

LEMOYNE'S JUBILEE



1905

1980

A Family Tradition
"85th year of Service"

Fourth Generation

Founded in 1895

*by
Christian M. Musselman
and
Landis W. Musselman*

MUSSELMAN FUNERAL HOME

Donald C. Musselman



David L. Musselman

324 HUMMEL AVENUE

LEMOYNE, PENNA. 17043

*Dane C. Musselman
William G. Pegan
A. Richard Hettrley*

*National and Penna.
Funeral Directors Assoc.
Masonic Lodges
Rotary - Kiwanis - Lions*

Phone 763-7440

321 HUMMEL AVENUE
LEMOYNE, PENNA. 17043

Borough of Lemoyne

MAYOR
ROBERT R. SCHELL



PROCLAMATION

Lemoyne Borough, Pennsylvania

To those Officials, Councils, Good Men and any other persons
whatever to whom the following touches or appertains in this Borough,
County, State and Nation:

KNOW YE:

That in the Year of Our Lord, One Thousand Nineteen Hundred
and Five, the Borough of Lemoyne was Incorporated.

That this Borough has persisted and grown with the Great West
Shore and the Commonwealth of Pennsylvania.

That the Year of Our Lord, One Thousand Nineteen Hundred and
Eighty will mark the Seventy-Fifth anniversary which should be appropriately
recognized and celebrated.

THEREFORE:

To formally mark the occasion by the authority vested in me as
Mayor of the Borough of Lemoyne, I do hereby Proclaim that a Diamond
Jubilee be celebrated July 17-20, 1980, and that Good People everywhere
be invited to participate in this Celebration. To which we set our names.

Attest:

Robert C. Schwan
Secretary

Robert R. Schell
Mayor

James H. Langley
President



Robert Farver

Lemoyne-Keystone Of the West Shore

Once every 25 years we celebrate the incorporation of the Borough of Lemoyne. During the average individual life span, one may see two celebrations. I have been lucky enough to live in Lemoyne for two celebrations.

It is with pride that I serve as Chairman for the Diamond Jubilee, pointing to 75 years of success for the Borough of Lemoyne.

I feel that this celebration will be long remembered by those of you taking an active part. Our committee has spent many hours trying to assure our celebration as a success.

My thanks to Mayor Bob Schell who served as co-chairman, and Borough Secretary Bob Edwards who served as coordinator, for their tireless efforts in planning this program and assuring Lemoyne of its most successful celebration. My thanks to all the others who have assisted in this Jubilee Celebration.

Lemoyne has been my birthplace, and I hope that I have shown the citizens of Lemoyne that our hometown is still the Keystone of the West Shore. Lemoyne has progressed for 75 years and should continue to progress.

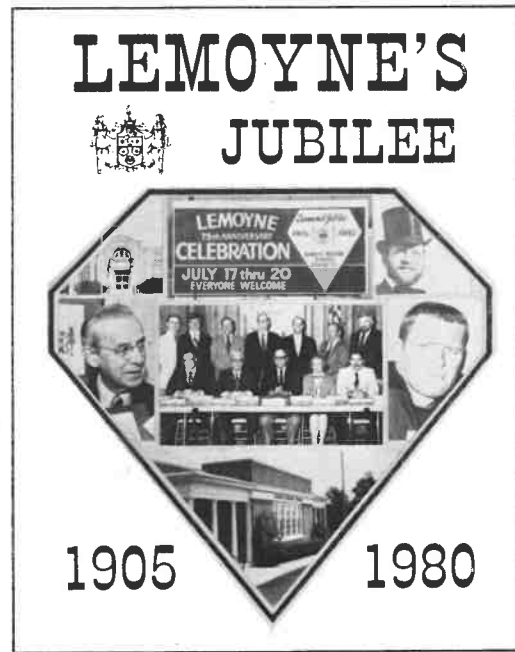
God willing, I will see you at its 100th celebration in 2005.

Please accept my sincere gratitude for an outstanding job well done by the citizens of Lemoyne.

Robert W. Farver, Chairman
Lemoyne Diamond Jubilee Committee



Robert C. Edwards



Lemoyne's 'Sparkle' Will Be Tested

Lemoyne, like the diamond which symbolizes our 75th Anniversary, also has many facets.

Included in this book are a few glimpses of Lemoyne's 1955 "Golden Jubilee" celebration. We also reproduced the information from our incorporation document, and the minutes of the first few council meetings of 1905.

We find that Lemoyne prepared for the Civil War with Forts Washington and Couch. While we were incorporated as a borough 75 years ago, our roots go to the days John Harris operated his ferry across the Susquehanna River when this area was East Pennsborough.

Our schools and churches were important. Lemoyne was an early transportation center. Our sons and daughters achieved fame in sports, going to the Olympics and professional ranks.

As we began to review the material submitted for the 1980 edition of the "Diamond Jubilee Book", it became apparent that a publication several times larger would be easy to produce. Budget and time dictated otherwise.

This book has been prepared in conjunction with the 75th Anniversary celebration (July 17-19, 1980), and we would like to thank all who contributed pictures, articles and information. Thanks also to our advertisers and patrons; their funding made this project possible.

When Lemoyne is 100 years old in 2005, we hope our many faceted diamond has not faded completely. If it hasn't, we have stood the measure of one test, time!

Robert C. Edwards
Editor

DIAMOND JUBILEE COMMITTEE

Officers

Robert Farver, Chairman
Mayor Robert Schell, Co-chairman

Robert Edwards, Co-ordinator

Dale Crum, Treasurer
Judith Potts, Secretary

Committees

Program Book

Robert Edwards, Chairman
Judith Potts, Co-chairman
Robert Schell
Robert Farver
William Luta

Writers

Richard H. Steinmetz
Louis Edwards
Robert G. Crist
Raymond Heckert
Oren Kauffman III
Carl Auchenbach
Rev. Howard Kerstetter
Rev. Allan Fenner
Jack Wagoner
Virginia Baum Kohler
Judi Patton

Patrons

Pearl Shaffer

Picnic Committee

Dale Crum, Chairman
Shirley Crum
Mr. & Mrs. Douglas Crum
Lori Crum
Mr. & Mrs. Austin Ritter
Mr. & Mrs. Charles Wentz
Mr. & Mrs. Jack Stum

Fort Couch

William Corlett, Chairman
R. H. Steinmetz
Robert G. Crist

Brothers of The Brush

Joseph Golden, Chairman

Sisters of The Swish

Kay Mummert, Chairman
Anne Miller, Co-chairman
Hazel Opperman
Betty Prescott
Laura Smith
Shirley Lantz
Ruth Hollinger
Eleanor Monath
Margaret Reeser
Tina Brehm
Rose Lemke
Alice Spangler
Hazel Howard
Evelyn Wrightstone
Genevieve Mercurio
Wionona Miller

Parade Committee

Ed Shimmel, Chairman
Robert Schell
Robert Edwards

Finance Committee

Christine Hartzell, Chairman
Dale Crum
Robert Schell
Robert Edwards

Games Committee

Stanley Sheaffer, Chairman
Karen Balaban, Co-chairman

Sunday Services Committee

Rev. Gerald Stutzman, Chairman
Lemoyne Ministerium

Raffle Tickets

Martha & Robert Schell, Co-chairmen

Food Concessions

Barbara & Elmer Byrem, Co-chairmen

West Shore Youth Baseball Representative

Carol Cawthern, Chairman

Crafts and Exhibits

Louise Boyer

Traffic Control and Parking

Gerald Christine

Flea Market

Helen Deitrich & Elizabeth Leach,
Co-chairmen

General Committee Members

Mary & Dave Rhoads
Shirley Crum
Betty & Al Crum
Daniel Miller
Gladys & Raymond Sawyer
Jack Mattern
Connie McAllister

Donald Carter
Ruth & Austin Ritter
Shirley & Kenneth Lantz
Susan Fair
Glenora Leonzo
Jane Deckman
Robert Kessler
Wilbert Metcalf

Richard Steinmetz
Karen Burch
Frank Cromis
Betty & Charles Musser
H. Eugene Wright
Carol & William Luta
Cookie Grugan

PROGRAM

75TH ANNIVERSARY CELEBRATION

THURSDAY, July 17th (West Shore Plaza)

6:45 p.m.	Welcome & Announcements
7 p.m.-10 p.m.	Bingo
7 p.m.-11 p.m.	Rock Band

FRIDAY, July 18th (Hummel Avenue Park)

5 p.m.-11:00 p.m.	Refreshments, Exhibits, Sales
5:30 p.m.- 7 p.m.	28th Division Band
7 p.m.- 8 p.m.	Dog Drill Team
7 p.m.- 8 p.m.	Bingo
* 8 p.m.- 9:30 p.m.	Shrine String Band
9:30 p.m.-11 p.m.	Bingo

SATURDAY, July 19th (Hummel Avenue Park)

10 a.m.- 6 p.m.	Refreshments, Exhibits, Sales
10:30 a.m.	Softball Game - WCMB vs. Lemoyne
10:30 a.m.-closing	West Shore Youth Baseball
	Chicken Bar-B-Que
12 Noon	Volleyball Game
1 p.m.-5 p.m.	Forty & Eight (Loky Ride)
2 p.m.	Parade
4 p.m.	Dedication of Lemoyne Memorial Park
4 p.m.	Judging (Beards & Sisters of The Swish)
6 p.m.-10 p.m.	Pool Party (Matt Michaels - D.J.)
6 p.m.	Reception (Penn Harris)
7 p.m.	Banquet and Celebration
8:30 p.m.	Presentations - Awards - Announcements
9 p.m.-Midnight	Dancing

SUNDAY, July 20th (Negley Park)

11 a.m.-12 Noon	Community Church Service
12:30 p.m.- 2:30 p.m.	Family Picnic
1 p.m.- 5 p.m.	Forty & Eight (Loky Ride)
1 p.m.- 5 p.m.	Flying Dutchman (One-man Band)
4 p.m.	Softball Game - WHP vs. Lemoyne
6 p.m.	Ceremony at Ft. Couch
*6:30 p.m.	Sunshine Express (Show Group)
*7:45 p.m.	Raffle Drawings
*8 p.m.- 9 p.m.	Philadelphia Mummies Uptown String Band
9:15 p.m.	Ground Fireworks

*In the event of rain, the activity will be held in the Lemoyne Middle School, Seventh and Market Streets.

Members Diamond Jubilee Club

Nora Sprecker	(94 years)	Hazel Harvard	(78 years)
George Wise	(91 years)	Esther Farver	(78 years)
Mable Corpman	(90 years)	Earl Slothower	(78 years)
Wilma Ellis	(85 years)	Ruth Reeser	(77 years)
Pearl Hartman Mosser	(82 years)	Estella Naugle	(77 years)
Karl Etshied	(81 years)	Ray Slothower	(75 years)
Carter Quigley	(81 years)	LeVern Achenbach	(75 years)
Clyde Greenawalt	(81 years)	James Wolfensberger	(75 years)
Anna Baker Miller	(80 years)	Rosa Eppley	(75 years)
Walter Slothower	(80 years)		

The list of Lemoyne Diamond Jubilee Club Members was compiled by Pearl Shaffer. Membership in the club is restricted to those who have lived in Lemoyne for 75 years or more. Nora Sprecker is our oldest living club member. Congratulations to this exclusive club. Our apologies if there are any omissions. Herman Linebaugh at 97 years is the oldest resident, but has not lived in Lemoyne all those years. He holds membership #1 as an Honorary Member of the Lemoyne Diamond Jubilee Club.

31ST DISTRICT
JOHN D. HOPPER
SENATE POST OFFICE
THE STATE CAPITOL
HARRISBURG, PA. 17120
PHONE: (717) 767-8524

DISTRICT OFFICE
1104 FERNWOOD AVENUE
CAMP HILL, PA. 17011
PHONE: (717) 761-0923



Senate of Pennsylvania

COMMITTEES
LABOR AND INDUSTRY - MINORITY CHAIRMAN
AGING AND YOUTH
JUDICIARY COMMITTEE
MILITARY AND VETERANS AFFAIRS
PUBLIC HEALTH AND WELFARE
STATE TRANSPORTATION ADVISORY COMMITTEE
PHEAA BOARD OF DIRECTORS

Congratulations Lemoyne! Seventy-five years young
and still bustling with activity.

When I was just a boy growing up on the West Shore,
and you were in your twenties I climbed your hills and
trees. Fireworks, Twi-light baseball, movies, and a
hop, skip and jump to Harrisburg: Plenty of memories
of dear old Lemoyne, that's for sure.

And now a celebration on your Diamond Anniversary.
They say diamonds are forever. May Lemoyne be forever
too!

Congratulations to every Lemoyne resident who has
in some way contributed to the success of the biggest
little borough on the West Shore!



