natural Instincts

“Nothing heroic. Just doing what I thought I should do.” This was the response from Mrs. Tammie Hall of Avella, PA, as she accepted the “Chairman’s Award” for \$250 for preventing a possible disastrous train derailment in November, 2006.

“My son came in and alerted me to the fact that ‘something serious is wrong with the train track’. I became alarmed and went to investigate. I saw the damage and immediately contacted Wheeling & Lake Erie Railway Company.” It is not clear what had happened to the tracks. It is known only that the next train through Avella could have derailed near the Station.

Today, Tammie holds not only one award for following one of her natural instincts. Just recently she was personally presented with a check for a \$5000 reward by James Northcraft, Vice President of Transportation for Wheeling & Lake Erie. The ceremony took place at the Avella Railroad Station in the presence of several members of her family.

On April 8, 2007, the ‘train folks’ whose tracks run almost through Tammie Hall’s petunia patch, were frightened beyond belief. As he neared the Avella station, the engineer came within the range of a sniper’s bullet that shattered the glass where his face had been. The alarm was soon spread that “someone shot at the train”. Within minutes- police, medics, helicopters – all converged on the station area of Avella.

The din created by the excitement did not prevent the sharp eye of Tammie Hall from zero-ing in on a possible suspect. With a ghostly expression on his face and a BB gun in his hand, the 12 year old admitted his guilt to Tammie. She calmly explained to him that it was her duty to “turn him in”. She then notified the authorities.

“But it was just a BB gun!” the juvenile protested.

Tammie’s favorite pasttime is helping people. The daughter of LaVerne and the late David Hampe, Tammie is married to Donny Hall and is the mother of two sons. She has been a resident of Avella, and Smith & Robinson Townships since 1978.

A 1983 graduate of Avella High School, she has devoted much time to civic duties such as the Avella Volunteer Fire Department and the ARC Human Services in Avella. She recently broke her ankle in helping to answer a call that proved to be a false alarm.

She remembers a great uncle, August Hampe, who lived in Buffalo Village and served before 1978 as the local constable.

“I did not want to get anyone in trouble,” Tammie says quietly, in reference to her actions in the train-shooting incident . “But I wanted to prevent a worse situation from occurring. I feel I must look out for the safety of my family and the community in which I live and work.”

James Northcraft’s journey from Brewster, Ohio, to Avella, Pennsylvania, for the presentation to Tammie Hall, eventually proved to be three-faceted. In addition to the award presentation, he and Division Superintendent, James

Hill, became members of the A.D.White Society during their stop at the Avella Wabash Station. This visible token of their personal support of this active historical group deeply touched members who are struggling to make it a force for good in the Avella area.

The third highlight of the visit was Northcraft's announcement that the governing body of the Wheeling and Lake Erie Railway Company, led by Chairman and CEO L.R. Parsons, had reduced the yearly fee, for the Society's use of the land on which the Station is located, from \$600 to \$6. What a boon!

Courtesy of Fort Vance Historical Society

THE GOLDEN AGE
OF
THE ELECTRIC RAILWAY

by: Ruth Celesta Miller
James Chauncey Miller

1972

The era of street cars in Butler County came and went since 1900. In 1900 the Butler Traction Company moved its first cars on Butler streets. They purchased and opened Alameda Park in 1901.

In 1905 a company was formed that purchased a right-of-way between Etna and Butler. This company was franchised as the "Pittsburgh and Butler Street Railway." It was owned and operated by Charles Gibson, E. C. Tennis and a Mr. Hurd who once owned and lived in Treesdale. Office holders or shareholders were Charles Hosford of Butler, Mr. Stephens of Gibsonia and Greers and Brandons both of Butler.

Mars council granted the company the franchise to operate on the entire length of Clay Avenue, January 23, 1905. The same year Butler Council gave the company the consent to operate on the streets of Butler.

This road was nicknamed the "Butler Short Line." In later years this road was often mistaken for the "Harmony Short Line." These were definitely two different lines and many miles apart except at their terminals. The companies were separate in routes as well as terminals.

The Butler Short Line entered Butler via Sullivan Avenue, West Cunningham Street and Main Street to the court house. In a fairly short time the cars ran over East Wayne Street viaduct to Center and Zeigler Avenues.

The Butler Short Line entered Pittsburgh via Butler Street, Etna, following the railroad to Millvale and over the Sixth Street bridge, Sixth Avenue, Penn Avenue and ended on Stanwick Street. The passenger terminal was on Stanwix Street and the freight station was on Duquesne Way. During repair work on Duquesne Way, the freight station was on Anderson Street, Northside. Later it was moved to the old Exposition building and remained there until the line was abandoned.

The "Harmony Line",^{which} first operated as the Pittsburgh-Harmony- Butler-New Castle Railway, was put into operation in 1908. This line entered Butler by way of West Wayne Street. The station was adjacent to the Ford Agency yet remaining of Wayne Street. Both passenger and freight were handled from the same terminal. It entered Pittsburgh via East Street and Evergreen Avenue.

The first task after getting the proper franchises was to buy the rights-of-way and survey. Some property owners were glad to have close transportation and donated land. Especially the farmers who did marketing in both Butler and Pittsburgh. Both of these lines gave an economic boost to both cities.

The survey was not too difficult. The Surveyors followed parallel with the Baltimore and Ohio Railroad and the eighteenth meridian from Etna to Mars. At Mars they left the railroad to the west and continued along the meridian giving the line a slight north-easterly direction. Slight deviations were made due to the contours of the land.

Next was to prepare for laying the track. Cuts were made through the hills, low places were filled by the excavation of the hills and three viaducts were built over streams and railroads. The largest cut was on the J. A. Humes property about two miles north of Mars. The earth taken from this cut was used to fill a low place on the adjoining farm of E. A. McCandless. The second deep cut was at West Hoffman. A very high viaduct was built over Thorn Creek and the Bessemer RR just east of Renfrew. The second viaduct was over West Hoffman, over Pine Creek and the B & O Railroad. The next viaduct was into Butler before entering West Wayne Street. Hence the Wayne Street Viaduct.

The work of the cuts was mainly done with pick and shovel and some with scoops drawn by horses. Clarence McCandless used his farm team for the scoop. As soon as a temporary track could be laid a small dump car was used. Clarence and Mike ~~XXXXXX~~ Dunhaver operated this car by hand brakes down grade then a mule was used to draw up the grade. Dynamite was used to break the rock. The laborers were men of the surrounding communities

with the addition of a few Italian recruits from the "cities." Those who came from a distance lived in the old Plummer House at Hutchman stop-now occupied by the Blackburn family. and some lived in a house on the John Lloyd property. Mrs. Emma Clark kept them supplied with produce as well as eggs, butter and milk. Mrs. Margaret Miller baked bread. Mr. Beach was the superintendent of the entire construction operation.

The laying of the track required many small bridges. Small shelters or stations were built at the various stops. There 74 stops in all and a few had no buildings. After the final track was laid a small locomotive was used to haul ballast and whatever was needed. All of the ~~XXXXXX~~ material was transported to Mars of the B & O Railroad. Men with horses who had hauled for the oil wells did the transporting from that point. At the brickyard the "Short Line" operated on the Band O siding thus the transfer used men who could shovel. From the Mars siding John T. Hutchman, Dale Walters and David Roberts used their teams. The little steam locomotive attached to several dump cars was operated by George Logan.

Frank Hamilton and Floyd Lyon helped set the poles. James P. Merrileas was among the first linemen. R. H. Rape, superintendent of the Butler Railwya was in charge of the electric installation.

A large power house was built near Renfrew. It was a large brick building and contained ~~l~~arge steam boilers similar to those used at oil wells in ~~that~~ day. They were heaped with coal shipped in by railroad at the Butler branch of the B & O. A dam was built in Thorn Creek to furnish water supply. Steam turned turbines which in turn rotated the dynamoes which created the electric power. Sub stations were erected in the car barns, Butler freight station, Allison Park and Gibson. For a short time a small substation stood on the right side of the track near the reed mill and brickyard. Across the track from the barns, four large transformers were placed on the bank of the creek. This was during the last few years of operation.

● The car barns was a very large brick building which housed the sub-station, black smith shop, carpenter shop, paint shop, storage for the cars, superintendents office, dispatchers office, a room for the trainmen and a regular store room for all supplies.

The cars were built by the Niles Car and Manufacturing Company, St. Louis, Missouri. They were shipped in parts on the railroad and assembled at the barns. They differed from other electric cars in that they had a pole and a pantagraph or "kite." The pole was used in the cities and

the "kites" were used in the country. The local cars had seats like those of the railroads. In the passenger department the seats were upholstered with green plush material. In the smoking compartment the seats were covered with black leather. There was a third compartment for express.

The "Marsonia" was an exceptionally large car. It was carpeted and had upholstered chairs instead of seats. The chairs were not fastened to the floor and could be moved about easily. This car had no smoking or baggage room. It was used principally for the officers and special groups. It jumped off the track at the south end of the Wayne Viaduct and was destroyed by fire. William Bowman was the motorman and the conductor is forgotten. No one was injured. The other cars were numbered and always referred to or scheduled by its given number. This car was replaced by 111. Instead of chairs it had regular seats. It was very up-to-date in decor and was used for officials and groups. It was also used as a "Flyer" or "Limited."

Local cars made the run from Mars to Butler in forty-five minutes and to Pittsburgh in one hour and twenty minutes allowing for stops and meeting cars. All local cars left both terminals on the hour and half hour. Butler "Flyers" left Pittsburgh at 9:30 am, 1:30 pm and 5:30 pm. Pittsburgh "flyers" left Butler at 8:00 am, 12 noon and 4:00 pm. The "Flyers" made the trip in one hour thirty minutes.

There were two day freights and one night freight. Milk was delivered by the first day freight unloading some at different stops beginning at Vilsack. The largest quantity was for Rieck-McJunkin at the Pittsburgh station. The next largest quantity was for the Miller Brothers, Millvale. ~~and~~ Kleber Brothers at Vilsack were third dealers in milk. There were a few others who received a can or two. Most cans hold five gallons and a few were ten gallons. Every Saturday morning a freight for farm produce other than milk was scheduled earlier in order to reach Allegheny and Pittsburgh markets early in the morning. Fruits, vegetables, butter, eggs, dressed meats constituted the most freight. Box cars and flat cars were used for larger things as bricks, lumber, groceries, flour, sugar, molasses (barrels) and grain. Other items were cows, horses, and mules in the box cars. The Velte Foundry shipped very large valves used by the Spang Company in Etna.

The track was single with twenty sidings where the cars met. The cars were heated by cylindrical shaped stoves that burned anthracite coal. This made little smoke or pollution. Pipes arranged along the floors on both sides of the car carried hot water from an oblong shaped tank called a "pig." The only time bituminous coal was used was during World War I. The power house and stations used bituminous coal where there was no gas.

A survey and some excavations were made for the extension of the line to Grove City. Due to financial difficulties the project was abandoned.

The aftermath of World War I caused the company to place it in the hands of a receivership under the supervision of Mr. Bert Smyers. He was to reorganize the company trying to put it on a paying basis or if not to sell. The line with all equipment was sold to the Russell H. Boggs Foundation, owner and operator of the "Harmony Route." They continued to operate both lines until the death of Mr. Boggs. It was passed on to his heirs and successors who sold to David I. McCahill and associated who operated the system until the spring of 1930. It was again placed into receivership hands and continued in operation until the spring of 1931. The receivership at the advise of the owners petitioned Federal Judge Schoonmaker to issue an order to discontinue the service and operation of the "Butler Short Line" which was then called the Pittsburgh - Mars - Butler Railway or "Mars Route". The patrons along the route together with the employees tried to keep the cars running but Judge Schoonmaker overruled and the last car left ~~away~~ Pittsburgh at 11:30 pm, April 22, 1931. A. P. Craig was motorman and Richard Palmer the conductor. Transportation and freight rates were not exorbitant. Commuters tickets could be had at a reduction. Several increases were made but never beyond reason.

Both electric lines were a great help to students who aspired to higher education. At the time Butler had one of the best business colleges in the whole U.S.A. The college was conducted by Prof. A. F. Regal. Butler High School had a four year course where the others had three. Many students took advantage of the fourth year.

Following the abandonment of the electric railways, Mr. McCahill instituted a bus service under the title "Harmony Short Line Transportation". The buses after a few years went the way of the "Short Line". Gradually they dropped the service. Several years ago the bus service between Pittsburgh - Mars - Butler was discontinued. Today in 1972 the only public transportation for Mars is a Butler Motor Transportation bus that extends its service to patrons in Evans City, Mars, Valencia on the second Tuesday of each month. It is really a chartered bus and not for the general use.

The old railroad comes to an end

Kathryn Campbell Slasor
For The Enterprise

John Dinsmore and Alexander Hanlin finally gave the nod. Each, in essence, declared, "If you intend to split my farm into two sections with a line of endless steel rails, than I demand a station!"