Sincerely,

John Hopper
JOHN D. HOPPER



COMMONWEALTH OF PENNSYLVANIA
OFFICE OF THE GOVERNOR
HARRISBURG

July 17, 1980

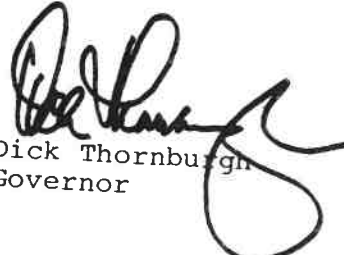
GREETINGS:

It is a great pleasure to send greetings to all the citizens of Lemoyne as you celebrate the 75th Anniversary of the founding of your borough. This year is, indeed, a milestone in the history of Lemoyne, and it is fitting that you have chosen to observe it with a special four-day Diamond Jubilee this weekend.

The citizens of Lemoyne can be proud of the fine tradition of their borough and of the spirit of community which has held its residents together in cooperation and fellowship for three-quarters of a century. Founded in 1905, Lemoyne is one the few towns across Pennsylvania and the Nation that have remained small, close-knit communities throughout the rapid urban and industrial development which has occurred during the twentieth century.

As Governor of the Commonwealth of Pennsylvania, and on behalf of all the citizens of the Keystone State, I congratulate you on this festive occasion, and I offer my best wishes for an enjoyable and memorable Diamond Jubilee.




Dick Thornburgh
Governor

THE MARCH OF YEARS

As long as someone remembers where the Great Road
led up from Kelso's Ferry
the village crossroads at Third and Hummel
before Market Street was platted
the trolley tracks left in blacktop along
the hill rise ...

As long as someone takes children or grandchildren
to view the entrenchments at Fort Couch
and shows them where the tents stood
...we remember the golden haze over the town
through the July observances of 1955
...we hear the hardware on the halyards
of the Post Office flagpole as the wind
sweeps over Washington Heights
...we look for wildflowers on the steep side
guarding over the wave-tossed river...

The lure of lilacs blows along every
residential avenue in May; by mid-June
the grace of roses everywhere
the fireflies return to brighten each dusk
...a Ferris Wheel circles the Fourth of July -

Now in 1980 as a new glitter flares along the days
as plans unfold their many-faceted sparkle
...as anticipation builds and excitement
evolves, we make the most of this celebration --
we throw away not one weighted moment
and know that we are on our jubilant way
to another quarter century --
to Centennial.

Cecilia Parsons Miller

Decree of Court Incorporating the Borough of Lemoyne

And now, May 23rd, 1905, the Court on motion of Fillmore Maust and F. E. Beltzhoover, Solicitors for Petitioners, and upon due consideration of the petition after a full investigation of the case presented by the petition to incorporate the town of Lemoyne, do find that the conditions prescribed by law have been complied with and believe that it is expedient to grant the prayer of the applicants and do grant the same decree that the said town of Lemoyne be incorporated into a borough in conformity to the prayer of the petitioners; that the corporate style and title thereof shall be as follows: Beginning at a stake in the Eastern boundry line of the C.V.R.R. Engine House lot, 70 feet distant from the center line of the present East Bound Main Track of the C.V.R.R., measured perpendicularly, in a Southerly direction, thence parallel with said centerline and distant 70 feet, perpendicularly, therefrom,.....

Containing 128 acres, more or less, and that the Annual

Borough election shall be held at the Barber Shop of J. W. Stooss in said Borough on the third Tuesday of February, 1906, in accordance with and subject to all provisions of the law regulating township elections so far as applicable and declare said borough a separate election and school district. The Court further decree and fix the first election in said Borough for election of officers provided for by law at the Barber Shop of J. W. Stooss in said Borough on the 27th day of June 1905, between the hours of 7 A.M. and 7 P.M. of said day and designate and appoint John Kimmel to give due notice of said election and the manner thereof as provided by law and the Court further decree that J. W. Stooss be the Judge and Calvin Coleman and William E. Ross be the inspectors of said election.

By the Court
W. J. Sadler
P.J.

Lemoyne, Cumb. Co., Pa. July 25, 1905

The meeting was called to order by Chief Burgess, H. B. Witman.

Joseph Hammersla, A. A. Thumma, J. K. Probst, C. M. Musselman, Jac. C. Ensminger, J. A. Kunkel and H. E. Litzel were the councilmen present. They were sworn into office by the Burgess, H. B. Witman.

On motion of Musselman and seconded by Thumma, J. K. Probst was unanimously elected president of Lemoyne Council.

On motion of Hammersla and seconded by Ensminger, Caleb Brinton was selected, by a unanimous vote, for attorney.

On motion of Musselman and seconded by Thumma, it was decided to meet every Tuesday evening at 8 o'clock until otherwise decided.

The President appointed Thumma and Musselman to see Mr. Brinton and arrange to have him present at the next meeting of Council.

Kunkel and Ensminger were appointed to see what could be done in regards to securing a surveyor.

On motion of Hammersla and seconded by Hammersla the clerk was authorized to purchase books necessary to keep the records of the proceedings of the Council.

On motion of Hammersla and seconded by Thumma the Council adjourned to meet on the coming Friday evening at 8 o'clock in the Council Chamber, where this meeting was held.

Attest-----

G. W. Coover, Clerk

Jacob K. Probst
President of Town Council

Lemoyne, Pa. July 28, 1905

The Council convened in the Council Chambers and the following were present: Thumma, Hammersla, Kunkel, Ensminger and Litzel.

The meeting was called to order by the president.

The minutes of the previous meeting were read and approved.

The committee to see Mr. Brinton reported that he could not be present owing to previous engagements. This committee was discharged.

The committee to see surveyors reported that Mr. C. M. Hershey of Harrisburg could be employed at 60 cents per hour, and he would furnish his own assistant without extra charge, his

time to begin the time he left his office. Car fare also to be paid by the Council.

On motion of Hammersla and seconded by Litzel, Mr. C. M. Hershey was unanimously elected as surveyor. The committee was discharged.

Litzel, Ensminger and Musselman were appointed by the president as Highway Committee, and Thumma, Kunkel and Hammersla as Finance Committee.

On motion of Thumma the Council adjourned to meet on the following Tuesday evening.

Attest-----

G. W. Coover, Clerk

Jacob K. Probst
President of Town Council

Lemoyne, Pa. August 1, 1905

Borough Council met in the Council Chamber. Roll call showed all the councilmen present.

The minutes of the former meeting were read and approved.

The Finance Committee reported the real estate valuation to be approximately 268 taxables at \$75. \$239,110 valuation of real estate. Total \$249,210 to assess upon.

The Highway Committee reported that the surveyor being away nothing definite could be ascertained.

The Council agreed to have Mr. Brinton call on State Highway Commissioner Hunter and ascertain what could be done in regards to having the State help build a piece of road so as to include Rossmoyne Street from the Northern boundry of Lemoyne to Hummel Avenue, and Hummel Avenue from Rossmoyne Street to the Western limits of the Borough of Lemoyne.

The President appointed Kunkel, Thumma, and Hammersla as Ordinance Committee.

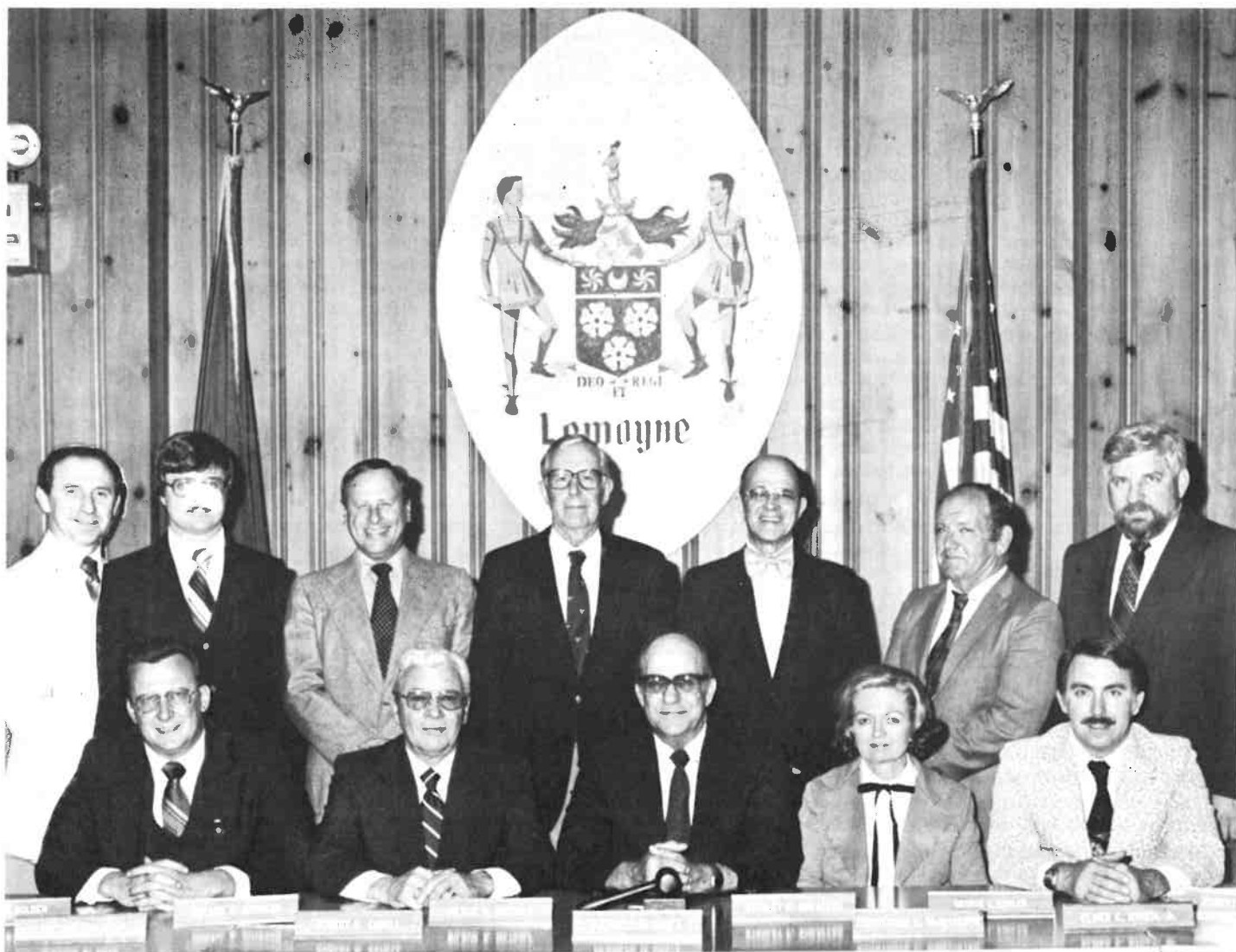
Musselman made a motion and seconded by Ensminger that Council meet at 7:30 P.M. instead of at 8 P.M. which motion carried.

On motion of Ensminger and seconded by Litzel, Council adjourned to meet on the following Tuesday evening.

Attest-----

G. W. Coover, Clerk

Jacob K. Probst
President of Town Council



Officials serving Lemoyne Borough Council during the celebration of the 75th Anniversary are: (seated) William Luta, council; Robert Schell, mayor; Kenneth Lantz, president of council; Constance McAllister, council; and Edward Byrem, council. Second row: Dale Crum, vice president of council; Joseph Golden, manager, Horace Johnson, solicitor; Wilbert Metcalf, council; Stanley Sheaffer, treasurer; George Kohler, council; and Robert Edwards, secretary.

Lemoyne - The 75th Year

Virginia Baum Kohler

As the Seventy-Fifth Anniversary time for Lemoyne approaches, we remember a growing, achieving community as it made its way through the years of the Twentieth Century and before. From the borough's beginnings to the current busy community, the story has been one of progress and accomplishment. So in this year, nineteen hundred and eighty, we take time to remember the past in our greeting for a Happy Birthday and, at the same time, to toast many happy returns of this exciting day. How far we've come and how far we will continue to go together.

It all began before the arrival of the white man when the Cumberland Valley was home for two tribes of Indians—the Delawares and Shawnees. Being forced to leave their original home in Florida because of misbehavior, the Shawnee tribe split into two groups, one of which remained in the Ohio Valley while the second settled in the Cumberland Valley with the permission of the Delawares, who had always lived here.

With the coming of the white man many of the Indians began to migrate westward, where they contacted the French. The English, not wishing the

French to gain their friendship, tried to keep them in this area by settling them in the section of the Manor of Louthier, the area of land from the Susquehanna River westward for six miles between the Yellow Breeches and Conodoquinnet Creeks. A portion of the land now comprising New Cumberland was granted to Peter Chartier, a Frenchman who lived with the Indians. The English plan failed, and the land was left open for settlement.