Their words back in 1855 were prophetic. Today they are obsolete. Not only have their once productive farms become a desolate expanse of untamed wilderness; not only are they choked with brush, scraggly undergrowth and a motley mixture of weeds; but the railroad stations which were in question and later named in their honor have long since passed from the scene.

The mournful whistles of the trains as they lumbered down the track to what was then considered far away places" have been silenced. Following a burst of activity of more than a century's duration, the noise, the rumble, the clackity-clacks" slowly began to abate. The iron giants and the strings of defenseless cars lessened in importance as progress in other modes of transportation stepped ahead. The warning blasts at the crossings will sound no more. Less than a month ago (August 1994), anchors and plates supporting the tracks were loosened, spikes pulled and the rails lifted along the nine-mile stretch between Burgettstown and Colliers. The clan of metal as the spikes were drawn up by large magnets and dropped into waiting trucks was a death knell. The old Panhandle Railroad is dead.

The railroad was built through

the Burgettstown area in 1855 and 1856, from the east. It had been started in Pittsburgh in 1849. The tremendous task of building a railroad back in those days was accomplished mostly by hand and simple tools. Blasting powder, horse-drawn scoops, one-horse dump carts, and a pick and shovel were the tools of the day. Stone for the roadbed was crushed by sledge hammers, wielded by manpower.

The railroad company constructed camps along the tracks to house the workers. As the work progressed farther down the line, the camps were moved correspondingly. A study made by the late Harris Smith, who had a lifelong interest in the subject, reveals that traditionally the railroads were built by the Irish. At the time the Panhandle was built, the chief immigrants into this country were Irish. Also, these people would work for very little compensation. Mr. Smith delighted in telling the story of the Irish cook in one of the camps. She would walk to Pittsburgh on Saturday, stay overnight and return to camp Sunday. She carried her basket of groceries and a two-gallon jug of whiskey!

Sanitary conditions were poor in the camps, creating the possibility of disease. In 1855 cholera broke out in a camp near Burgettstown. Six Irishmen died and are buried in unmarked graves in the old United Presbyterian Graveyard atop the hill overlooking Burgettstown.

About the year 1860, enough progress had been made on the line that passenger and freight service was begun. The tracks, however,

went only as far west as Colliers, W.Va. There a turntable was built, and the engines were turned manually for the return trip to Pittsburgh.

Ahead of the crews was the Panhandle of West Virginia, a strip of land approximately seven miles wide. A drama of a few years duration was enacted in this area, which story will be told at a later date. Next came the Ohio River, which must be spanned by a bridge. This, also, is another story. After the entire line was completed, passengers and freight alike rolled smoothly along the tracks, with never a thought given during the next century of the time, the expense and the hardships endured by those whose hands had made it all possible.

Although many farmers objected to the railroad's intrusion onto their farms and of the pounding of railroad spikes into their cornfields, the right of eminent domain took precedence. The route was laid out and the farmers received compensation for their land. Many farms were split by the tracks, leaving no way for the owner to reach the other section with his crude horse-drawn and operated machinery — thus the introduction of "crossings."

The crossing at the northern end of Creek Lane, in Hanover Township, came about in a unique way. James Worstell, who lives across the road from the crossing, tells the story of its inception. His uncle, John Haire, from Canonsburg, had bought the farm in the spring of 1912. No one had lived there for a few years, so the railroad company removed the cross-

ing. When Mr. Haire took up residence and needed to cultivate his corn on the other side of the tracks, he must drive his horses a mile or so down one side, cross over at the Paris Crossing and come back up the other side. After tending his fields, he must reverse his route.

The year of 1912 was not a good one for Uncle John Haire. After spending his summer commuting via Paris Crossing to cultivate his corn, the Great Flood of Sept. 1, 1912, roared down Harmon Creek Valley, taking the corn field to the Ohio River. That was the time when he decided to petition the railroad company to replace the crossing. The company did not, however, see the importance of another crossing so close to that of Paris, and the one just to the east at Dinsmore Station.

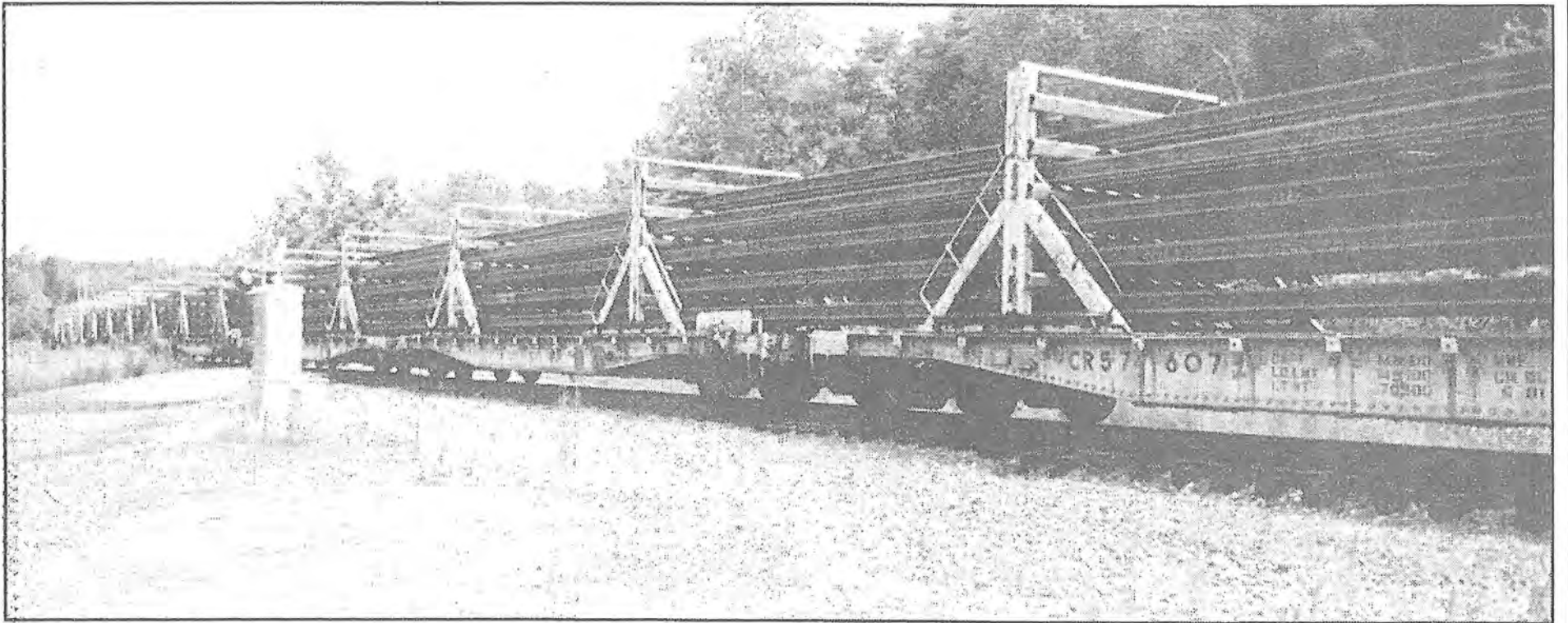
So Mr. Haire began an account book. He wrote down all of the expenses incurred in those extra miles his horses were required to travel, and the extra wear and tear on the machinery and the time involved in the detours required to cultivate another year's crop of corn. In 1914, when he again appealed to the railroad company and was refused, he presented the account of his expenses. The crossing was built. Since that year, probably very few who have followed Creek Lane from Eldersville, in Jefferson Township, rumbled over the little iron bridge that spans Harmon Creek into Hanover Township and observed the "railroad crossing" sign at the tracks, were aware of the story behind the crossing that bears Mr. Haire's name.

Stories of Dinsmore, Hanlin and other families whose peace and tranquility were disrupted by the coming of the Panhandle Railroad will be told at a later date.

The old railroad comes to an end (Pg. 1)

The Enterprise-August 31, 1994 Edition

Courtesy of Fort Vance Historical Society

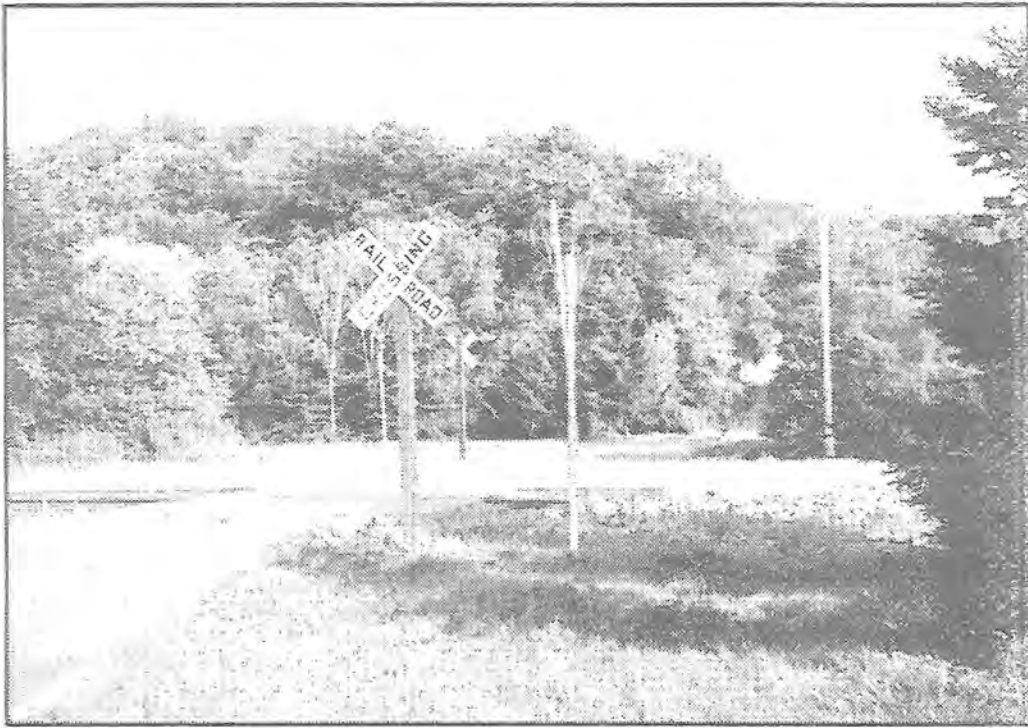


THE LAST TRAIN over Dinsmore Crossing made certain that no more such trains would be scheduled — it took the tracks with it!

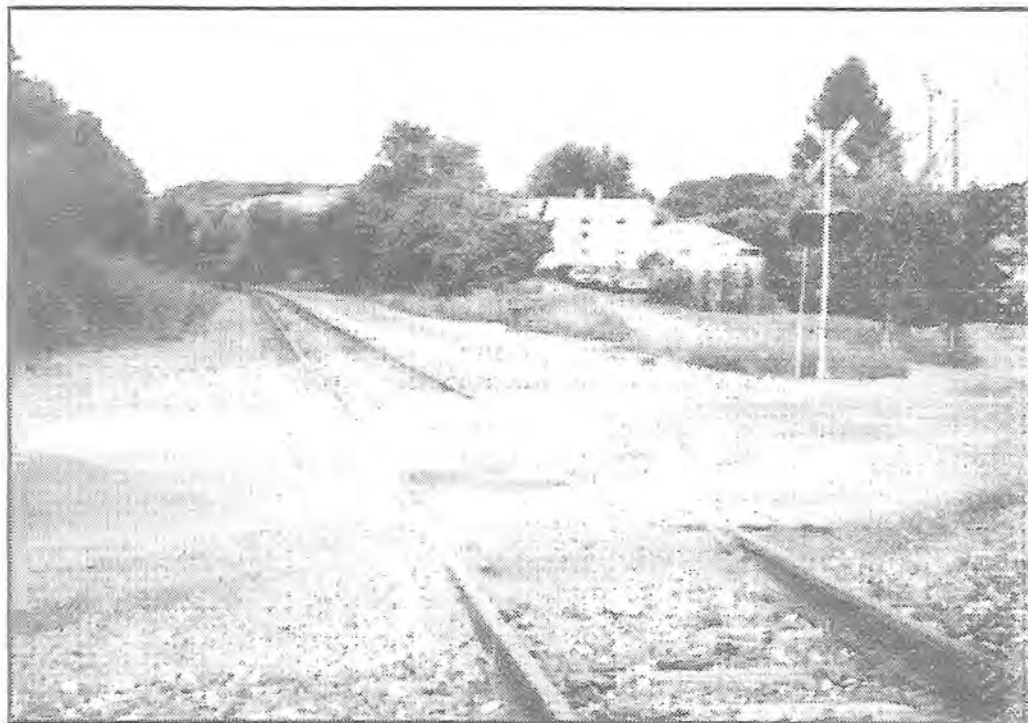
The old railroad comes to an end (Pg. 2)

The Enterprise-August 31, 1994 Edition

Courtesy of Fort Vance Historical Society



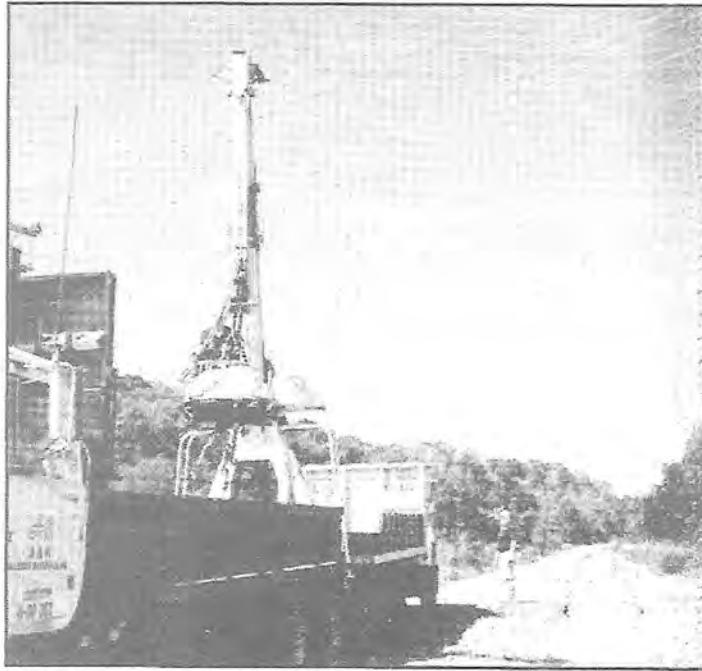
THE "RAILROAD CROSSING" danger sign that has warned motorists near the end of Creek Lane has now become obsolete. This crossing is in Hanover Township, near the home of James Worstell. Picture taken July 21, 1994.