Soon the Shawnee Indians removed to Ohio and never occupied the manor after it was surveyed. Tobias Hendricks of Lancaster

County was permitted to live on the manor as caretaker. The survey made in 1765 shows his house at the northeast side of the present intersection of Market and 24th Streets, Camp Hill.

The first evidence of what was later to become Lemoyne was Kelso's Ferry, the west end of the Harris Ferry. The old stone home of William Kelso is believed to have been built as early as 1724. The ferry probably began to function in 1769. The enterprise proved successful because of its location at the center of transportation, communication and business in this area. A tavern was kept in conjunction with the ferry.

An interesting note concerning the colonial history of the area is taken from a letter written by Edward Shippen of Lancaster to Governor Morrison, July 25, 1755:

"I think Barney Hughes, and John Semple, with John Harris, to be very suitable men to take care of the cattle on this side of the River; and that Tobias Hendricks is a proper person to have ye management of them, if you should conclude to bring them no farther than to his house; and he lives on the Manor; but in this last case, Mr. Swaine ought to view ye food in the manor himself." The gentlemen were concerned with the problems relating to General Braddock's campaign in that year. In fact, Braddock had already been defeated, though Shippen had not yet heard the news.

Until this time Pennsylvanians believed the Indians to be friendly, judging from their experience with them. The Penns Creek Massacre on October 16, 1755, near the present Selinsgrove, taught them differently. On October 25 a party that went to Shamokin (Sunbury) was also attacked by Indians.

About the same time word was received that a force of 1500 French and Indians was on its way down the Susquehanna's West Branch to attack Pennsylvania. Though the report proved false, people prepared for invasion, and on August 22 the Assembly voted 1000 guns and ammunition for frontier settlers.

So it was that Tobias Hendricks applied for arms for the people of his neighborhood:

"I understand that the Governor and you with the Rest of the Gentlemen have been so good as to allow Arms and Ammunition, for the Defense of this Fort and the PSons that has Joyned to it which is upwards of one hundred they are verry diligent in making Every thing in Readyness in Case of an attack with Sr we do not know the Night nor hour for by all accounts from the Back parts they are most Shocking.

TO FORTIFY

The Confederates are moving close again; the officers sent hastily to Harrisburg decide to fortify those heights across the river.

A call goes out for volunteers to bring their shovels; at the family home on Front Street are teen-age boys, itching for action.

As they toil in summer heat, they're gifted by Bridgeport housewives with cherries for refreshment; seeds spit out.

Lie on the rubble of the new-thrown piles above the trenches. I fancy the young uncles spading and spitting.

Cheerfully in the late June sun. Small wonder that the houses on Washington Heights rose among cherry trees.

*Cecilia Parsons Miller
Lemoyne Bicentennial calendar*

The PSons that is Joyned to this Fort is upon Occation fully determined to go out by Turns to Serch the Woods..." This letter is dated at "Fortt Pleasant," and is the only definite reference to this fort.

Referring to Hendricks' request, George Stevenson wrote from York, on November 5:

"We have sent 53 Men well fited, frm this Town last Monday (Nov. 3) 2oClock P.M. & a Doctor some Medicines & what Ammunition we could spare to Tob Hendrix's to join the English Forces on the most needful Part of the Frontiers..."

History has it that the Indian attacks did not happen here but at the farthest corner of the county, about in the present Fulton County, where 47 of 93 families were killed and 27 plantations burned.

Recorded information tells little of what happened to Fort Pleasant but it is assumed that the building of a chain of provincial forts in January, 1756, led the settlers to slacken their own efforts. Meanwhile, the settlers remained so hostile to Indians that even a few friendly ones staying at John Harris' were in danger. On February 4, 1756, Conrad Weiser reported to the Governor:

"On the 31st of last Month one James Young came over from Tobias Hendricks, and told me privately in

the Presence of John Harris, that above 15 Men with Arms came that Day to Tobias Hendricks in order to come to this Side of the River to Kill the Indians at John Harris's..."

The Provincial Fort failed to protect the settlers in this area and many of them moved to safer places. On August 24, 1756, those who remained sent a petition to the government:

"The Humble Supplication of the Remaining part of the Inhabitants of East Penborrow township in Cumberland...made quite uncapable of holding our frontiers Good any Longer...we have agreed with a gard of fourteen men...but we are Not able to pay them..."

The petition was sent by "William Chasnut, John Sample, John McCormick, Rodger Walton, Frances McGuire, James McMullen, Samuel McCormick, Tobias Hendrix, Robert McWhiney, and James Silvers." In the following month Lt. Col. John Armstrong led an attack on the Indian town of Kittanning in an attempt to end Indian attacks on the frontiers. In spite of this, Armstrong reported to the Governor on July 11, 1757, that:

"...this Moment I'm informed that four people are kill'd near Tobias Hendrick's, One at Fort Frederick, and two boys Captivated in the Uper



Contemporary Photograph 1863. Fort Washington

part of this County."

Another interesting incident in the history of the area and one not generally known is that the first president of the United States, George Washington, passed through here on his way from Harrisburg to Carlisle on October 4, 1794. He said, "On the Cumberland side I found a detachment of the Philadelphia Light-Horse to receive me and escort me to Carlisle, 17 miles west, where I arrived about 11." Some time later Benjamin Franklin passed through on his way from Lancaster to Carlisle.

With the building of the first "Great Road" from Kelso's Ferry westward to Hogestown and on toward the Potomac River, the ferry became more prosperous than before. In 1791 a second road, the Trindle Springs Road, was built, connecting Carlisle with the Susquehanna River. During this period the ferry reached its peak of success and usefulness. Not until

THE TIDE ARRESTED

Fort Couch, Lemoyne, Pennsylvania (June 1963)

*What brave, what pitiful defenses here!
The labor that was spent in their erection,
in that disturbing year, was never tested.
How look to these to turn the grey decision?
Their pattern, their intent, are far from clear
to me -- I sense a minimum protection;
as well the tide was farther south arrested,
but who am I to view them with derision?*

*Rather, compassion stirs and I salute
the stouter shields of faith that has no end--
the threat they faced, the effort not to fear it--
frail ramparts still the wind and storms refute,
I seek their strength as painfully I tend
the breastworks of my own beleaguered spirit.*

Cecilia Parsons Miller

1813 was the first bridge built across the river, and only then did the ferry go out of existence.

The first school in the Manor of Louther was the "Gorgas School" taught by Schoolmaster Campbell, where children were given an elementary education.

Large landowners in the area were slave owners. According to their wills, most of the men owned at least two or three slaves. In 1790 the Legislature passed the law for gradual abolishment.

The Civil War brought another period of crisis to Lemoyne. In June, 1863, just before the battle of Gettysburg, when Confederate troops were planning a big invasion of Pennsylvania, Lemoyne became a key military point because of its location at the center of the transportation hub for the area.

When it became evident that the southern army intended a northern invasion, Union military authorities created a Department of Susquehanna under Major General Darius Couch, with headquarters in Harrisburg. When General Couch took over on June 12, there were fewer than 250 men organized in the Department.

Couch's efforts to create a local military force were vastly helped by the appearance on June 16 at Camp Hill of a fleeing segment of General Milroy's command, which had been badly mauled by the Confederates at Winchester, Va.

Governor Curtin had only recently issued his call for 50,000 volunteers, and these, plus several New York regiments, began pouring into Pennsylvania to protect Harrisburg and the two bridges spanning the river. The heights on the Cumberland County side were fortified.

Three separate earthworks were thrown up on the Lemoyne side of the river. The eastern one, named Fort Washington, remained as a deep trench and is still evident at the summit of the hill on Old Fort Road. The next breastwork to the west was named Fort Couch. The remains of it, too, are clearly discernible on the west side of Eighth Street, between Ohio and Indiana Avenues, on Washington Heights. A state historical marker at Eighth and Market Streets indicates that this fortification was named Fort Washington. Actually local historians say that the whole network of trenches and breastworks that spanned the heights was named after Washington, with the Eighth Street section named for General Couch. All three offered a full vista of approaches from the west; when they were manned, troops and armament faced in the direction of Oyster's

CHEERS, DEARS, THROUGH SNOW AND SLEET OUR LEMOYNE STAFF WE GLADLY GREET!

*Criticism is quite free
about the mail deliver-e-e.
We rise to praise our local P.O.
in Ky., Mich., Okla., O-hee-o,
(and wherever else we go) we say
ours is the best in the U.S.A.*

*They are the folks who really do!
No matter what, they carry through.
Mail Christmas card in "LOCAL" slot
it gets there next day, piping hot.*

*Friends come from nearby towns, which I
won't name (at Christmas, give black eye?)
they say, "My goodness, Joy, you're right--
they're swift, kind, considerate, jolly, polite!"*

*Thus does your fame spread far and wide,
Lemoyne should be the nation's guide!
How now, no longer will we tarry,
but give our wish: we toast you "Merry --."*

*Cecilia Parsons Miller
Christmas 1972*

Point at what is now 31st and Market Streets, Camp Hill. The enemy was expected to approach from that direction. The third and most westerly fortification was not named.

No battles were waged here, but the fortifications were precautions well taken. While they were in the process of being built, Confederate General Jenkins occupied Chambersburg, Carlisle, and, under orders to "take Harrisburg," advanced as far east as Mechanicsburg.

Monday, June 23, General Jenkins' Confederate cavalry performed a reconnaissance mission near Camp Hill and had a skirmish with a detachment of General Couch's infantry. Tuesday, June 24, a conflict of larger scope took place near Oyster's Point and again at Sporting Hill on the Carlisle Pike, according to Milton E. Flower's "History of Cumberland County."

Personal success was enjoyed during this period by only a few men in this area. Among them were the two sons of Jacob Bigler, William and John. They spent their early years in Louther Manor and got their first education here. John became a journalist and lawyer, and in 1846 moved to Illinois and from there to California, where he became

prominent in politics. From 1852 until 1856 he was Governor of California.

William was at first a newspaperman, but he, too, had an interest in politics. In 1849 he was sent to the State Senate, where he was elected President. Finally, in 1851, he became Governor of the State, but failed to be re-elected because of the great strength of the American Political Party.

After a long period of comparative inactivity, when the land was owned by the Hummel family, growth and progress began again. Bridgeport became the name of the settlement after the completion of the first river bridge.

When the Camelback Bridge was built, the area south of Market Street was named Riverton. Because of confusion between the names, the entire region became known as Riverton, and the name Bridgeport went out of use.

In 1882 the town had only five houses. Soon after this, in 1888, the managers of the Hummel Estate, deciding that the land was poor, laid out the land in plots and sold it. After this, the business section of the town began to develop. A grocery store, jewelry store, and bicycle shop were among the first places of business.

With the growth of the town came the need for certain conveniences. Oil street lamps were installed, and McCoy Sherman was hired by the town fathers as official lamplighter. In 1888 the population had reached approximately 100 persons. The folks could not support a school, so children attended the Municipal School House in New Cumberland.

In 1890 the first flour mill was established, and later the building was remodeled for use as a dress factory which has since moved to another location. The Lemoyne Hotel moved into the building.

The year 1891 was marked by a great increase in school enrollment. For this reason it was necessary to build a four-room school building at Third and Hummel Avenue. The first two teachers were W. C. Bowman and Mrs. Elizabeth Ruth Willis, members of Lemoyne's oldest families. Still later, in 1894, the Herman Avenue School was erected to serve the increasing enrollment.

The first school classes in the town were held in a single-story frame house at Fourth and Herman Avenue with Mr. Bowman as teacher, assisted by Miss Lizzie Ruth, later Mrs. C. S. Willis, followed by Zatae J. Smith, later Mrs. G. W. Haggerty.

Grace Evangelical Church, presently United Methodist, the Church of Christ, now First Christian, were built in the same year. The congregation of Trinity Evangelical Lutheran Church constructed its first building in 1895 and Calvary United Brethren, currently United Methodist Church, moved into their first building in 1906.

Until 1896, the town had no post office, and all mail was received from Wormieysburg, a small town to the south. When the population reached 800, a post office was applied for. The Federal Government decided that a new name would have to be chosen, in order to avoid confusion with Riverton, Va. A town meeting was held, and after much consideration the name Lemoyne was chosen, in honor of Charles LeMoynes, a French soldier who had explored along the Ohio River and, in his later years, settled south of Harrisburg. Although he had no particular connection with the town, his name was chosen because he had not been honored in any way for his work and the name sounded different and romantic. The first Postmaster's commission appears in this book.

The next major problem to be faced by the community was incorporation. The boundaries were settled to include approximately \$249,000 worth of taxable property.



Lemoyne's Bottleneck

On May 23, 1905, upon motion by Fillmore Maust and F. E. Beltzhoover, the town was officially incorporated. The town was bounded by the Susquehanna River on the east, the Cumberland Valley Railroad on the north, the Philadelphia and Reading Railroad on the south, and the McCormick Estate on the west. It contained 128 acres.

On June 27, 1905, officers were elected at a meeting in J. W. Stoos' barber shop. Notices of election were given by John Kimmell with Mr. Stoos as judge and Calvin Coleman and William E. Ross as inspectors of election. H. B. Witman was elected first Burgess, and J. K. Probst first President of Council. Other members of the first Council were Joseph Hammersla, A. A. Thumma, C. M. Musselman, J. C. Ensminger, J. A. Kunkel, and H. E. Litzel. Caleb Brinton was the first attorney for the town, and C. M. Hershey of Harrisburg was the first surveyor. He worked for 60 cents per hour and furnished his own assistant. The first election was held on the third Tuesday of February, 1906.

Many developments were made during the five years following incorporation. The first gas line was laid; the Citizens Fire Company was organized; the school was enlarged, and the first macadam road was begun on Third Street. The first bank was organized, and the first hydrants were placed by the water company.

In 1915, a two-story brick school building was completed. From time to time, as the need arose, wings were added to the Herman Avenue structure.

In 1920 Lemoyne increased in size for the first time by annexing the section north of the Pennsylvania Railroad, including the Fort Washington area. More fire protection became necessary, and the borough bought its first piece of motor-driven fire apparatus and appointed its first police officer in 1926.

The same year found the beginning of construction of a modern one-story high school building. A garbage disposal system was instituted, and free delivery of mail was begun. A short time later the borough increased in size again with the annexation of the land south of the Reading Railroad.

By 1930 more room was needed at the high school, and a gymnasium and rooms for cooking, sewing, shop, and chemistry were added.

In the same year, the second bank was established and Lemoyne's first dry cleaning plant was opened.

From these beginnings came the



Members of the Lemoyne Municipal Authority serving in 1980 are: seated, (l. to r.) James Reeser, president; Howard Kerstetter, vice president; standing, Robert Edwards, secretary; and H. Eugene Wright, treasurer.

Lemoyne of today, which boasts a progressive school system, having merged with surrounding communities to form the West Shore School District, improved roads and highways, a modern and efficient sewage system, expanding town

facilities and protection, active church and civic groups, a growing recreational program, developing business and industry, and all the requisites for a comfortable suburban living in a progressive community.

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Lemoyne Schools



Time is brief; memories are long. Memories are clear; memories are blurred by the years. Sometimes the picture is colored by subsequent experience. But most folk who have attended any school have their memories; some pleasant; perhaps a few unpleasant. To write a real history, a history which is meaningful to those who have attended Lemoyne Schools would require many volumes of remembered incidents; episodes; triumphs; defeats; joys and sorrows. Such a history would likewise have to pay tribute to a host of persons—school administrators, teachers, Parent-Teacher associations, community leaders, School Board members, and to all the citizenry of Lemoyne who throughout the years have supported and paid for public education in the Borough.

To write such a history would require far more space than can be allocated to any one enterprise within the Community; no matter how vital or how important. In writing the kind of history which confines of reason dictate, there must inevitably be omissions of events and people which memories have not recalled or which space forbids or which are omissions because of the inability of the writers to encompass the entirety of those things which were of the greatest importance to individuals. It is not possible to record that important day when some teacher by patience or impatience finally awoke in a youngster the love of good literature. It is not possible to record the day when some school board member in a meeting said—"We must and we can do this for our children; we'll find the money somehow." It is not possible to record the day when the mysteries of mathematics finally became comprehensible to you. It is not possible to record the date or the people involved when a teacher helped you make a big decision as to your future. It is not possible to record on the pages of history the day when a teacher figuratively took you by the hand and led you into making a decision to do right rather than wrong.

So this history which must be written must of necessity be a skeleton sort of thing; devoid of sentiment; devoid of all the flesh and color which makes it a living thing to those who lived it.

The Lemoyne School District was established on May 23, 1905 which makes it co-existent with the establishment of the Borough of Lemoyne. Just as there were houses and people in Lemoyne before it was Lemoyne so there were schools, teachers, pupils, and buildings prior to that date. Originally the portion of what is now the Borough, south of the Pennsylvania Railroad and extending to the Reading Railroad was a portion of Lower Allen Township. The township had

established a school in the area in 1891. This is a portion of the building still in use and later called the Herman Avenue Building. This original building comprised the two story rear of the present building. A year later in 1892 W. C. Bowman was made Principal of this school and later of other Lemoyne schools.

As populations grew, the student body of the school grew too, so that it was necessary to use a one-story one room frame school building called the Smith Building which was situated at Fourth Street and Herman Avenue (1892). An additional story was added to this building so that it became a two room, two story, two out-house building. As one resident of the Borough who attended this school said, "This school never saw paint; it was weather-beaten and looked completely forsaken."

Both of these early buildings had surrounding hazards which would probably not be acceptable to-day. Across Fourth Street from the Smith Building was an unprotected pond, where many an adventurous pupil went wading only to slip on the mud bottom and go home to a warming oven and a more warming wood-shed.

Next to the Herman Avenue Building was a stone quarry where Eli Garrett, local dynamite specialist, was wont to set off blasts which on at least one occasion brought rocks crashing through the school house roof to find lodging as a sort of geological specimen on a pupil's desk.

It was in the Herman Avenue Building that the first Lemoyne High School was established. It was established as a two-year high school in the school year 1905-1906 with the first class graduating in 1907. This co-incident to the establishment of the Borough and the Lemoyne School District, a high school was established.

In order to provide the additional space required for more pupils and the high school an addition was placed to the Herman Avenue Building in 1907. This addition comprises what are now the four front rooms of the building in the western section of the building.

Within five years (1912) the eastern section of the Herman Avenue Building were added and this building plus the use of the Smith Building; plus the use of a room in the Fire House; plus the use of the third floor of the Witman Building at Third and Hummel Avenue; plus the use of a room on the second floor (over a pool room) in the Fickes Building at Third and Herman Avenue provided the school facilities for the Borough until 1921 when the Washington Heights section was annexed from East Pennsboro Township. In the annexation, the School District became the owner of a four room building valued

at \$7000 plus additional pupils in the annexed area to educate in it.

During the earlier days, the history of the Lemoyne Schools is tightly bound to the name of W. C. Bowman who as noted earlier was Principal. He carried the burden of administration from 1892 to 1914. Many teachers will be remembered by those who were students in those days including the Smith sisters, the Clever sisters, John Fenton, Perle Killinger, and Harry Slothower.

Upon the resignation of W. C. Bowman as Principal, Alfred Ensminger became Principal (1914). During his principalship the School Board followed the growing trend throughout the country and established a three year high school in 1916-17; followed by a four year high school in 1917-18. The first four-year high school graduating class consisted of three students; Ann Baker (Miller), Elmira Bricker (Lehr), and Beatrice Barnhart (Jacobs). The high school faculty at the time was composed of Principal Alfred Ensminger and Miss Edith Mumma. Eunice Ingham (now Mrs. John E. Myers) was supervisor of Art and Music. This contrasts with the 30 teachers in the high school at present, as does the first graduating class of three contrast with the present graduating class of 95.

About 1922 the schools of the West Shore were to large extent placed under the supervision of C. W. Hoover who administered the local schools through the local principals. At about this same time Alfred Ensminger resigned and was replaced by Edwin B. Long whose title became that of high school principal. Long remained until 1924 when Frank E. Berkheimer, whose teaching career in Lemoyne began in 1921, was named high school principal.

In 1931 Lemoyne decided that it would like closer supervision of its schools and withdrew from the West Shore supervisoryship. It elected a supervising principal of its own, Frank E. Berkheimer. To replace Berkheimer as high school principal, the School Board elected Karl W. Etshied.

During these years, the curriculum of the schools grew as did its student population. The curriculum of 1905-06 consisted of English, Social Studies, Mathematics, Foreign Language, Science, Art and Music. To this has been added in the intervening years, Health, Physical Education, Home Economics, Industrial Arts, Commercial Subjects, Guidance, Psychology, and Library Instruction.

The services of the schools have been broadened significantly so that there are now few nights on which the high School facilities are not used for student activities or Community meetings. An adult evening school has also

been established two evenings per week for twelve weeks.

More extra-curricular activities were also added although sports activities of Lemoyne High School go back at least to 1910.

In 1910 the first floor rear room of the Herman Avenue Building was used for the playing of Basketball despite the fact that it is no larger nor higher ceilinged than a regular classroom.

Lemoyne High School's first football team was in evidence in 1913-14. This team was coached by Ernest Doepke who although not a student nor a teacher played the game with the students. This was in part necessitated by the fact that there were only ten student players available. In this first year of Lemoyne High School football four of the student players were Karl Etshied, Paul Sierer, Ray Garman and Walter Slothower. The team practiced under the street light at Fifth and Herman Avenue. The suits were borrowed and no-one had a complete outfit. In this first year of football, Lemoyne played just one game—on Thanksgiving. The team did not play another school, but played the Enola Railroad Y.M.C.A. When the score became 70-0 favoring the Enola Y, both sides decided they had enough and quit before the whole game time had elapsed.

In the early 1920's Lemoyne High had baseball and track teams. These teams as was true of other sports were coached by anyone who was interested. No rules existed requiring faculty status for coaches. Lee Gill was football and baseball coach in the early 20's. Girls' Basketball was inaugurated in 1926 with Mrs. Catherine Etshied as coach. By 1928 the Pennsylvania Interscholastic Athletic Association had been established requiring that coaches also be faculty members. The first such faculty coach for Lemoyne was Clarence Lord who remained until 1931 when Ivan J. Stehman became coach of all sports, including girls' basketball.

But while all the changes of personnel and conditions were going on, there were changes in buildings as well, for in 1924 when Frank Berkheimer became high school principal, the high school moved to its new location at 7th and Market Streets in a new building which cost \$85,000. This was large enough only until 1929 when an addition was placed to the "new" high school. In 1934 when Frank Berkheimer was Supervising Principal and Karl Etshied was high school principal, the School Board purchased land for an athletic field at Maple and Lowther Streets. This field was dedicated in 1937 in the same year in which a second addition was placed to the high school.

In 1945 the Washington Heights Elementary Building was completely gutted by fire and a new building was erected at Seventh and Walnut Streets (1950).

Meanwhile Frank E. Berkheimer in 1946 resigned to



become Assistant County Superintendent of Schools. Karl W. Etshied, high school principal, was selected to be supervising principal, while Raymond A. Wert was chosen high school principal to succeed Etshied.

George E. Hendricks replaced Wert as high school principal in 1949 and remains in that post to the present.

Karl W. Etshied was named Assistant County Superintendent of Schools in 1951 and Raymond A. Wert was named Supervising Principal. Wert continues in this capacity to the present.

In more recent years, the Lemoyne School District — (1952) formed a jointure with Wormleysburg and Lower Allen Township to establish the West Shore Joint School System. Thus in 1952 the name West Shore High School replaced the name Lemoyne High School. Under the jointure the schools of all three districts are operated as one; with all three districts joining in the costs. Under the jointure, an addition to the high school is about complete and will serve as a portion of the Junior High School which Lemoyne (West Shore) High School will become when another jointure entered into by the Lemoyne School District becomes effective.

In this further jointure, a senior high school will be provided to serve Lemoyne, Wormleysburg, Lower Allen Township, and New Cumberland together with Fairview Township, First Voting Precinct of Newberry Township, Goldsboro, and Lewisberry of York County.

Thus from small beginnings, the Lemoyne Schools have kept pace with changing times; changing curricula; and ever increasing population.

Thus the skeleton stands—a brief and colorless statement of the unadorned facts of the history of Lemoyne schools. Fortunately for those who have attended Lemoyne Schools there were many personages who breathed life and color into the skeleton. There was a W. C. Bowman; an L. F. Baker, long time Secretary of the Board (since 1910); a W. E. Peffley, colorful and capable Board President; long-time faithful teachers such as Pearl Green, Reba Logan Rowe, Perle Killinger, and Catherine Powell; a Frank Berkheimer whose administration of the schools was as brilliant as it was capable; a Karl Etshied, conscientious friend of each student, each faculty member, each citizen; a Harvey A. Baum—School Board Member and P.T.A. President.

The history is written, but the effects of the Lemoyne

Schools go on and on.

In the middle fifties a new and larger West Shore jointure was formed, embracing New Cumberland and four units in York County, plus our own West Shore organization.