PATTERSON CROSSING, at the western end of Burgettstown, had been spared as yet when this picture was taken, July 26, 1994.

The old railroad comes to an end (Pg. 3)
The Enterprise-August 31, 1994 Edition

Courtesy of Fort Vance Historical Society



SPIKES AND OTHER metal objects cling to the magnet until released into the waiting truck. The railroad bed at Patterson Crossing west of Burgettstown now presents a bare appearance.



THE ENTERPRISE / KATHRYN SLASOR

End of line

Rails have been removed from Colliers, on the west to this crossing at what was at one time Dinsmore Station. Rails were cut off abruptly and plates, spikes and anchors were later picked up by magnets. Only the ties and the rust of 130 years remain in this photo. Even the rust where the plates were spiked down will be gone when these ties are removed.

**The old railroad comes to an end (Pg. 4)
The Enterprise-August 31, 1994 Edition**

Courtesy of Fort Vance Historical Society



THE
PENNSYLVANIA
RAILROAD COMPANY



BURGETTSTOWN, Pa. to
EAST STEUBENVILLE, W. Va.

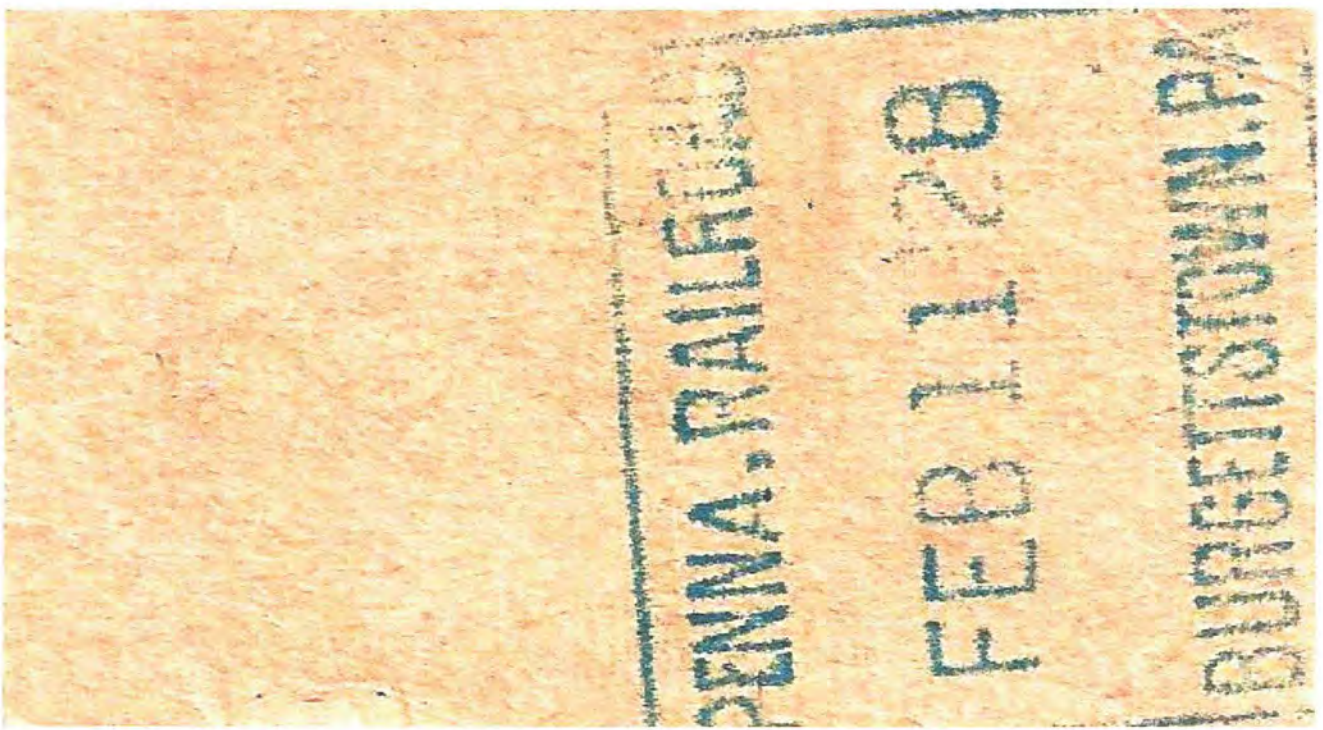
Good for One Continuous Passage, beginning on date of issue, stamped on back, or next succeeding day. Subject to tariff regulations.

(7122)

OW

Pass'r Traffic Manager.

42931



The Pennsylvania Railroad Ticket-Canceled February 11, 1928
Donated by Dorothy Smith

Time of Mail Arrivals.

Mail arrives at the local postoffice from railway trains at 6:40 and 10:20 a. m., and at 1:15 and 5:00 p. m., subject to trains being on time. Distribution of these mails usually are completed within 30 minutes. Mail from Langeloth, Cross Creek, Slovan, Atlasburg and Studa on star routes arrive about 9:30 a. m., and mail from Florence, Bertha and Joffre come in by rural carriers about noon.

TIME-TABLE

Pittsburgh, Cincinnati & St. Louis Railway

PAN-HANDLE ROUTE

Taking effect JAN. 13, 1884, the following will be the time of trains stopping at Burgettstown Station. Time given is standard time 40 minutes slower than Pittsburg time:

WESTWARD.

No 13, Steubenville Accom.	†7 41 am
No 3, Mail Express,	*1 42 pm
No 11, Dennison & Wheeling Ex	†4 43 pm
No 15, Burgettstown Acc. arrives	†7 17 pm
No 31, Church Train (Sundays only) arrives	1 32 pm

*Daily. †Daily except Sunday.

Through Coaches from Burgettstown to Wheeling, Columbus, Cincinnati, Indianapolis, St. Louis and intermediate points.

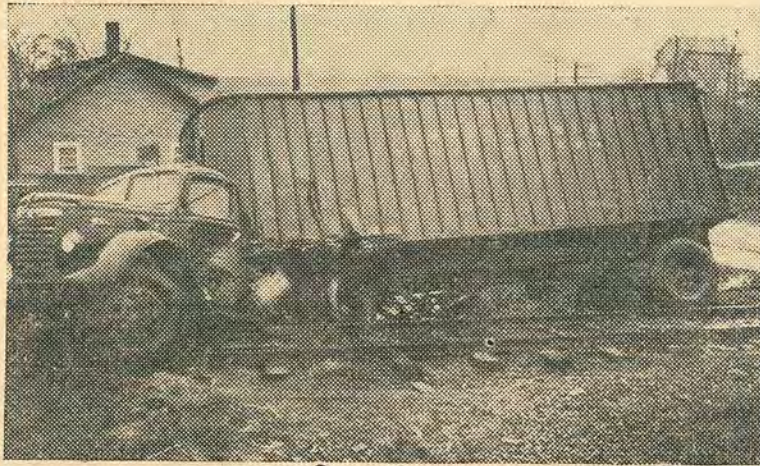
PULLMAN PALACE SLEEPING CARS attached to through trains to Columbus, Cincinnati, Louisville, Indianapolis and St. Louis.

For time-tables, rates of fare, through tickets and further information regarding the running of trains apply to W. S. Fullton, Ticket Agent, Burgettstown, Pa.

JAMES McCREA	E. A. FORD,
Manager,	Gen'l Pass & Ticket Agent
COLUMBUS, O.	PITTSBURG, PA

Railroad Time Table-Pan-Handle Route
Pittsburgh, Cincinnati & St. Louis Railway
The Burgettstown Call- Vol. IV-No. 15- November 6, 1884 Edition

Pennsy Trailor Truck Argues Right of Way With Loaded Pennsy Freight



Rudy Putkovich, 15, Joffre sophomore at U. H. S., and amateur cameraman snapped this picture of a big Pennsy trailer truck that lost an argument with a loaded coal freight at the Raccoon crossing last Thursday, January 30. Frank Lowther, driver of the trailer that runs between Pittsburgh and Burgettstown freight houses, said his breaks didn't hold. He crashed into the oncoming Pennsy coal freight, but escaped uninjured. The trailer was damaged to the extent of several hundred dollars.

**Pennsy Trailor Truck Argues Right Way With Loaded Pennsy Freight
Burgettstown Enterprise-February 6, 1947 Edition**

The following train schedule and list of merchants were taken from a handbook issued by the Washington

National Bank sometime in the 1920's. No date is marked. Note the interesting telephone numbers.

— INDEX AND —
TELEPHONE DIRECTORY OF
BURGETTSTOWN MERCHANTS

(X) No Phone

Allison Bros., Hickory	16
American Zinc and Chemical Co.	82
Bender's Pharmacy	9-66
Bella's Lunch	9302
Bingham, A. W.	72-W
Burgettstown Dairy Co.	320-J
Barbush, Gust	X
Bloom & Bloom, Attys.	301
Bloom & Bloom, Wash.	1967
Bloom, I. C.	301
Boice, J. M.	13-J
Brown, J. E., Hickory	4-R-5
Burgettstown Motor Co.	330
Bloom's Dept. Store	301-66-J
Burg. Overland Co.	142
Burgettstown Hdw. Co.	5
Burgettstown Produce Co.	28-R
Carl, W. A.	9081
Capitol Restaurant	319
Carlisle, A. M.	51-M
Cassidy, R. C.	339-R
Clark, W. S.	29
Core, W. F.	333
Culley, W. B.	210
Cramer, W. G.	8-M
Carney, J. R.	226
Cross Creek Garage	117-R-11
Culley Brothers	54-J

DeWalt, Samuel H.	312
Davidson, R. E.	72-R
Donment, J. D.	17-R
Dallmeyer, W. F.	177-R-3
Dickson, W. E.	208
Davidson, C. W.	26-W
Dowden, D. C.	X
Enterprise Garage	126-J
Evantz, Matt	X
Eldersville Motor Co.	228-R13
Figley B. B.	50
Filippini, A.	204
Enterprise Printing	63
Fredericks, J. O.	91
Fullerton, L. H.	63
Gilbert, P. H.	238
Gradison Auto Bus	126-J
Hindman, A. O.	102
Horovitz Dept. Store	22-R
Inglefield & Son	174
Jackson Coal Co.	108-J
Katzenmyer, A.	X
Keystone Garage	99
Linn Bros.	53-J
Liberty Meat Market	170
Langeloth Mercantile Co.	119
Leopold, L. H.	64
Lee & Wilson	27-R
Langeloth Townsite Co.	56
McCalmont, S. J.	118-M
McCashin, W. J., Rev.	107
McBurney, H. H.	102
McCormick Motor Co.	114
McGough, J. L.	146

McIntyre, W. A.	X
McKenzie, J. A.	35
McKee, G. L.	311
McFarland, Edwin	15-A
Miller, A. R.	225
Miner's Cash Meat Market	X
New York Bargain Store	307
New York Restaurant	925
Pappas, Frank	235
Pyle, H. B.	374
Panhandle Petroleum Pro. Co.	359
Patsch, I. C. Houston, Pa.	968-A
Reed, James	58-Y
Penna. R. R. Freight Sta.	38
Penna. R. R. Passenger Sta.	212-J
Panconi & Son	9171
PeLucci & Son	213
Penn Bus Line, Bridgeville	19
Ritchie, S. M.	375
Russell Motor Co.	25
Russell Hotel	924
Ro, J. Jacob	17
Repoie, Ben	X
Sack's Dept. Store	220
Sanitary Barber Shop	31-W
Sansone Bros.	X
Scott, H. A.	24
Stool, H.	X
Stottlemeyer, Robert	X
Slovan Motor Co.	159
Shillito, W. G.	354
Sloan, B. E.	217
Smith Hotel	121
Stype, H. A.	218-M

Thomas, Eugene	15
Thomassy, G. E.	85
Union Cash Meat Market	X
Westlake, C. L.	70-J
Victory Restaurant	9255
Wilson, Geo. H.	27-J
Wilson, H. R.	318-J
Wray's Cash Shoe Store	X
Young, Thomas	239-W

SMITH TOWNSHIP OFFICIALS

ROAD SUPERVISORS

L. C. Smiley, Sec., Phone 162-R-12
Geo. Pate, Phone 176-R-3
J. M. Aiken, Phone 16-R-12 Midway

SCHOOL DIRECTORS

C. A. Hamilton, Sec., Phone 229
J. V. Stevenson, Sec., 20-R-2 Midway
Dan John, Cherry Valley, Pa.
Martin Russa, Raccoon, Pa.
H. H. Dold, Langeloth, Pa.
E. B. Smiley, Phone 16-R-14 Midway
Henry Coulterbahn, Phone 162-R-5

If you have any thing to buy or sell call up **FRANK PAPPAS**, he buys and sells everything. Phone 236.