Personnel changes were commonplace as the new jointure developed a new high school, Cedar Cliff was now under construction. Mr. Raymond Wert was selected to the top position for that building, with the other member schools maintaining control of their individual buildings from grades one through nine. Louis Edwards replaced Mr. Wert as Supervising Principal of the West Shore portion of the jointure, later to be replaced by Mr. Dale Smith.

In 1959 West Shore High School (Lemoyne) became a Junior High School. The building had been enlarged in 1955, 1957, and again in 1965 to meet the demands of an ever growing population, and the facilities to support an enlarged and improved curriculum. Now, Raymond Wert was elected Superintendent of the entire West Shore Joint School System.

In the early sixties the emphasis on science and mathematics was felt in Lemoyne, and nationwide in a made rush to overtake the success that had been made by "Sputnik." Lemoyne did its share by providing a strong foundation for entry by its population into the newly formed Cedar Cliff High School.

Meanwhile the Washington Heights and Herman Avenue Elementary buildings were handling the primary needs of our future geniuses. In 1965 a much needed new building replaced the "ancient" Herman Avenue building.

Through the years names of old timers like George Hendricks, John Behman, Norm Friend, Glenn Bushey, Charles Ryder, and more recently Joseph Marcin will be remembered for their contribution to the kids of Lemoyne. These men as administrators, plus many others have contributed to the lives of our young people.

Dr. Harold Hench, upon the death of Ray Wert, was to spend two terms as top man of the West Shore District. The most recent "boss man" is Dr. Jacob Wentzel. And so the educational program like the Susquehanna River, rolls on and on...and on...and in 1978 Lemoyne Jr. High School became a Middle School...The next change is anybody's guess.

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Lemoyne's Many Facets

Q: What's In a Name?

A: Chance for Wild Speculation!

No one seems to dispute that John Bowman, M.D., in 1905 was the man who suggested "Lemoyne" as the name for a borough founded that year in the place where he lived. "Bridgeport" and "Riverton," which were names unofficially connected with parts of the area, could not be used because of objections from the United States Post Office Department. There already was a Bridgeport, Pennsylvania, for example; pity the poor mail sorters. On a similar basis "White Hall" had to become "Camp Hill."

The speculation comes when one tries to guess what Dr. Bowman had in mind. School children were once taught that he meant to honor a French explorer. The difficulty with that particular explanation is that there were eleven Frenchmen named LeMoyne who lived in the New World and might have caught the fancy of Dr. Bowman.

Ralph B. Kinter wrote the **West Shore Times** some years ago disputing the idea that a Frenchman was the namesake. He argued that Dr. Bowman's taste would have led him, instead, to have wanted to honor a great humanitarian. Mr. Kinter's candidate was Francis J. LeMoyne, a college professor, pre-Civil War abolitionist and three times candidate for vice president.

This piece is to suggest Mr. Kinter was correct and add certain argument. It seems likely that a man in 1905 had a Canadian-French subject of the 1600's in mind. Mr. Kinter's LeMoyne was, besides everything else, a physician and the son of another physician who had been a principal founder of Washington County. That Dr. Bowman would know about and revere someone of his own profession, one somewhat senior, seems very likely.

Robert Grant Crist



The Earliest Days of All

Robert Grant Crist

Only a small part of the total land area of the Commonwealth is actually covered by villages, towns or cities. Always at question, therefore, is the reason why any particular piece of geography is occupied. Why did people choose to gather precisely where Lemoyne now lies?

Reduced to the most basic reason, the town grew where it did because a primordial movement of the earth displaced the water that washed it and formed a small stream that cut the present "Bottleneck." An incredible number of years ago the crust of the earth heaved in the neighborhood of Shippensburg. Ever after certain waters ran west and south to the Potomac and others east and north to the Susquehanna.

The stream dug deep into the shale and limestone that form the bluff along the river. By the first part of the 18th century the younger John Harris noticed the gap that had been formed, as he surveyed the land looking for a logical place toward which he would direct the flats which he planned to maneuver back and forth across the Susquehanna. Harris had a ferry right, that is, a license to be the only person who could for hire transport people across the river in a three mile stretch near his father's cabin on the eastern bank. He could have chosen to place his passengers anywhere in those three miles; he decided to head for the gully carved by the stream.

By 1735 so many persons were using the ferry and heading west through the gap that it became necessary for the court of Lancaster County which had jurisdiction in the area until 1750, to appoint viewers and to direct them to lay out a road across East Pennsborough Township and down the Great Valley. Arriving at the Ferry House that Harris had

built the year before at the neck of the gap, were a Chambers and a Silvers who were to give names to municipalities in the Valley. Their work resulted in the official designation of a route that incorporated even older stretches of road linking the Susquehanna and the Potomac River systems. It became known variously as the Virginia Road, the Great Road, and later as the Harrisburg and Chambersburg Turnpike, The Carlisle Pike and finally Market Street.

Along it would spring up taverns to succor humans and stalls to accommodate beasts. Off it would spring lanes that became streets. To it would come subsidiary highways such as the "State Road" to the Marsh Creek settlements at Gettys

Tavern and the market road to York and the Chesapeake ports.

The importance of the land that would become Lemoyne became early recognized by some of the most astute appraisers of land in the province of the Penns. By 1736 Edward Smout, operating under instructions to reserve the choicest lands for the proprietary family itself, walked with transit and chain across the territory, drawing lines on a parchment that is still extant. It was Smout's survey that determined certain basic matter about the future borough, such as the thrust of certain streets like Walton, Bosler and Herman.

Smout's first and crude efforts at determining future subdivisions did not govern all the decisions concerning the west side of the Susquehanna opposite Harris's. They did result, however, in delaying for a full thirty years the future development of the area. Provincial officials designated the land as the proprietary Manor of Lowther and Thomas Penn promised to hold it for the use of the Shawnee and other Indians who were important to the commerce of the colony.

By 1765, however, the Indians had determined not to use the Manor, and the French, who had thirty years before been competing for the trade, were gone from North America. Into the area was sent a second surveyor, John Armstrong of Carlisle. His job was to carve up the Manor into



"plantations" which could be sold. According to testimony given in 1772 the principal motivation bringing Armstrong to Cumberland County in 1750 had been the importuning of Richard Peters and the offer of land in the proprietary manor across from Harris's.

In the years between he had served the province as judge, surveyor of Burd's Road to Bedford and Forbes' Road to Pittsburgh, and military hero of Kittanning. In 1772 he

wanted the land that had been promised him, and that land was the choice piece flanking both sides of the Great Road between Fifth and 17th Streets. He learned to his great chagrin that the tract had been given to another man, James Wilson. Particularly galling was the fact that Wilson was his own protege, a young lawyer whom he had personally enticed to settle in Carlisle and whom he had helped develop a very active law practice.

Armstrong settled for second best. It was the piece of the Manor between Fifth Street and the River, fronting on the River. His neighbor on the north was John Boggs, about whom nothing seems to survive except his sense of humor: in a terrible pun he called his farm "Swamp Tract." On the south Armstrong's neighbor was William Kelso, who owned the 200 acres that encompassed the Harris Ferry landing house and a land stretching back of back to the western boundary of modern Lemoyne. Kelso seems to have acquired the land from John Harris, as well as the ferry right.

Kelso's land, in turn, was joined on the south by the 200 acres of Moses Wallace. He is known to have been at one time a resident of Paxton on the east side of the Susquehanna; the farm, for which he paid 381 Pounds, he named "Walton."

Armstrong and Wilson, of course, had bought land along the Great Road as investments. The former continued to live in Carlisle, when he was not serving as a major general in the war of the Revolution or a Congressman. Wilson by 1772 had moved to Philadelphia to make his own record in Congress, to become with James Madison a principal author of the United States Constitution, and to sit as a justice of the Supreme Court of the United States.

The front lot Armstrong sold to John Rogers, of Hanover Township, Lancaster County, for 769 Pounds on June 20, 1772. The area became known for him as "Roger's Choice." The Wilson farm to its rear had a more complicated legal history. Wilson overextended himself in his quest for land and ended in a place most inappropriate for a judge, debtor's prison.

With the sales to Armstrong, Boggs, Kelso, Wallace and Wilson all of the land that became Lemoyne passed out of the Penn family lands and into those of persons who would farm and otherwise utilize it. For most it was to be a string hamlet along a great artery to the west, a way made possible long ages before by the tilting of the earth and the work of a tiny stream.

(Crist, author of a dozen published regional histories, is currently finishing a biography of John Armstrong as a doctoral dissertation to complete the requirements for a Ph.D. in History from the Pennsylvania State University).



Visitor to Lemoyne's Airstrip



Looking toward New Cumberland from the Mill

The Post Office Story



Strange as it may seem, there existed a Lemoyne Post Office eight years before the town of Lemoyne. David Harro was appointed the postmaster of the new post office named "Lemoyne" in 1897. The 4th class office averaged stamp sales of less than \$1,000.00 during its infant years. In 1901 Harry Clendenin assumed the Postmastership, by appointment of the United States Postmaster General. During the term of William Davidson, from 1904 to 1912, the community in which the post office was located became incorporated as the Borough of Lemoyne.

Business in the post office continued to increase, and during the tenure of Oscar Wolfensberger as postmaster, from 1912 to 1921, the classification was changed from 4th to 3rd. George Leach served as postmaster from 1921 to 1923.

Norman Shuckman was acting postmaster for several months during 1923, until the office was filled by Ray K. Garman. During Garman's term, from 1923 to 1936, the classification was again changed from 3rd to 2nd class.

Carl E. Reisch assumed the office of postmaster in 1936. While he was assigned elsewhere for a short time during the Second World War, his wife, Mrs. Charlotte A. Reisch, was named acting postmistress. In 1949 the Lemoyne office was honored in becoming a 1st class office. Shortly thereafter, the Federal Building was enlarged and the post office front was modernized.

In 1965 the post office moved to its present location, a new 14,500 square foot facility located at 333 Market Street. Carl E. Reisch retired in 1973 and was succeeded as postmaster by William S. Shearer, who served until

his retirement in 1977. Thomas D. Boyle is the present postmaster and has served in that capacity since his appointment in June, 1977.

The Lemoyne Post Office presently employs eighteen people and had a total revenue in excess of \$816,000.00 in Fiscal Year 1979. A contract station, the Wormleysburg Branch, serves residents of our neighboring borough with stamp and money order sales and other mailing services. City delivery service was instituted in Lemoyne in 1925. Today there are seven carrier delivery routes serving over thirty-one hundred residences and businesses.

From humble beginnings to the present operation the by-word has been service - a commitment to providing efficient, economical mail service to the community. This is the history of the Lemoyne Post Office.



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Yesterday's Businesses

By R. H. Steinmetz, Sr.

The history of any community is not complete without reference to the basic reason for its prosperity—the business and industry which create employment and dispense financial aid in the form of wages, taxes and purchases from other local sources...In most cases the persons owning or managing these ventures are local residents and thus theirs is a very vital contribution to the welfare of the community...Such were, and are, the businessmen and women of Lemoyne, and this is their story.

Flipping back the pages of the Book of Time, we come to a point where names and places are familiar only to that handful of Lemoyne's pioneers still with us today...Glancing at the record, we discover that George Slothower established the town's first grocery store in a building on the present site of Dr. J. D. Graham's dental office on Third St...An agricultural manufacturing plant that made various types of farm implements, buggies and wagons was Lemoyne's first industry and was located near the present site of Manbeck's Bakery on Bosler Ave...Those who can remember when a nickel bought a heaping dish of homemade ice cream will recall that Alan Ross operated the first ice cream parlor...The Ryder brothers, Anthony and Newell, sold the first bottled milk in the borough and delivered it in an express wagon, but Englehart Eichelberger had the honor of being the town's first

milkman...He served his customers from a huge tin tank with a brass spigot, which was hauled about in an old-fashioned farmer's market wagon.

If you missed Mr. Eichelberger, you could always go to the home of Will Kimmell or a Mr. Taylor, both of whom would sell you any amount of milk or cream you desired on a strictly cash-and-carry basis...Another early dairy was one operated by Samuel Bowers, at the rear of his home on Market St. at Fourth.

The first barber shop was opened by Edward Knoll, who charged the outrageous price of 15 cents for a haircut and five cents for a shave...When Uncle Sam decided to give Lemoyne a postoffice, he named Daniel Harro first postmaster and located his headquarters on Bosler Ave. near Third St...Another first was the Musselman Funeral Parlor and Furniture Store, which still serves the West Shore in the former capacity...Lewis Bricker was the town's first baker, and Jeffrey Newcomer conducted the first real estate office...Lemoyne's first and only facilities for shoeing horses and furnishing blacksmithing in all its phases was that well-known place of business on Herman Ave. run by William Fetrow...The first coal yard and grain and feed business was established by Charles Willis, while Samuel Leach owned and operated the first cement block and building supply business in the borough...And

if you happened to be there the day the first trolley car ran between Lemoyne and New Cumberland, you would have paid your five-cent fare to Robert Sweeney, the conductor, while William Sherman, the first motorman, handled the control levers.

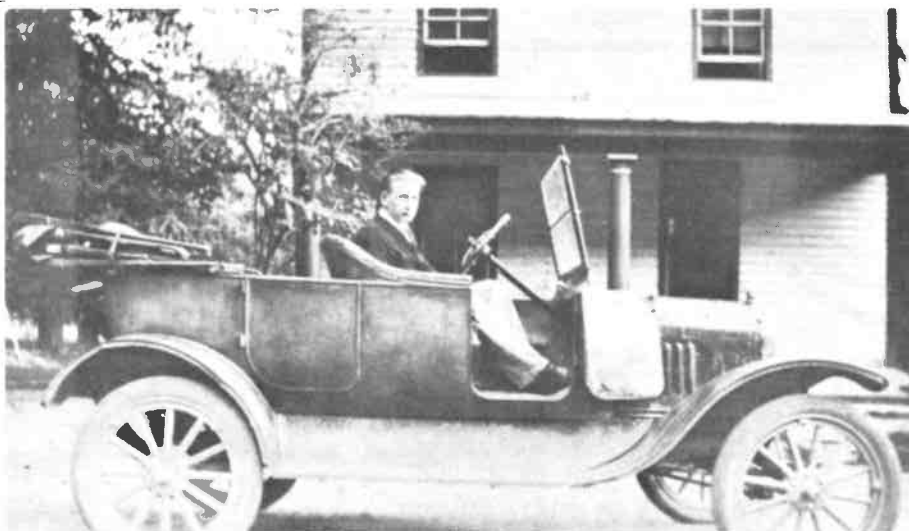
The same company that owned the trolley line also furnished the first electricity for home and industrial use on the West Shore...And last, but not least, was our first community banking institution, the Cumberland Valley Bank, established by Robert L. Myers, John F. Dapp and G. C. Hall...Today this financial institution continues to grow with and serve Lemoyne and all of the West Shore.

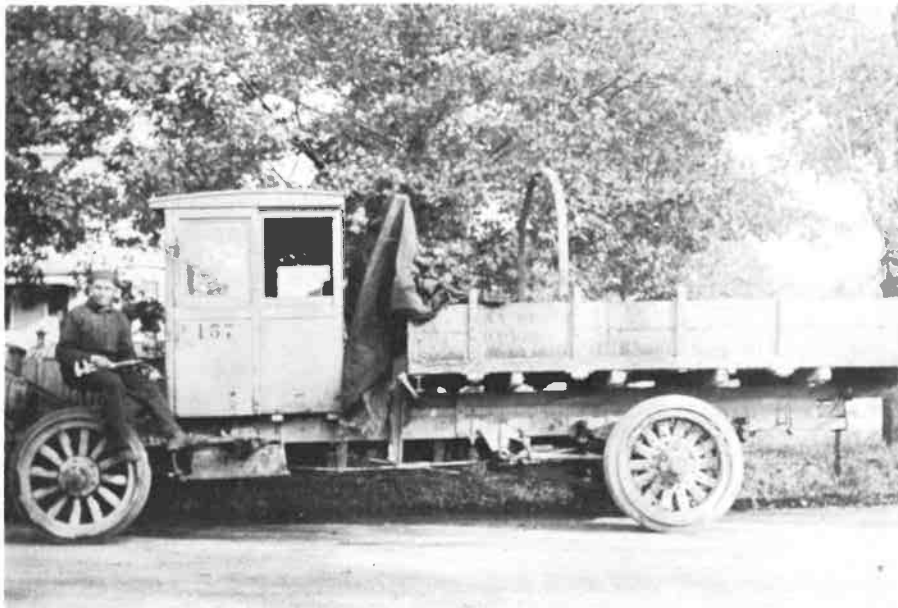
Quite possibly and probably there are more firsts in this particular part of Lemoyne's history, but when you look back across a half century there are always some things that have been forgotten.

As our town continued to grow, more and more business places opened...Here are a few, gleaned from memory and old records:

The chain factory in the big brick building along the old Cumberland Valley Railroad at Third and Bosler, later occupied for many years by the E. K. Frazer Lumber Mill and Yard, and presently by the Beetem Lumber Co...A canning factory on a site near what is now Fifth and Bosler...The Heiges Bicycle Shop, which manufactured and sold bicycles for a number of years before turning to the repair and maintenance of the new-fangled horseless carriage...A dress factory in the old frame building on Market St., which later became Jacob Probst's Lemoyne Hotel and finally was turned into offices and apartments.

A fact not generally known is that castings for valves controlling the flow of water in and out of the huge locks of the Panama Canal were made right here in town by the Lemoyne Brass and Bronze Foundry, which still does business at the same old stand...And some folks have forgotten that Barber John Stoos not only cut hair and shaved faces in his establishment but would also sell his patron a refreshing plate of homemade ice cream...By this means he supplemented his





somewhat limited income...Harry Witman and George Leach had early grocery stores, but the Witman Store served folks over a longer period of years and probably would still be operating had it not been for the ill health and death of Mr. Witman and his two sons over a brief span of time, in recent years...Many other food stores were scattered throughout the town, among them the ones run by Oscar Wolfensberger, who later became postmaster; William Simmons' place on Bosler Ave. which retained its quaint furnishings far into recent years; George Rice's General Store; Steinhauer's Store; Jonas Smith's Grocery; Simmons' Butcher Shop; Fanny Entzweiler's Candy and Ice Cream Store and Park Bentzel's emporium on Hummel Ave.

Along about 1907 there was a meat packing and processing plant in operation between Bosler Ave. and the railroad, near Fifth, while a plaster manufacturing plant stood adjacent to the tracks below Third...Across the railroad were the car barn and offices of the Valley Traction Company and opposite

them on the other side of the Carlisle Pike stood Baker's Carriage Works, which was destroyed by fire in 1912...Nearby, below the traction company property, stood the grain elevator of the Paxton Flour and Feed Company, now occupied by Shauli Equipment & Supply Company.

Rigs and teams could be hired at the livery stables of Al Thumma and Harry Rice, and a drayage service was performed by John Russell and Rich Witmer...George Palmer was the town plumber, and Kunkle's Tin Shop sold stoves, roofing, spouting and heating plants over a long period of years...Rev. L. C. Smiley, Lemoyne's first jeweler and watchmaker, resided in a combination store and home on the southwest corner of Third and Hummel. In later years Mr. Smiley moved to Market Street where he continued his business until his death a few years ago. Although an ordained minister, he did not follow his profession, preferring to carry on his religious duties on a part-time basis...It is said that Mr. Smiley owned the first family auto in Lemoyne and that Park Bentzel, the

storekeeper, bought and used the first motor truck...After Harry Witman built his big brick building on the southeast corner of Third and Hummel, a Mr. Beam opened the town's first family shoe store in the old Witman building on the opposite side of the street, which he operated until his death many years later.

Along about 1906, a Mr. Roland had a saddle and harness shop in one of the frame houses that stood on the site of the present Dutch Pantry, but he sold out several years later to a Mr. Shoemaker, who continued the same line of business at that place until his death about 1920...Right across the street, next to the Lemoyne Trust Company, William Sheaffer erected his large hardware store, which continues in business to this day...Farther up the street on the opposite side was Tony D'Agostino's Shoe Repair Shop, also still serving Lemoyne residents after 40 years...Nearby are the barber shops of Harry Wagner and Roy Shaffer, both of which have served generations of local residents.

Lemoyne had three ice cream plants that can be classed as commercial...Only one remains today, operated by Anthony Ryder and known as Ryder's Dairy...The other two, operated by the Nebinger family and the 3-B Dairy, respectively, discontinued business during depression years...Several bakeries besides Bricker's and Manbeck's were located here...Park Grissinger, Raymond Reneker and the Gardner family specialized in cake and pie baking, but all discontinued during the intervening years, the Gardner Bakery being the last to close...In concluding this review, we must not forget Opperman's Greenhouses, Minnich's Abattoir, the United Electric Company, Bushey's Bicycle Shop and the Lemoyne Quarry...Undoubtedly there are more places of business that have inadvertently been missed, and for these omissions we offer our sincere apology.

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Lemoyne's Finest

Mayor Robert Schell and the Lemoyne Police Department. In the front row next to Schell are: Chief Gerald Christine, Col.; Oren Kauffman, III, Russell Wheeler, and standing: Gary Anderson, Paul Gaughan, James Heck and Richard Phelps.

In the early years of our Borough, laws and ordinances were enforced by the High Constable and the Chief Burgess. In times, however, violations became more frequent, and the increasing number of automobiles on the roads compelled the Borough Council to hire H. C. Bentz as a regular police officer in the summer of 1908. Bentz served until his resignation on December 1st of that year, when Council hired Cal Coleman as its first Chief of Police.

Cole served through the years of World War I and long afterward. In those days the total of fines collected each month was never more than \$10. The first fire police were appointed in 1922 to assist the Chief at fires or at other times when additional protection was needed. Harry Stone was hired in January of 1924, following the resignation of Coleman.

Many old-timers remember Stone as the town's first motorcycle officer. During his term of service, the first traffic light, at Third and Market Streets, was put into operation. Stone resigned in 1926, and the following year Council hired Stewart Christine as Chief of our one-man law-enforcement agency. Chief Christine was the 2nd and last motorcycle officer in the Borough of Lemoyne.

The year 1931 saw the purchase of the town's first police car, a Ford, for \$375. An increasing amount of highway traffic and the growing population of the community again forced the Council to take necessary protection action. L. L. Fraelich was hired as a patrolman on January 11, 1940, thus marking the point at which Lemoyne enlarged its police department for the first time. On July 2, 1942 Chief Christine resigned after 15 years of continuous service, and E. E. Byrem was hired as patrolman. Through the war years these two officers, Fraelich and Byrem, directed many military convoys through the community.

On January 1, 1946, Fraelich resigned, and on January 26, 1946, James L. Clark was appointed as police officer. Again, on June 1, 1949, due to the growing population and the increasing amount of protection work to be done, a third officer was hired - Charles E. Wise, a Navy Veteran of World War II. Then Clark became Chief and Byrem Assistant Chief. On September 14, 1952 Kenneth B. Shanholtz was added as patrolman.

The year 1949 saw 156 Parking Meters installed in Lemoyne's business districts. In 1955 the Police Department sponsored an annual Learn to Swim program and, with the assistance of the Citizens Fire Company, a banquet for all school safety patrol boys and girls. Fire Police assisted at fires, and special civilian defense police were assigned to duty during air-raid drills.

In the beginning of 1955, four (4) officers held

permanent status on the police force. They were James L. Clark, chief, Elmer E. Byrem, Ass't. Chief, Charles E. Wise, Patrolman and Kenneth B. Shanholtz, Patrolman. On June 11th of that year Ass't Chief, Elmer E. Byrem passed away. He had given nineteen years of meritorious service to the department. On August 4, 1955, Donald L. Carter was hired in the department increasing the force once again to four men. Also, on August 4, 1955, William T. Brandon resigned from the office of Burgess due to poor health. On September 1, 1955, Newton C. Landis was appointed to the position of Burgess to fill Brandon's position until the end of his term.

The new Borough Building, which was erected during 1955 was first put into service on October 6, 1955. This two room structure served as Council Chambers, Office of the Burgess and Police Department for many years until a larger addition was erected sometime later. The Police Department is now located in the newer portion of the building, which is located at Seventh and Market Streets.

On January 6, 1958, the new Borough Burgess, Herbert N. Preble, was elected to office. Donald L. Carter resigned from his police position in August of 1958. During this same year the department added several part-time officers to its ranks. Some of these officers were Paul Schuber, Albert Grundon, Allen Clark and Gerald E. Christine. These men performed regular police functions and worked twelve hour shifts at \$1.50 per hour.

Gerald E. Christine was hired to permanent status of patrolman on July 1, 1959. Kenneth B. Shanholtz resigned his police position on May 31, 1960. At this time the force of full time police officers dropped to three men.

Sometime after August of 1961, the title of Burgess was changed to Mayor and Herbert N. Preble became the Borough's first Mayor. Mayor Preble's term expired on December 31, 1961.

On January 1, 1962, Mayor Donald E. Endres began his term of office which ended on December 31, 1965. On November 5, 1965, Charles E. Wise resigned his police position. The only two full time police officers left at this time were Chief Clark and Patrolman Christine.