P. R. R. TRAIN SCHEDULE

Burgettstown To Pittsburgh			Pittsburgh To Burgettstown		
No.	Time	Time	No.	Time	Time
600	4:30	5:40	501	5:45	6:35
610	5:24	6:39	301	6:32	7:55
400	6:11	7:24	521	7:50	8:44
500	8:00	8:55	531	9:45	10:37
300	8:52	10:08	691	11:25	12:38
520	10:07	11:06	541	12:50	1:53
420	11:22	12:30	601	2:05	3:11
690	1:25	2:26	321	3:10	4:21
530	2:07	3:00	551	4:00	4:54
620	2:30	3:38	421	4:15	5:32
550	4:26	5:22	611	5:15	6:32
320	5:21	6:44	571	8:05	9:05
1538	8:32	9:25	621	10:25	11:40

SUNDAY TRAINS

No.	Time	Time	No.	Time	Time
610	5:21	6:35	501	5:45	6:35
500	8:00	8:55	381	7:05	8:19
480	8:53	10:05	521	7:50	8:44
520	10:07	11:04	641	9:05	10:21
420	11:22	12:30	531	9:45	10:37
530	2:07	3:00	541	12:50	1:53
620	2:30	3:38	481	3:15	4:25
550	4:26	5:22	551	4:00	4:54
320	5:21	6:44	571	8:05	9:05
1538	8:32	9:25	621	10:25	11:40

Burgettstown Borough Council

Geo. I. McKee, President
Phone 311
B. E. Sloan, H. R. Wilson
D. J. Coulter, D. C. Dowden
A. R. Miller, S. J. McCalmont

Secretary of Council
C. W. Davidson, Phone 26-W

Burgess
Robert C. Cassidy, Phone 339-R

Borough Solicitor
I. C. Bloom, Phone 301

Justices of the Peace
W. B. Culley, W. G. Shillito

Borough Auditors
Wert A. McIntyre, James J. Reed
Robert Stottlemeyer

Chief of Police
W. F. Core, Phone 333

Street Commissioner
Alex Lathan

Board of Health
Rev. W. J. McCashin, President
A. M. Carlisle, Secretary
J. L. McGough, Treasurer
Dr. A. O. Hindman, P. H. Gilbert

Train Schedule and Merchant List from Washington National Bank Handbook-1920's Burgettstown Centennial Edition May 20, 1981 Edition

WHISTLES

The McDonald Outlook is complaining about the noise being made by trains running through the town, emphasizing the alleged fact that the engine-men on trains use the whistles unnecessarily.

A similar condition obtains at Burgettstown and the Enterprise has received many letters of protest on the subject. In each case, however, the writers have failed to sign their names and in consequence the communications have been withheld from publication.

It undoubtedly is a fact that much unnecessary whistling is done by the engines on many passing through the town. It would appear that some engineers delight in making all possible racket upon the slightest provocation. This is no fault of the railroad company, whose rules provide that "the unnecessary use of the whistle is prohibited."

Burgettstown suffers more from black smoke than the engine whistles.



Tuscarawas River Bridge, Coshocton, Ohio-1914

Courtesy of Fort Vance Historical Society



Avella Train Station-Unknown Year

Courtesy of Fort Vance Historical Society

Queer Idea Prevails On Crossing Topics

Unconfirmed Rumor to Effect That
Old Railroad Crossing Will
Not be Eliminated

Further activities of highway engineers in the vicinity the past week has led to a great deal of conjecture on the part of citizens, and various rumors which have been keeping the town more or less agog on the topic of expected changes in highway routes and the elimination of the North Main street railroad crossing.

It is very unlikely any person has any definite information on the subject of the elimination of this crossing. Old residents state that every year for the past 20 years or more surveys have been regularly made, and each year there has been talk of tunneling under the railroad to eliminate the grade crossing. So far the talk never got beyond the stage of discussing the presence of engineers and their travels about town measuring and setting up marks.

At the present time there are some peculiar slants to some of the ideas back of the talk. One rumor is to the effect that highway route number 18 is to be carried down Main street extension to a point near the Linn Brothers lumber yard, and a tunnel constructed under the railroad there, the road to strike the regular route of 18 at the borough line on the Florence road.

Included in the rumor mentioned is the idea that the crossing on North Main street is not to be eliminated; but that the present street arrangement is to be maintained for the benefit of town vehicular and pedestrian traffic, the tunnel to be used by through traffic.

Just what benefit such an idea would be to the town appears uncertain. If an additional route is required it might as well be by way of Midway, where a tunnel under the railroad already is provided. But, if the North Main street crossing is fenced or otherwise closed there is apt to be strife from business interests located on the north side of the tracks and the large population residing in that part of town.

There is much involved in the question of eliminating the crossing that it would appear very unlikely anything at all will be done, unless route 18 is made to pass under the tracks at the present crossing, with a cut of some 18 or 20 feet below present street levels. This would mean heavy property damage to stores and other property in the vicinity.

If it becomes evident that changes are to be made it is a foregone conclusion there will be violent opposition on the part of citizens to almost any plan that is advanced. The town was laid out on the assumption that the population probably never would exceed 200 or 300, and the possibility of such contraptions as automobiles never entered the heads of the good old brothers who saw no special harm in a few grade crossings as long as the cows could be kept away from them.

Queer Idea Prevails on Crossing Topics
Burgettstown Enterprise-May 1, 1935 Edition



Crowds during the Union Agriculture Fair

Courtesy of Fort Vance Historical Society

Watchman's Shanty At Pennsy Crossing Makes Way For Modern Flasher-Gates

The crossing watchman, a familiar figure at the Main street intersection of the Pennsylvania railroad has bowed out in favor of modern design. His tiny shanty has been removed and in its place is a set of mechanically operated gates and flashers to warn pedestrians of oncoming trains.

The Pennsylvania railroad, in response to numerous appeals from civic organizations has completed the installation of gates at the crossing at a cost of \$23,278.00. This was done in an effort to lessen the traffic fatalities which have occurred over the years and claimed the lives of many persons.

A traffic count made on September 13 and 14, 1950 proved this crossing to be one of the busiest intersections in this section of the county. The count totalled as follows: pedestrians, 1,831; bicycles, 39; automobiles, 3,909; trucks, 1,134; passenger trains, 24; freight trains, 43 and light engines, 10.

The gates, mechanically controlled operate as follows: There is a 5 to 6 second warning by flashers before gates begin to lower. Lowering gates takes 12 to 15 sec-

onds. It takes 8 to 10 seconds to raise them.

The warning circuit for westward trains on all three tracks is started approximately 2200 feet from the crossing, which provides a warning time of 30 seconds at 50 miles per hour. The warning circuit for eastward trains on all three tracks is approximately 2400 feet from the crossing, providing a warning time of 41 seconds at 40 miles per hour, which may be reduced to 30 seconds by time delayed relays.

Track circuits were installed about 70 feet each side of the crossing on all three tracks, so that with a train moving over the crossing in either direction, its presence is indicated by the lights flashing and gates down. As soon as entire train is clear of the crossing circuit, gates raise and lights cease flashing.

Provision has been made to keep excessive flashing to a minimum while shifting movements are being made to and from the Florence Mine siding and westward main track, by providing proper cut-outs operated by this switch.

Why Don't We Do Something About That Railroad Crossing

The Main street crossing accident on Monday, which took the lives of two of our citizens has stirred up a medley of discussion, once again.

Twice this month, automobiles have been literally smashed to pieces by fast moving trains at this crossing. Wartime freight loads and increased motor traffic in and out of town has considerably upped the traffic load on this crossing. Opinions have been expressed that this point bears the heaviest traffic load of any highway, between Pittsburgh and Columbus. Many people are of the opinion that Council should take action to lessen the hazards that continually menace pedestrians and motorists alike at this crossing, the only outlet in and out of that end of town on State Highway Route No. 18.

In so far as the Enterprise can determine, many theories have been advanced from time to time in years past for eliminating these hazards, but little more than talk has ever resulted.

Your inquiring reporter talked to the Public Relations department of the Pennsylvania Railroad to run down rumors that have been current for months concerning plans of the railroad for the Pan Handle division.

As is usually the case, these rumors turned out to be nothing more than—rumors.

Since the elimination of the Dinsmore tunnel and the building of three tracks at the tunnel to handle the giant locomotives that move today's freight, it has been persistently rumored that the Pennsy was also going to re-route the tracks at Main street, to lessen the uphill grade at this point, and would also build an underpass for highway traffic.

A spokesman for the road told the Enterprise that he had no knowledge of such a project. He also stated that the re-routing of the highway and building of an underpass would be primarily a state highway job, since this crossing is actually on Route 18 as well as our Main street. He stated that cost for such a job would be borne 95 percent by the state and about 5 percent by the railroad.

And contrary to general opinion as to the speed of through trains, the railroad of it's own accord, regulates the speed to a maximum of 40 miles per hour. Public opinion has been that through trains reach a speed of at least 70 miles per hour just as they hit the crossing, gathering steam for the uphill pull this side of Dinsmore.

So far as the railroad is concerned, officials state, that lanterns and whistles in the hands of 24 hour a day watchman are the most effective means devised as yet, to warn of the approach of trains, and if individuals fail to pay heed to these warnings, there is little the railroad can do about it.

It seems to your inquiring reporter that if individuals will not take precaution for their own safety, then it is the duty of the Borough Fathers to take precaution for them. There are ways and means that can be effective in safeguarding the lives of our fellow townsmen at this hazardous crossing. Why don't we do something about it—talk less and act, NOW!-mlv

WOMAN KILLED ON RAILROAD TRACKS IN ATTEMPT TO SAFEGUARD CHILDREN

Fearing for Safety of Her Two Boys Mrs.
George Zabetakis of the Burgettstown
Coal Settlement Rushes Across
Tracks in Face of Train

6-8-33

In an effort to safeguard her two small sons from danger at the Pennsylvania railroad crossing of the Francis mine road, just on the outskirts of town, Mrs. Stella Zabetakis of the Burgettstown Coal settlement, met a horrible death when struck by a fast freight train about 5 o'clock Monday evening.

It appears the little boys, Steve, aged 7 years, and Manusos, aged 11 years, were in the vicinity of the crossing as the train was approaching. Mrs. Zabetakis saw their danger and attempted to cross the tracks ahead of the train to warn them not to cross until after the passing of the freight.

Just why she felt impelled to rush out directly in the face of the oncoming locomotive is not clear, but such was her attempt and she was struck at a point almost midway between the rails. In plain view of her horror-stricken sons her body was terribly mangled and strewn along the tracks. The train did not stop, indicating that no one on the engine had seen the woman on the track or knew anything of the tragedy.

Another son, John, aged 19 years, was in the neighborhood of the accident at the time of its occurrence, and reached the crossing within a few moments, finding the mangled body of his mother.

The remains were brought to the Lee & Wilson funeral home here by ambulance and preparations made for the interment, which was on Tuesday afternoon, following services at the late home.

Mrs. Zabetakis was the wife of George Zabetakis who conducts a business place near the borough building in Burgettstown. She was aged 39 years and had been a resident of the community for many years. Besides her husband she leaves five children, John, Steve, Mike, Nick and Manusos. Burial was in Fairview cemetery here.