Mayor Donald E. Fawber took his elected office on January 1, 1966. On January 10, 1966, Wallace C. Burket and William H. Packer, III, were hired to police positions. Patrolman Burket resigned on October 22, 1966 and Russell B. Wheeler was hired on October 30, 1966. Another patrolman, Carl K. Hutchison, was added on December 17, 1966. This increased the size of the Police Department to five men.

On July 31, 1968, after twenty-two years of service James L. Clark retired from his position as Chief. Gerald E. Christine became Chief of Police, after nine years service as a patrolman, on August 1, 1968. At present Chief Christine has seen twelve years in this position and twenty-one years over all service to the community. Also, on August 1, 1968, Patrolman William Packer, III, was promoted becoming the Department's First Sergeant. Later on August 25, 1968, Gary W. Madenfort was hired as a patrolman.

The year 1969 saw many changes within the Department. Sergeant Packer resigned March 28th and Douglas L. Burks was hired as patrolman on April 13th. Patrolman Carl K. Hutchison resigned September 22nd and Patrolman Gary W. Madenfort also resigned on September 26th. Theodore N. Burger and Gregory J. Ammons were hired as patrolmen on November 23rd. Mayor Donald Fawber's term expired on December 31, 1969.

On January 1, 1970, Robert Schell began his term as Mayor and holds office to this present day. Patrolman Russell B. Wheeler resigned August 1, 1971 and Patrolman James D. McNaughton, III, was hired September 26th of that same year. Patrolman Gregory Ammons resigned April 22, 1972 and Patrolman Cloyd W. Motter was hired on May 7, 1972.

The patrol cars on the West Shore area up until this time operated on a radio network through Capitol Communications known as the West Shore base. This base station was located at Seventh and Walnut Streets in a building now occupied by Barrett Laboratory. This station received calls and complaints and notified police and fire departments of calls via radio. On October 1, 1972, the West Shore base station was combined with Cumberland County Control Center thus forming a county wide radio network. The Cumberland County Control Center operates today from the basement of the Carlisle Courthouse in Carlisle, PA and controls radio operation all Cumberland County Police, Fire and Ambulance units. They have most recently put into operation the 911 Emergency Telephone System.

On February 11, 1973, Patrolman Burks was promoted to the position of Sergeant making him the second Sergeant in department history. Patrolman Burger resigned on March 23, 1973, and Patrolman Russell B. Wheeler was rehired on April 29, 1973.

Patrolman McNaughton, III, resigned on June 22, 1973 and Patrolman James E. Heck was hired on June 24th of that same year.

On February 7, 1974, Lemoyne Borough enforced an agreement with thirteen other Municipalities known as the Police Mutual Aid Pact. This allowed officers from surrounding municipalities to assist each other in time of need. On April 25, 1974, Patrolman Motter left the department and Patrolman Richard S. Phelps was hired on May 19, 1974.

On November 20, 1975, Sergeant Burks left the Department and on February 13, 1976, Oren H. Kauffman, III, was hired as a patrolman.

On May 12, 1977, the position of Borough Health Officer was abolished by Borough Council and for many years had been encompassed with the duties of the Chief of Police. On October 6, 1977, the Borough Council passed a resolution to apply for a Police Grant. The Pennsylvania Department of Transportation issued the Borough a three year Highway Safety Grant which is in effect to this day. The grant provided for an extra police car plus equipment which increased the mobile force to two police cars. The grant also provided two patrolmen, which increased the size of the police force to seven men. Patrolman Gary S. Anderson was hired on February 16, 1978, and Patrolman Paul V. Gaughan, III, was hired March 3, 1978. The grant also provided schooling at Northwestern University for Patrolmen Anderson and Gaughan and also, schooling on breathalyzer for every man in the department. The Highway Safety Grant is aimed at identifying and eliminating those factors which are responsible for high accident rates and to reduce the number of highway accidents, injuries and fatalities.

On September 8, 1978, Patrolman Oren H. Kauffman, III, was promoted to the position of Corporal thus becoming the first in department history.

Today the police department proudly serves its community and visitors daily. It participates in the Officer Friendly Program and makes over three visits to every school yearly. The highly visible black and white patrol units and grey uniformed officers are seen frequently doing a variety of jobs ranging from assisting motorists with flat tires to traffic control for fireworks and the apprehension of criminals. The members of the Police Department stand proud and are ever ready to assist, protect and serve the community.

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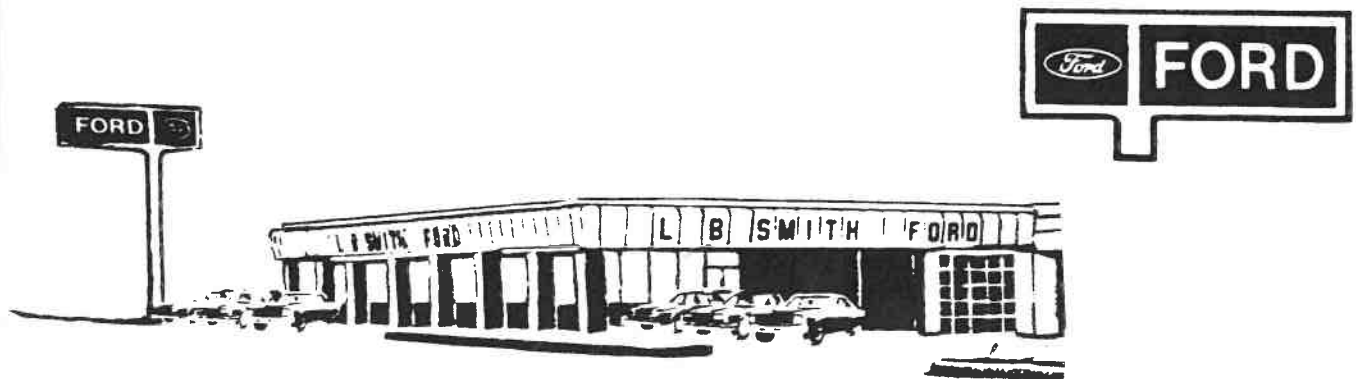
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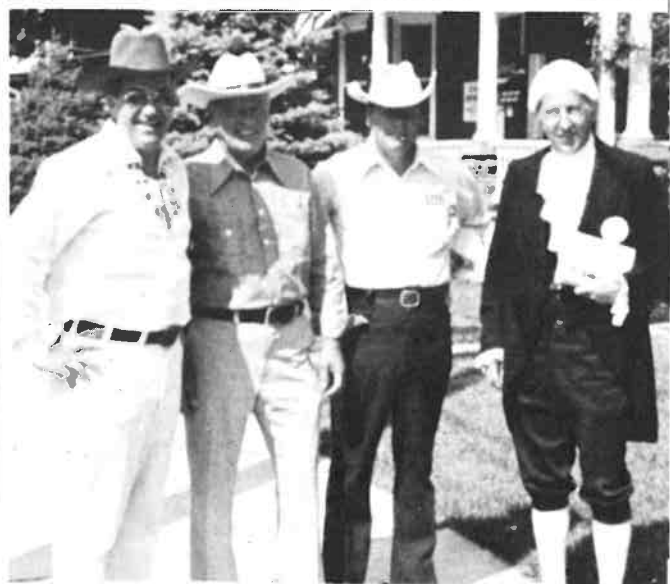
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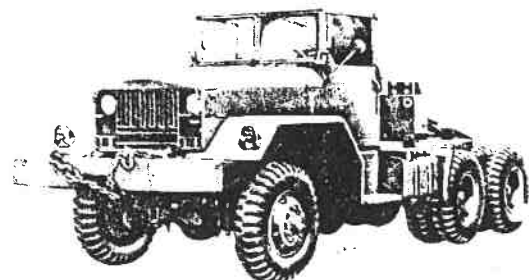
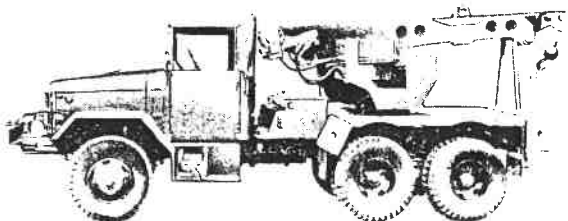
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inscribed with the company name, date of organization, and date of incorporation was bought from the E. W. Wandinger Co., of Cincinnati, Ohio, at a cost of \$0.27 per pound plus charges and freight, for a total of \$82.71. The bell hangs in the bell tower to this day.

Beginning in 1915 the financial condition of the company was very poor. Relations with the Borough Council were severed, and the company almost lost their building in order to pay their mortgage. In 1919 reorganization took place, and the company asked financial help from citizens and the Borough Council.

Residents of Lemoyne voted a loan of \$7000 to purchase the first motor-driven fire truck on November 19, 1919. In 1921, a telephone was installed in the building and the second floor was rented to the School Board for classrooms. The following year saw the first fire truck dedicated.

The fire alarm system, with individual street-corner boxes, was installed in 1923 at a cost of \$2055. In 1925 the first prize for participation in a parade was won by the laddies in a parade at Camp Hili.

On June 3, 1938, a new Hahn fire truck arrived and in September the remodeled fire truck was delivered. The company was the pride of the West Shore with their beautiful new pieces of apparatus. The Borough purchased the brand-new engine, and the remodeled engine was sold to the Borough for \$1.00 during that same year.

In 1939 a hose tower was constructed in the rear of the building. All fire company equipment was turned over to the Borough Council on April 5, 1940, and during the war years which followed, 16-year-old boys replaced the fighting men in their services at

Seventy-five years ago the Lemoyne Fire Department was born. On June 19, 1905, a meeting was held in the Witman Building at Rossmoyne and Hummel Streets for the purpose of organizing a fire company for the Borough of Lemoyne. The temporary chairman was William C. Bowman. Meetings were held once a week. Speakers were obtained from surrounding companies, and election of permanent officers took place.

Then, on July 6, 1906, the Borough Council officially recognized the infant fire company. The first by-laws and a constitution were drawn up and approved on July 17, 1906. The first fire hose was purchased on July 31 of the same year, at 70 cents per foot. Five hundred feet of this hose and one nozzle were purchased.

The first hose carriage was bought in 1907 and placed in the stable of Dr. John Bowman. The fire apparatus was moved frequently from garage to stable. The company purchased a tract of land on Hummel Avenue, the present site of Rife's Restaurant, and a temporary wooden structure was built for \$36.00. The second cart was received in 1910, and the former one was dismantled.

In 1911 the tract of land was sold for \$1300 and another lot bought on Herman Avenue, now occupied by the firehouse. The contract for the construction of the permanent firehouse was awarded to W. E. Bushey for \$3375 on March 17, 1914. On September 5 of that year the fire apparatus was moved into the new building. During the construction of the building (1914) a 305 pound bell,

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the fire company. In 1951 an emergency unit was purchased, making a total of three pieces of apparatus. A new building addition was constructed in 1952 and 1953 in the lot to the west. This provided for three more truck bays, a large modern kitchen, and a fire chief's office. Dedication of the building took place in 1953.

In the fall of 1954 the Borough Council voted to purchase a new Peter Pirsch fire engine for \$17,000. Delivery of this huge apparatus was made just this month. Another emergency unit was purchased and was placed in service during February of this year. The company now has three engines and two emergency units, one of which is used as a police patrol wagon.

The membership of the company numbers about 350 and is on a purely voluntary basis. The fire laddies are assisted by a large and active Ladies' Auxiliary. Both the company's building and the company itself are good assets to the Borough.

In 1956 there were two serious fires, May 7, Otto Distributors on Hummel Avenue burned out with a \$423,000.00 loss. July 1, Otto and Hollinger on Market Street suffered a \$250,000.00 fire loss.

A new emergency unit was put into service in 1959, a lot of the work on this truck was done by the men here at the fire house. This unit has been continually upgraded, and equipped with the most modern tools and equipment, including the "Jaws of Life."

A Ford Truck chassis purchased from L. B. Smith & Co. and taken to the Brumbaugh Body Co., Altoona, Pa., later became Engine 1. This modern pumper was put into service March 10, 1960.

Four years later a Ford chassis purchased from L. B. Smith Co. was taken to Brumbaugh Body Co. and on June 14, 1965 Engine 11, a more powerful pumper was put into service.

The evening of September 27, 1965, four (4) business establishments and 7 homes were destroyed, in what may have been our worst fire to date. The West Shore Lumber Company on 3rd. Street and Reading R.R., along with all the homes on York Street were totally destroyed. This was an outstanding example of cooperation from other community fire departments, 18 companies on the scene, 43 pieces of equipment and 250 volunteer firemen.

A pickup type truck was purchased in 1974, this with its "Air Bottles" known as Rescue 2-11,

seems to show up at most major fires within a 10 mile radius.