The fatality was caused by an east-bound train said to have been running at a high rate of speed. While the crossing is dangerous, as are all grade crossings, accidents are rare as protection is afforded by audible and visible signals.

Stella Zabetakis
Died- June 5, 1933

Must Learn to Read.

Recently certain types of railroad workers in Southeastern Pennsylvania were told by their companies that it would be necessary for them to learn to read or they would lose their jobs. The county emergency education supervisor offered the men an opportunity to learn to read and write through attendance at classes provided under the State and Federal auspices, according to reports received by the Department of Public Instruction.



2756 - Wabash R. R. Station, Pittsburg, Pa.

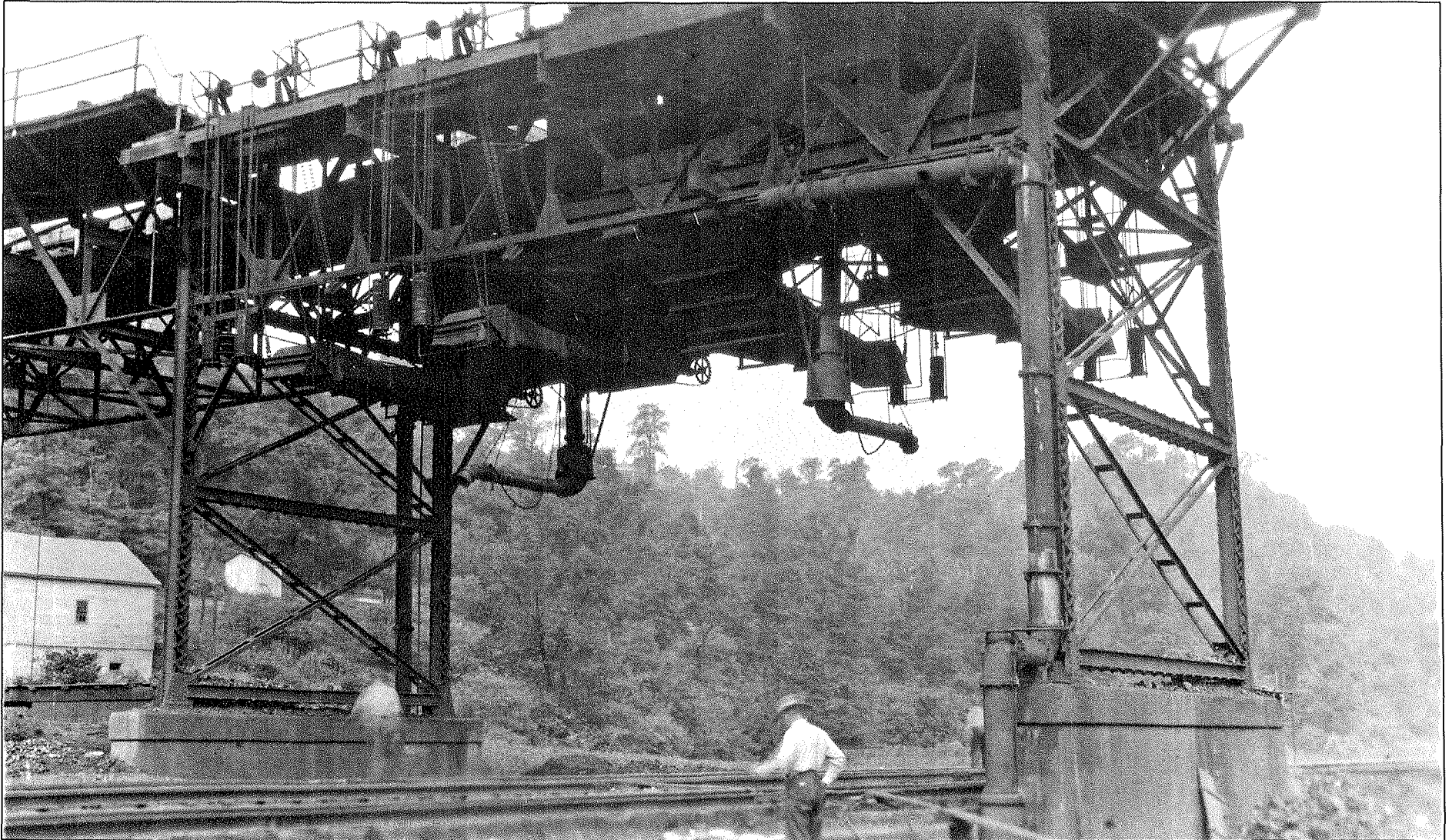
M. B. P.

**Photos
Colliers, WV
Railroad**



Collier, WV-Railroad Office Building

Courtesy of Fort Vance Historical Society



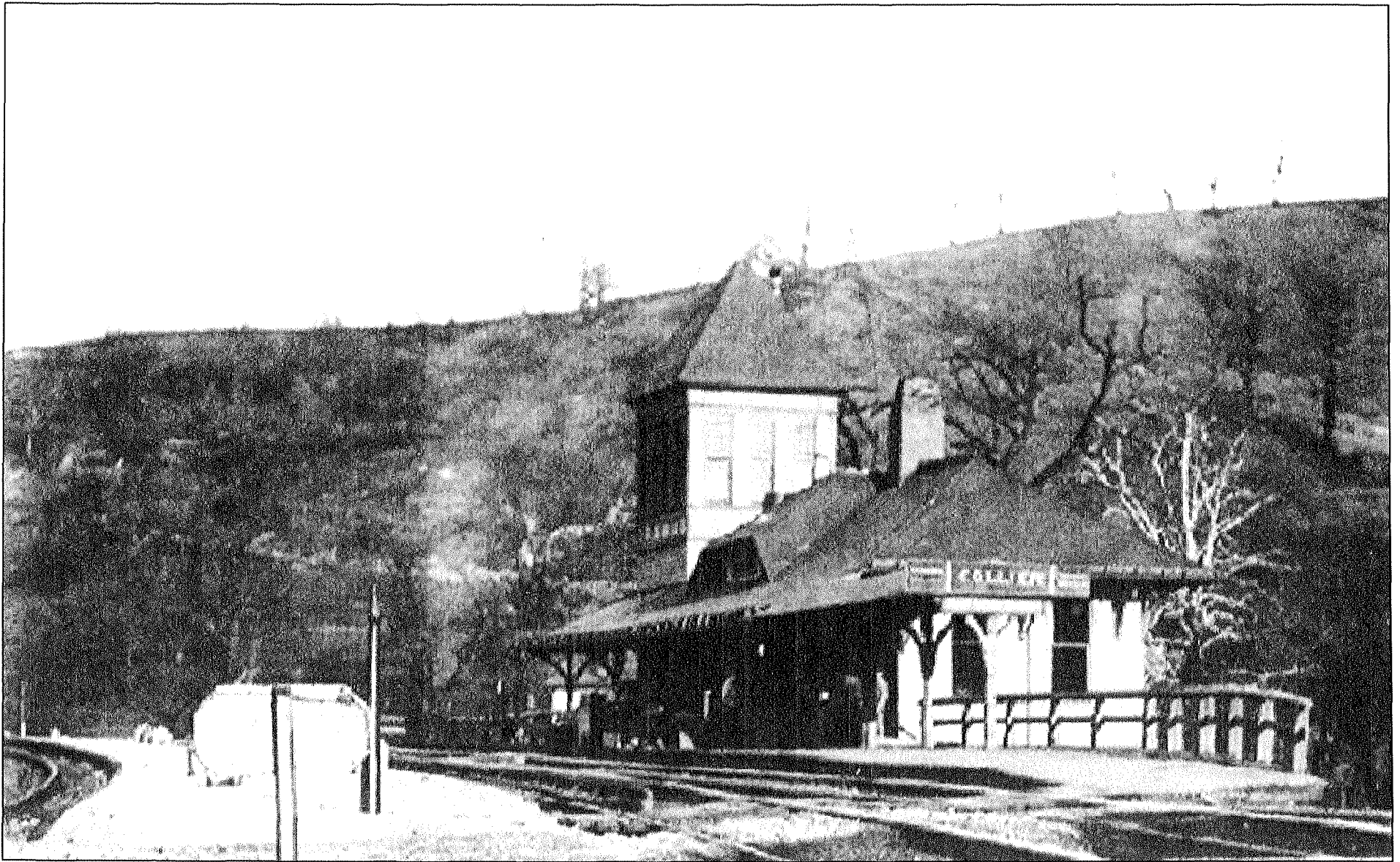
Collier, WV- Coal Dock

Courtesy of Fort Vance Historical Society



Collier, WV-Water Towers

Courtesy of Fort Vance Historical Society



Collier, WV-Train Depot-1911

Courtesy of Fort Vance Historical Society



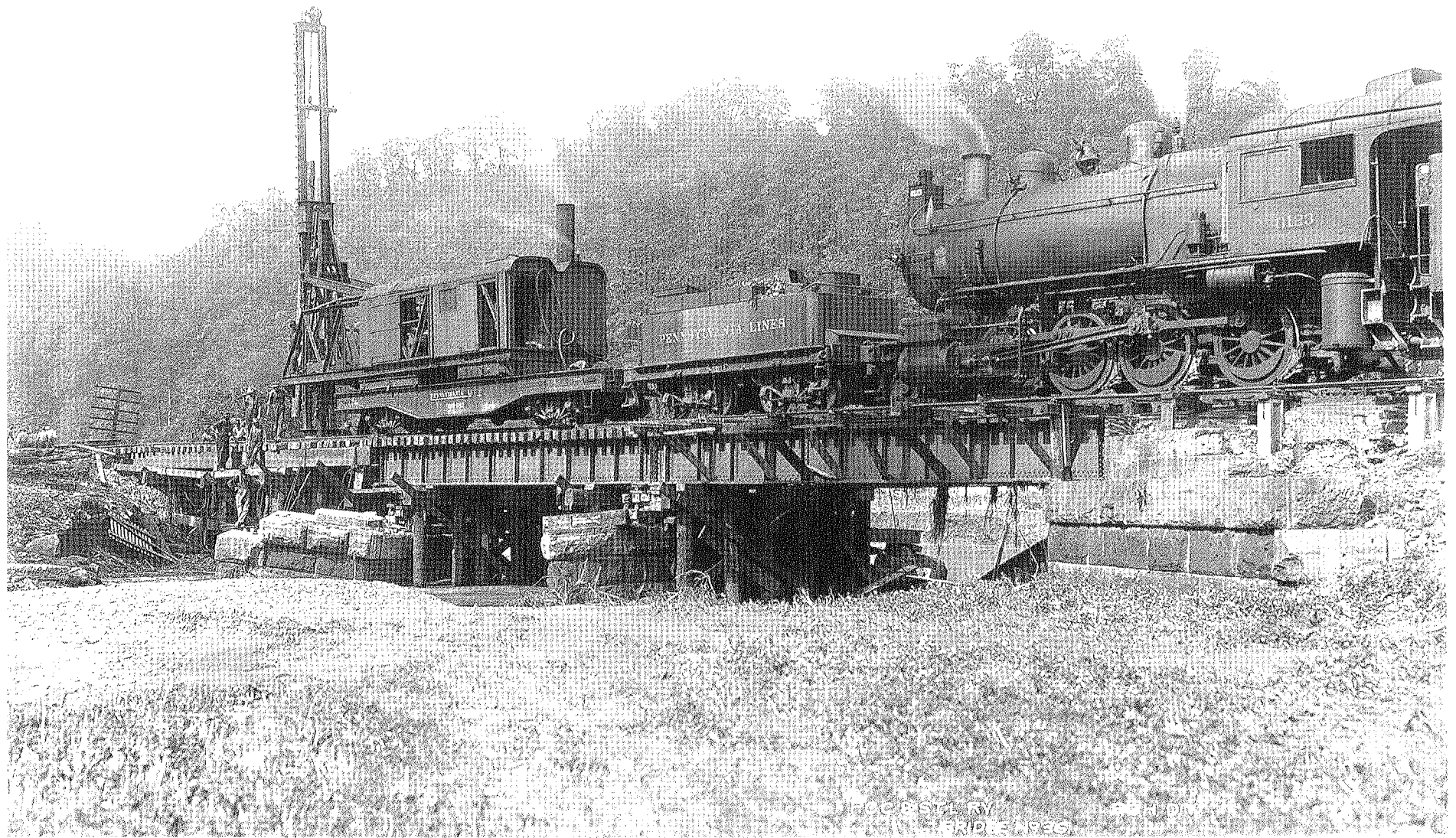
Collier, WV-Train Depot-1892

Courtesy of Fort Vance Historical Society

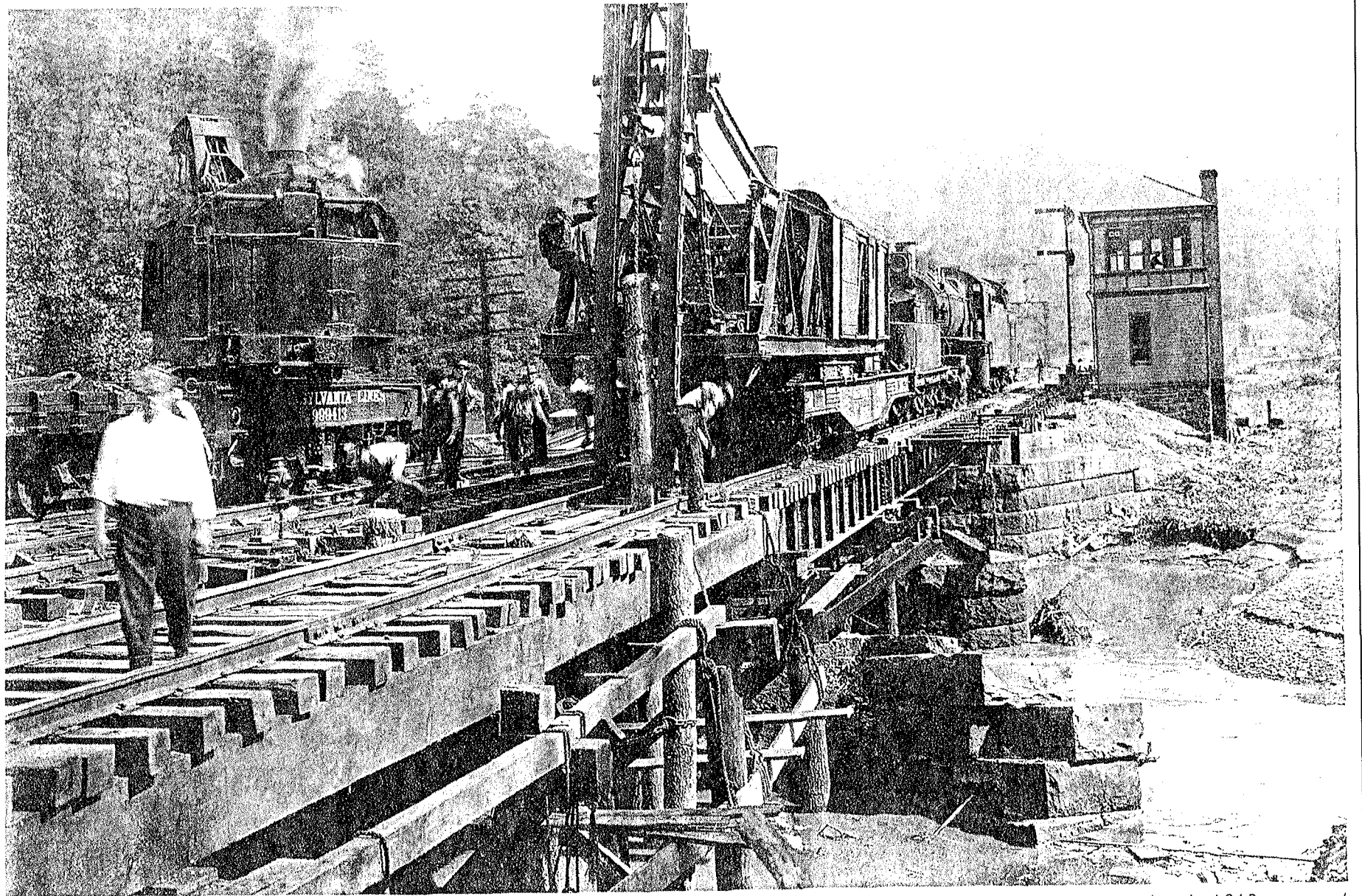


Flood of 1912

Courtesy of Fort Vance Historical Society

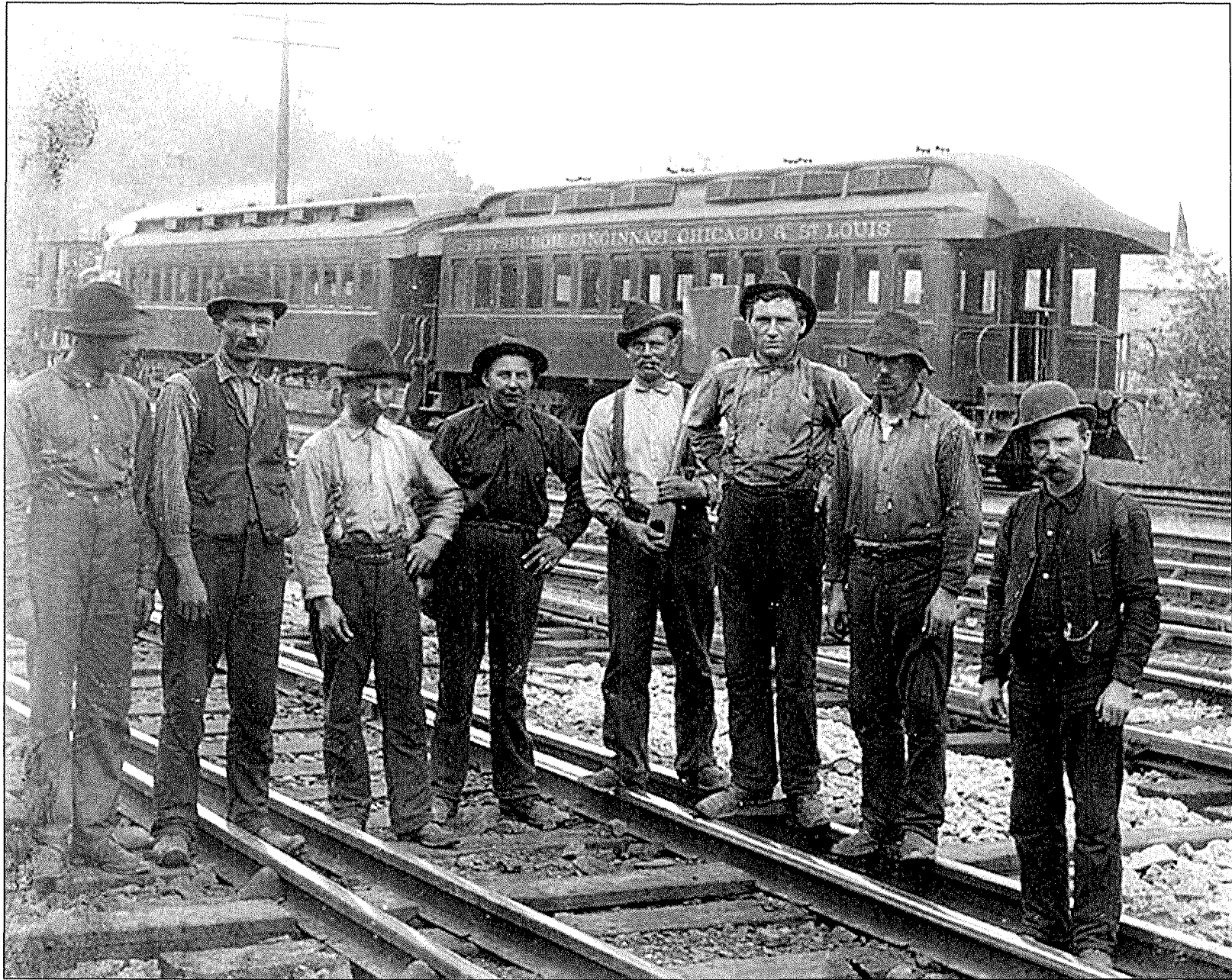


Pennsylvania Lines H6A #8123 and pile driver #999482 at work on PCC&St.L Bridge #36 on September 6, 1912. The view is westward, on the south side of the bridge, Collier, W. Virginia.
(Robert L. Johnson collection)



At "CO" Tower, Collier, W. Va. the track maintenance crew is restoring bridge and track after a cloudburst on the night of September 1, 1912 converted Harmon Creek into a raging river, destroying or damaging the railroad that stood in its path. This is bridge #36. View looking east on south side, Sept. 6, 1912. "CO" was later renamed "State Line."

(collection of James J.D. Lynch, Jr.)

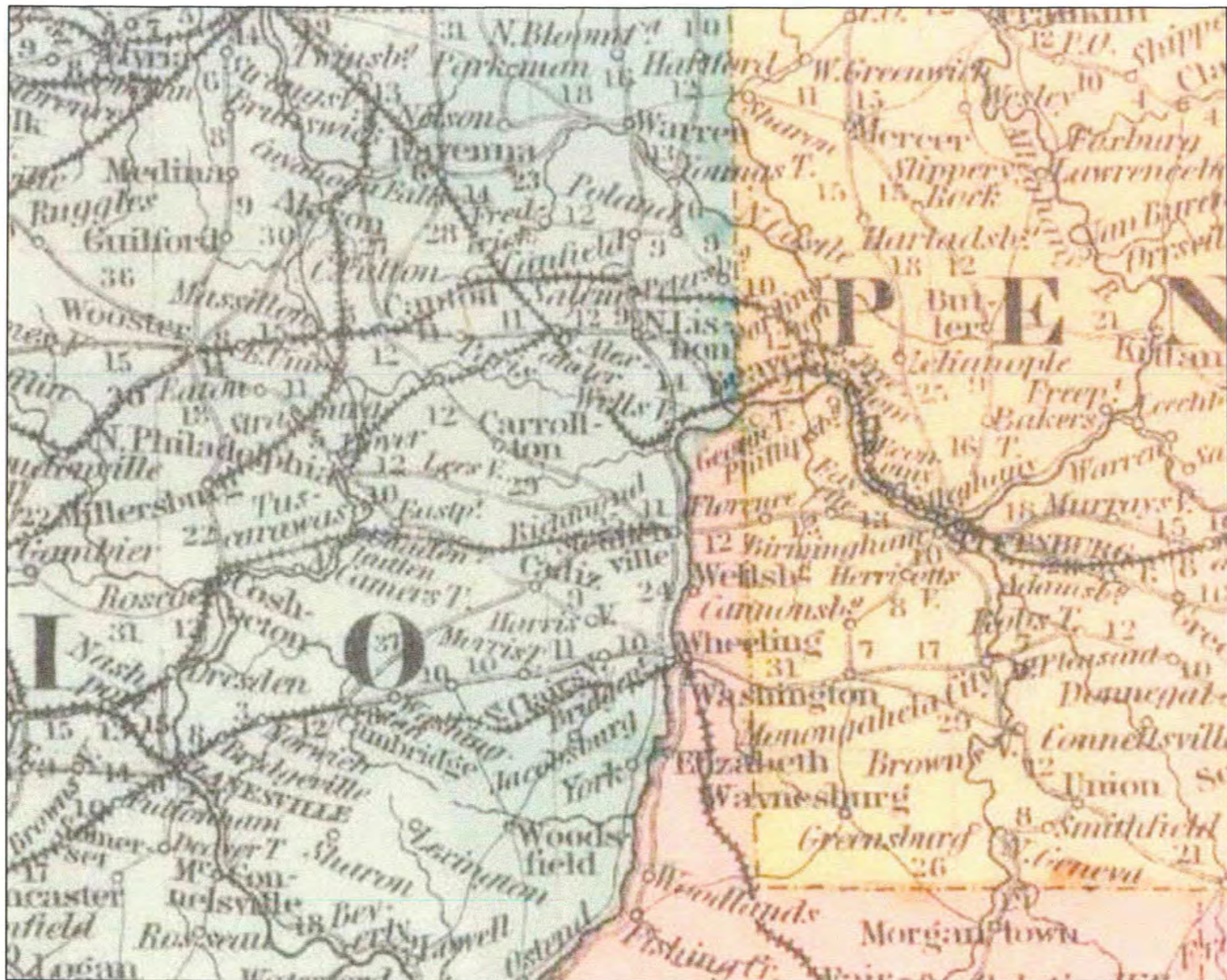


Collier, WV-Pay Car Workers

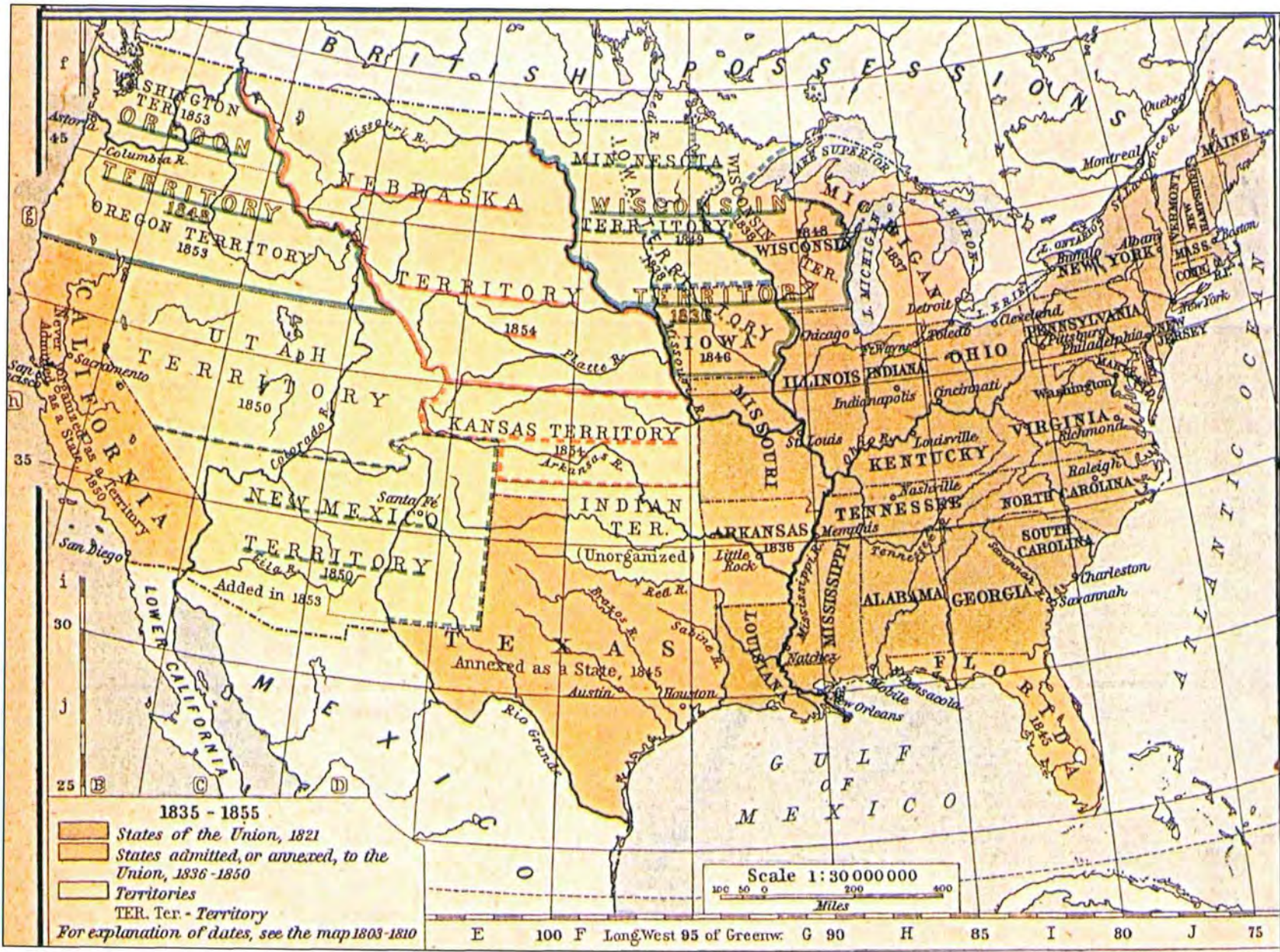
Courtesy of Fort Vance Historical Society

Photos Railroad

Area Maps and Facts



Tri-State Railroad Map-1855



National Railroad Map 1835-1855

Pennsylvania Railroad

- Chartered 1846, officially completed Philadelphia to Pittsburgh, November 1855
- Took Over old State Works system 1857
- Completed line to Chicago via the PFT. W & C RR in 1859
- Blocked from crossing Virginia panhandle by B&O and other Virginia interests.

Baltimore & Ohio Railroad

- Baltimore to Wheeling, Virginia and eventually, beyond
- First train to Wheeling 1 January 1853
- Lobbied in Virginia to block any other railroad from crossing the Virginia territory
- Was in turn blocked by Pennsylvania interests from reaching Pittsburgh

Pittsburgh & Steubenville Railroad Company

- Chartered by Pa in 1849 to build from Pittsburgh to Virginia State Line
- Very little construction—could not obtain Virginia permission to cross panhandle
- Circumvented problems by providing financial aid and secured rights of way to Virginia citizens, Jesse Edgington and Nathaniel Wells

The Edgington and Wells Railroad

- Built from state line (Colliers) to Ohio River near present bridge
- Opened 4 July 1854—failed later that year
- Poorly constructed
- Did not connect with any other railroads
- Went from nowhere to nowhere
- Important because it established right of way across Virginia

Holiday's Cove Railroad Company

- Incorporated by the Pittsburgh and Steubenville
- Chartered by Virginia in 1860 to build a large bridge to Steubenville to Weirton
- Build or purchase railroad leading from the bridge to the Pennsylvania state line
- Received federal permission to build bridge in 1862 and began construction

Railroad Riots 21-22 July 1877

- Railroad imposed 10% wage reduction, then required doubling of train lengths
- Worker refused-first militia units sent in fraternized with the crowds
- Additional militia units sent from Philadelphia fire on strikers and spectators
- Damages-about 40 killed, dozens wounded; 39 buildings, 104 locomotives, 1,245 freight and passenger cars burned or destroyed

Courtesy of Fort Vance Historical Society

TIME OF TRAINS

Leaving Burgettstown Station, Railroad
time. Schedule in effect Nov. 24, 1901:

EASTBOUND.

5:39 a. m.
7:36 a. m.
7:56 a. m.
11:26 a. m.
2:47 p. m.
4:06 p. m.
5:43 p. m.

SUNDAY.

7:33 a. m.
2:47 p. m.
4:06 p. m.

WESTBOUND.

7:04 a. m.
9:41 a. m.
1:01 p. m.
3:49 p. m.
5:29 p. m.
7:08 p. m.
11:41 p. m.

SUNDAY.

7:04 a. m.
9:16 a. m.
12:52 p. m.

DISTANCE CARD

From BURGETTSTOWN to

Eldersville.....	6 miles
Crosscreek.....	5 "
West Middletown.....	12 "
Independence.....	12 "
Hickory	8 "
Canonsburg.....	18 "
Washington	18 "
Florence.....	4 "
Frankfort Springs.....	10 "
Paris.....	9 "
Bavington.....	4 "
Murdocksville.....	9 "
Candor.....	5 "
Clinton.....	12 "
Imperial.....	12 "

Burgettstown Train Schedule-1901

Fort Vance Historical Society



Burgettstown Train Station



Burgettstown Train-1927

Fort Vance Historical Society



Main Street Business-Burgettstown, PA

Fort Vance Historical Society

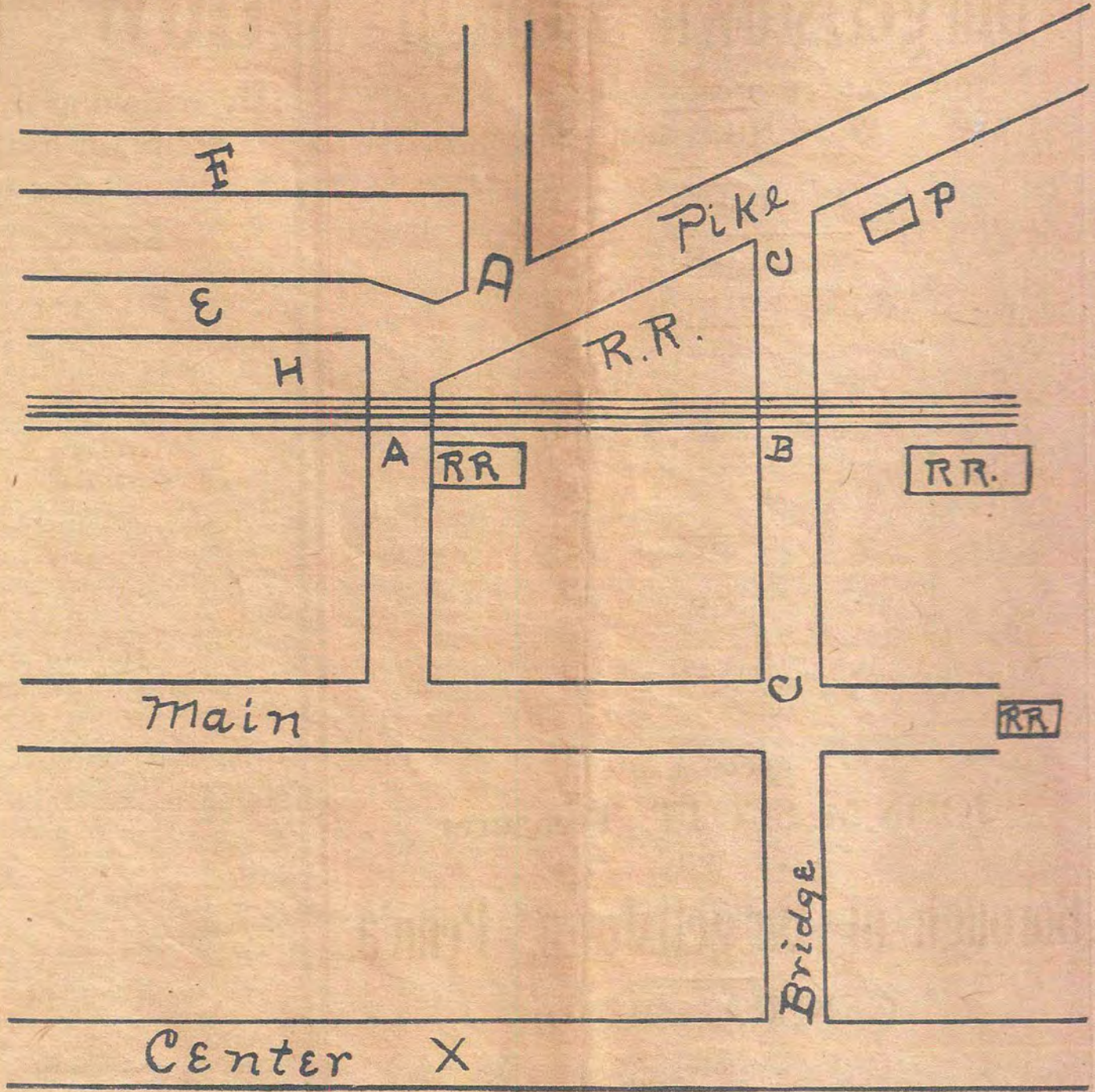



Burgettstown Train Station

Fort Vance Historical Society

NORTH SIDE BURGETTSTOWN, PA.

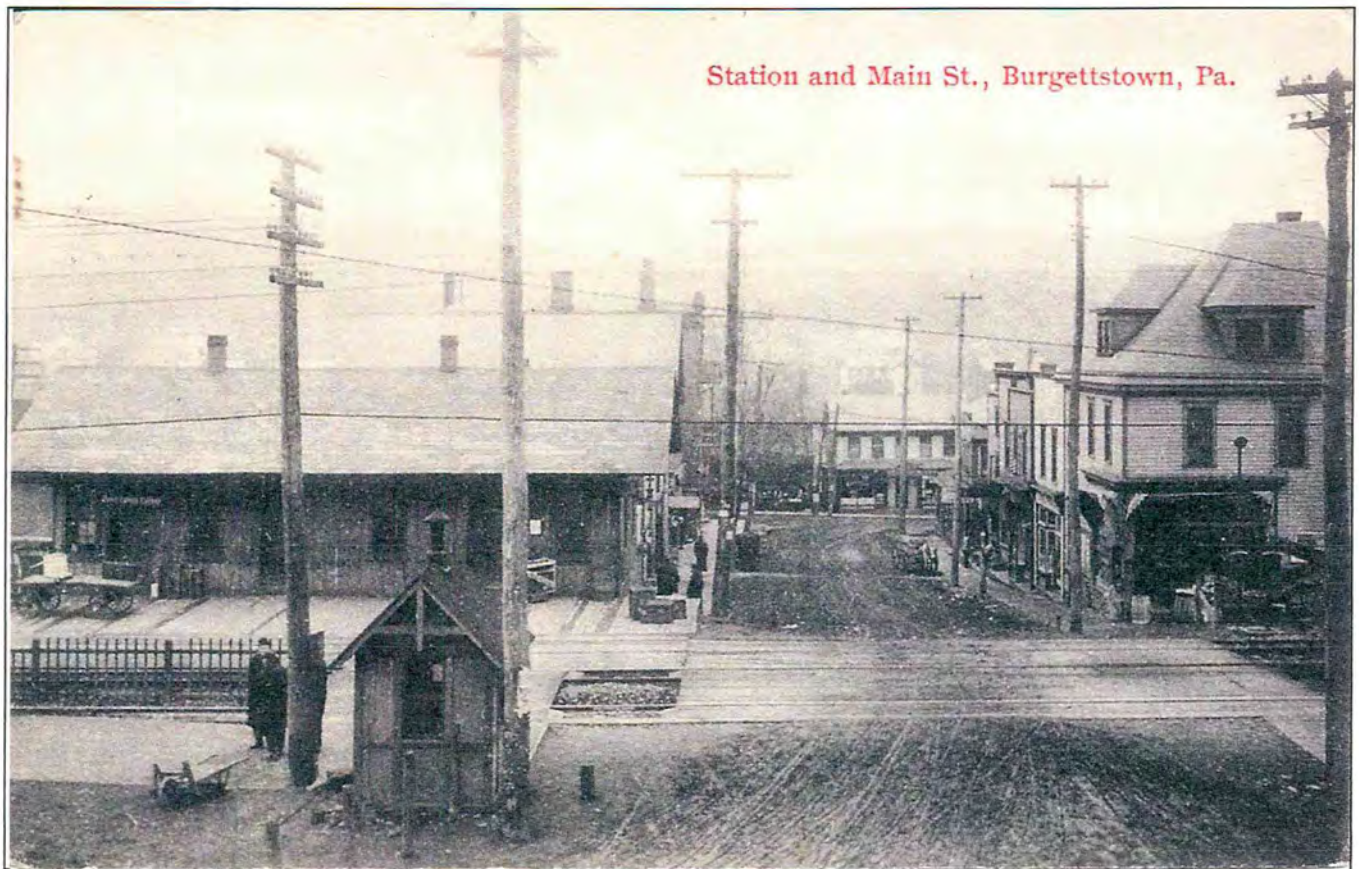
DIAGRAM SHOWING THE PROPOSED STREET IMPROVEMENT.



 Railroad tracks. A. Shows location of proposed Subway for pedestraints. B. Fifty foot Subway for general traffic. CC. Proposed new street, which would be an extension of Bridge street to connect Center avenue with the Florence pike. This not only provides an outlet for a street car line but would afford convenient access to freight and passenger stations. D. Now an alley alongside of Hindman's Harness Shop which it is proposed to widen to a street width. E. Whitaker street. F. Fulton street. H. Herald Office. P. Purdy Livery Stable. RR. Railroad property. X. Center avenue. A petition for paving same with brick now being before Council.

The Burgettstown Herald-March 15, 1911 Edition

Fort Vance Historical Society



Station and Main St., Burgettstown, Pa.



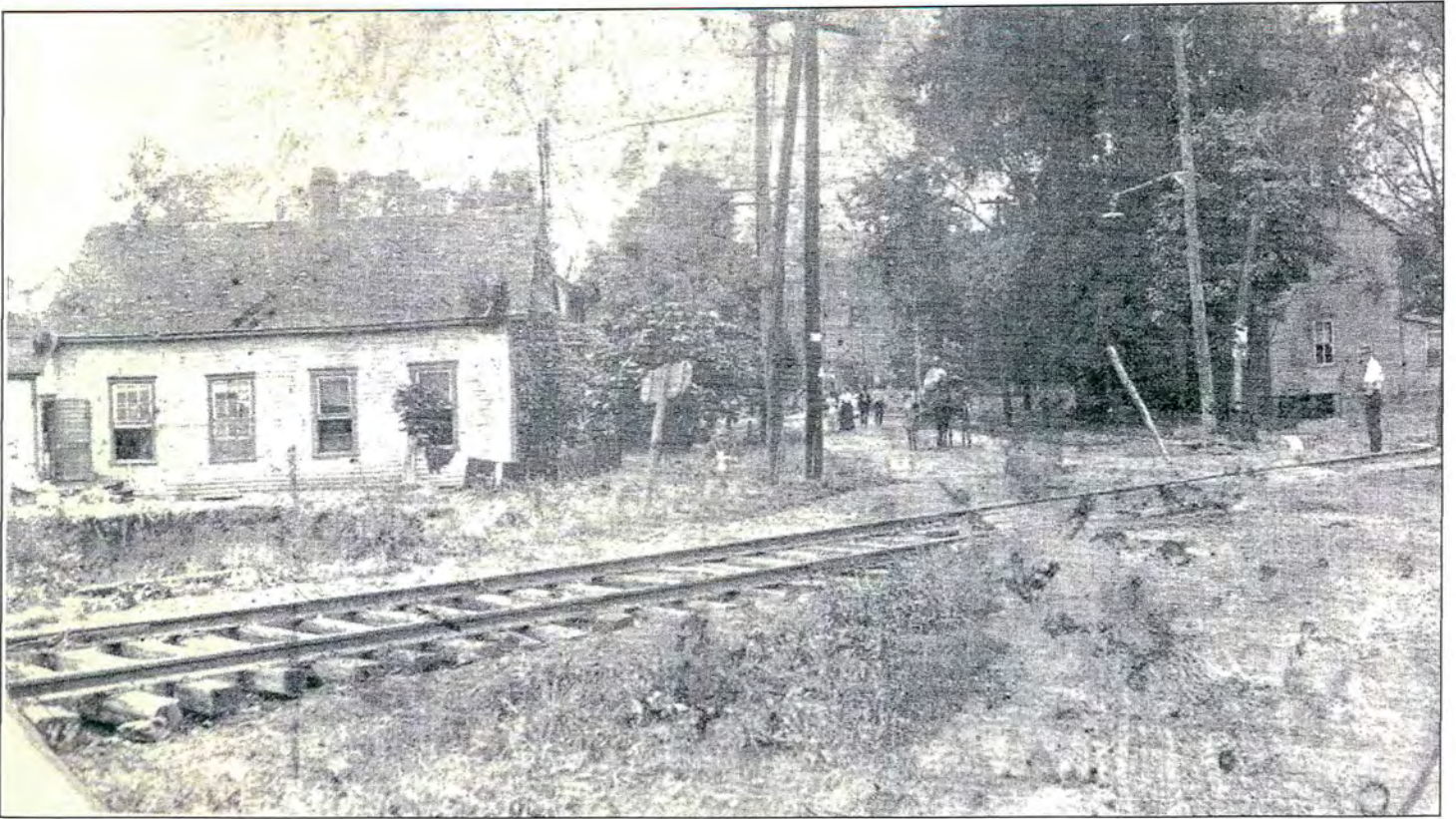
Burgettstown Train Station

Fort Vance Historical Society



Burgettstown railroad buildings

Fort Vance Historical Society

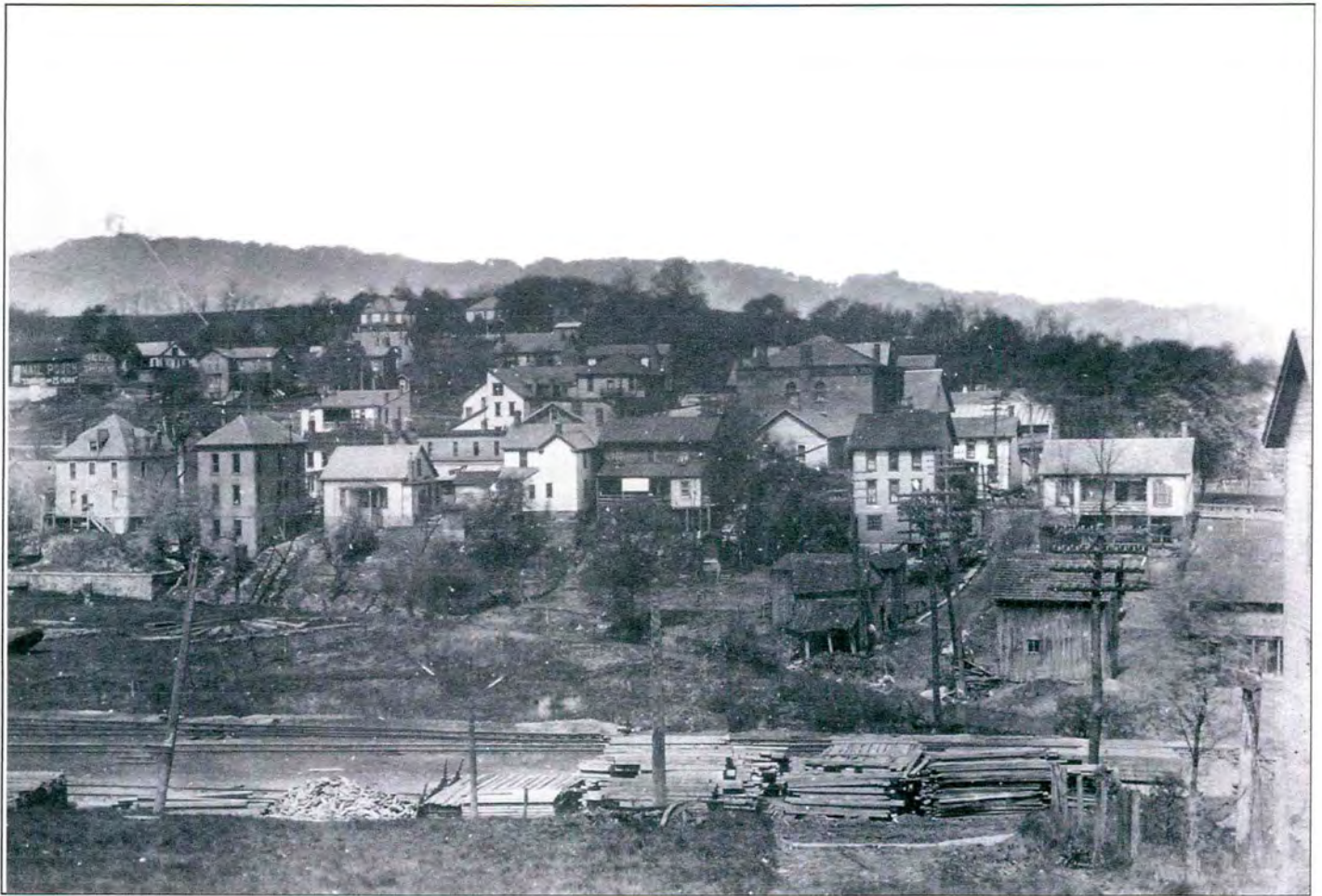


Railroad Crossing, old Burgettstown Methodist Church near Family Dollar



School students, Railroad Crossing Guard house in the background

Fort Vance Historical Society

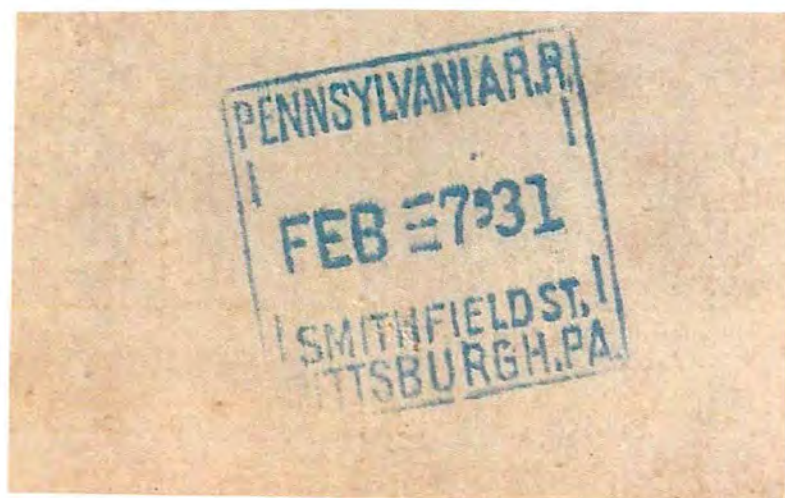
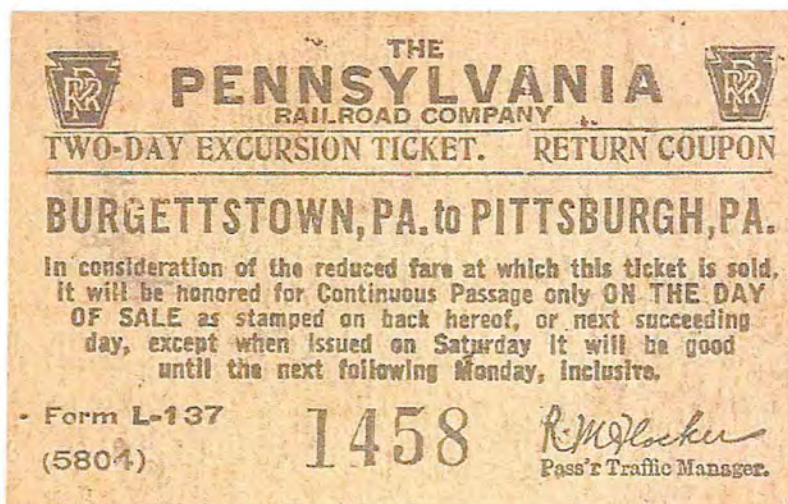


View of Railroad Yard-1909



1973-Railroad yard shortly before new by-pass construction

Fort Vance Historical Society



Burgettstown Railroad ticket canceled February 7, 1931

Fort Vance Historical Society



**Passenger Station
Center Avenue, Burgettstown**



1950 Flood, view from Main Street to Center Avenue
Fort Vance Historical Society



Railroad Crossing in front of Super Dollar, Burgettstown



Burgettstown, PA
Fort Vance Historical Society



**Last Mail Pick-up, August 1951
Taucher and Hitchcock**

Fort Vance Historical Society