Future plans are an important part of every community and especially its Fire Department. The year 1974 presented two big problems. Number 1, engine 1, was getting close to becoming 20 years old, the time Middle Department of Insurance Underwriters consider them obsolete. Number 2, if we had a new pumper would it fit into our present building. The answer NO. With the

help of Borough Council and a group of our volunteers, January 1976 found us with an enlarged and much improved building.

In June 1974 a very modern Hahn pumper known as Engine 111 arrived from Hamburg, Pa. to make its home in our new building.

We urge everyone participating in Lemoyne's 75th anniversary celebration to come visit with us here at the Fire House. We are proud of our Fire Company.

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The Story of Lemoyne's Churches

FIRST CHRISTIAN CHURCH

CHURCH OF CHRIST (DISCIPLES OF CHRIST)

Often from differences of opinion come thriving, though separate, entities. So it was that in 1883 within the Church of God in Camp Hill, or Bethel Church, as it sometimes was called, differences of opinion on doctrine arose that caused frequent quarrels. Finally the membership split, with a group forming the Church of God.

At first the congregation had no building, but they soon rented the frame church building located about 1¼ miles north of Camp Hill, known as Old Poplar Church. After regular Sunday School and Church services had been held there for some time, the building, while unoccupied, was destroyed by fire. Later the group secured the first floor of the Coach Shop in Camp Hill, then owned by Wilson Bear, one of the leaders of the new movement. After a successful beginning, funds for a church building were solicited and ground purchased from the Heyd Farm located on the present site of Camp Hill Methodist Church. A brick church was constructed, with cornerstone-laying services held in the summer of

1887. After much consideration, the congregation named itself "The Church of the People of God." The name remained on the cornerstone until the building was sold to the Methodists early in 1892.

The new church was completed in 1888. A serious question remained for solution by the group which had so recently left the Church of God. Coincidence offered the solution. Wilson Bear, a member, was in the Pennsylvania Railroad Depot in Harrisburg the Friday before the Sunday the church building was to be dedicated. There he noticed two dignified men. Sitting near them, he overheard their conversation and learned they were ministers. After introducing himself, he learned they were O. A. Bartholomew and A. B. Chamberlain, Ministers of the Church of Christ, on their way home from a church gathering.

Mr. Bear told the ministers about his new church and its faith and discovered there was a similarity between his and theirs. The ministers suggested they be allowed to dedicate the new church in their faith, and Mr. Bear invited them to remain as his guests and study the points of difference.

The ministers convinced Mr. Bear and his fellow members of the correctness of their faith, and the church was dedicated the following Sunday. For a while, the Brotherhood sent a supply of preachers. The first three were Rev. J. L. Phoenix of Troy, Pa.; Rev. James Calhoun, and Mother; and Rev. W. M. Munday, from near Berwick.

Finally, Rev. Alvin C. Baker was sent as minister for the Huntsdale and Camp Hill churches. One of the members of the Huntsdale Church, David Lefever, grandfather of Mrs. G. W. Haggerty, was well versed in the faith and quite a good preacher, and he frequently preached at the Camp Hill church. In addition, he was helpful in solving the financial problem of the church, giving and lending money when it was needed. Though the faithful band of worshippers did all they could to meet their financial obligations, they were unable to do so.

Pressed for funds to pay the principal and the interest, they sent their minister to the churches of Pennsylvania to ask for help. He was only partially successful, and the membership finally was forced to admit defeat. In 1892, they turned the building over to their creditors. But they had left their mark and laid the foundation for work which was to be done in Riverton, now Lemoyne.

Members of the Christian Church at Camp Hill were Wilson Bear, H. B. Musser, Mrs. Susan Musser, Dr. J. W. Bowman, Annetta Bowman, Mr. and Mrs. John Baker, David Dittor, Margaret Diltow, Mrs. James May,



the Reverend Mr. Baker and Mrs. Baker, Carry Cook, Miss Mayme Cook, Miss Maud Cook, Joseph Hobecker, Mrs. Blanche Hobecker, Mr. and Mrs. Emanuel Crider, Miss Maggie Musser, Miss Mazie Musser, John McConley, Miss Susie Bricker, Miss Cora Critzer, Dessie Crider, Mary Fuhrman, Maggie Fuhrman, and Blanche Diltow.

Mr. Bear conducted Sunday School in the office of his stock yards in Bridgeport, now part of Lemoyne, where he taught the faith to a large number of pupils, many of whom became members of the Lemoyne church.

Members of Mr. Bear's class included Ivan Kinter, Russell Kinter, Howard Young, Katie Long, Edward Long, Walter Kreiger, Belle Kahney, Clara Shuff, Nora Shuff, Bertha Shuff, Annie Shuff, Frank Shuff, Frank Heiser, Charles Heiser, Sue Heiser, Mr. and Mrs. William Shuff, Margaret Meese, Mary Lehman, Mary Mease, Chester Kinter, Ada Kohler, Harvey Long, and Milton Kreiger.

Other pioneers of the faith included Thomas and Alex Campbell, Barton W. Stone, Raccoon Smith, Walter Scott, and James Garfield. Men who preached at the Camp Hill church were M. P. Haden, Frank Talmage, John H. Gordinier, and Brother Conner.

Early in the spring of 1893, Dr. Bowman and his wife moved to Riverton and began preaching the virtues of the church to residents here. At that time, the village had no place of worship. They enlisted some of the Camp Hill members and some of the Riverton families, and plans soon were under way to build a Church of Christ.

H. B. Musser owned a plot of ground at the southeast corner of Hummel and Clinton—now Fifth—and offered to donate it for the erection of a new church building. The Evangelical Church, which started its building project at about the same time, was completed first. The cornerstone of the Church of Christ was laid in 1893, and the building dedicated on May 13, 1894. The following charter members of the church met and wrote their Declaration of Principles on that date: J. W. Bowman, Nettie Bowman, Harry B. Musser, Mrs. Mary Musser, Mr. and Mrs. David Spangler, Mrs. P. C. Coble, D. C. Hamilton, Mrs. Mary Hamilton, Mrs. Mary Bowman, Mrs. Joseph Hobecker, Mrs. Anna Wise, A. G. Baker, Katie Long, Jacob M. Long, Samuel Long, Mrs. Bertha Long, and Mrs. Victor Shope.

Soon after the dedication, it was arranged to secure the services of a minister, and J. Howard Stove was chosen as the first minister of the newly organized church.

Ministers of the Lemoyne Church of Christ in the order of their service to the congregation are: J. Howard Stove, Harry F. Lutz, Edmund Walton, H. J. Dudley, E. C. Harris, W. E. Wheeler, Frank Talmadge, W. J. Steward, David Donaldson, Hugh Minges, E. B. Munson, L. F. Drash, Ira P. Harbaugh, N. D. Weber, J. Earl Pryor, I. C. Bucy, C. H. Schnars, Wilbur A. Reid, Harry K. Franks, and the present minister, Paul A. Remick.

The first church building had no cellar, and for heating purposes there were two large Cannon stoves, one on each side of the room, which also served as Sunday School and church auditorium. Since the church could not afford a janitor, the male members who could spare the time took over the janitorial duties. H. B. Witman and W. C. Bowman served as janitors for an entire winter and provided their own kindling wood, which they prepared at home and carried to the church.

Finally it was decided that the stoves were insufficient to heat the church and the membership authorized the digging of a hole at the southwest corner of the church for a cellar and the installation of a steam heating plant.

Many a Sunday morning, the Sunday School teachers sat in the hole in the ground, which served as a cellar, studying their lessons while the building warmed up, and then returned to their homes to dress for Sunday School and church.

The church membership grew steadily through the efforts of the ministers and special evangelistic meetings, until February and March, 1914, when the church procured the services of the Minges Evangelistic Company. During that meeting more than a hundred additions were made to the membership.

With the additional members, the church building became too small and T. H. Hamilton, a member, made plans to rebuild. Soon after, using plans drawn up by Mr. Hamilton, the present building was begun, with the cornerstone-laying service in 1914. The church was finished and dedicated later the same year at a cost of \$16,500. Prior to this time, a parsonage had been built and paid for.

In 1929 it was decided that classrooms were needed for the Bible School. At the same time, repairs and changes were made in the building, with rededication on January 27, 1929, with Rev. E. Cole in charge.

In recent years the church building has been renovated and an elementary department added, in addition to a back entrance for use by the children. Plans are now in mind for more alterations and an addition to the church property.

Pastors in recent years included: Rev. Clifford Bucy, 1933-1938; Rev. Clarence S. Schnars, 1938-1943; Rev. Wilbur Reid, 1943-1948; Rev. Harry K. Franks, 1948-1954. Rev. Paul A. Remick is the present pastor.

FIRST CHRISTIAN CHURCH OF LEMOYNE (formerly known as Church of Christ)

As related in the church history in 1955, plans were being made to build an addition or an educational unit to the existing building. A dwelling located at 212 South Fifth Street, immediately to the rear of the church building, owned by the church, (its former parsonage) was torn down to make room for the new unit. In December 1959 the cornerstone was laid for the addition and it was completed the following year. It provided space at the basement level for a Fellowship Hall and with the second level providing four classrooms. Other additions and improvements were made at the same time including two wells. This new facility provided much needed space for the young people of the church school.

Since the completion of the educational unit, a dwelling just south of the church, known as 214 South Fifth Street has been acquired and remains as a two-family dwelling. Also, two dwellings were acquired immediately east of the church on Hummel Avenue. The latter two dwellings have been torn down and during the year 1978 a permanent parking lot has been provided for the convenience of the congregation.

The church during its more recent life has been known as The Church of Christ and also known as the Christian Church. In the year 1958 the congregation took action to Incorporate. A charter was granted by the COMMONWEALTH OF PENNSYLVANIA for a Non-profit Corporation and the church is now known as the FIRST CHRISTIAN CHURCH OF LEMOYNE.

Pastors during the period from 1955 - Paul A. Remick 1955-1967; Ernest Ford, interim 1967-1968; Roland Pfile 1968-1973; Maury Hundley Jr. 1974-198—, the present pastor. Edward M. Trask was called as the Associate pastor April 1, 1979.

The church at the present time is thriving, the congregation is happy with the present active membership of 300.

TRINITY LUTHERAN CHURCH, LEMOYNE

The history of the congregation began before Riverton became Lemoyne. On January 17, 1895, three pastors representing the Evangelical Lutheran Synod of West Pennsylvania met at the home of Uriah McCoy Sherman for the purpose of adopting a constitution for the new congregation. Sherman and Jacob Eckert were elected elders and Jacob A. Kunkel and Samuel B. Leach as elders. The Rev. John Kistler served the mission congregation. Until the erection of the first church building the congregation worshipped in Grace Evangelical Church (now Grace United Methodist) and later at Mr. Sherman's home.

On April 14, 1895, the Lord's Supper was celebrated for the first time, with thirteen members and twenty-one others receiving the Sacrament. In May of that year the present site at Clinton (now Fifth) and Hummel Avenues was purchased for \$750. There a frame church, encased in brick, was built at a cost of \$1710. This was dedicated on December 22. On April 18, 1909 a concrete block structure was dedicated.

During the early years of Trinity, The Rev. L. A. Bush (1918-1935) served prominently as pastor of a growing Church in a growing community. A Sunday School addition was erected and the membership doubled. Upon his resignation, the Rev. Edward S. Frey assumed the pastorate.

January 23, 1944 dawned cold and misty. It was still dark when Pastor Frey was awakened by the acting custodian, who informed him that the church was on fire and that he better call the fire department. Less than two hours later the entire building, with the exception of part of the Sunday School, was reduced to a smoking ruin. That afternoon, without a church building of its own, Trinity congregation worshipped in Grace Evangelical Church as it had in 1895. The kindness of these Christian neighbors was greatly appreciated.

Since the nation was at war, there were some delays in getting authorization for a new building. But plans were made. In July, 1944 a large congregational meeting was held at the Lemoyne High School auditorium for the purpose of receiving the findings of the Building Committee and taking action upon them. By the spring of 1945 things were in readiness to build. After the Japanese surrender in August, government authorization was received. But because of high costs, it was decided to build the new church in sections. On Sunday, October 7, 1945 ground was broken. The cornerstone was laid the following Palm Sunday, April 14, 1946. Dedication of the partially complete building, making use of Fellowship Hall for worship, was held April 16, 1947. The completed nave was in use by February 20, 1949.

History is more than a building program. The fire had awakened the members to a closer fellowship and to greater involvement in the mission of the Church to the world. The next decade showed a growth to 1084 members and generous financial support of benevolent causes.

Pastor Frey tendered his resignation on January 15, 1952 to accept the position of Executive Director of the denomination's Department of Church Architecture. The Rev. Ralph W. Birk was called to succeed him. During his pastorate the parsonage at 521 Hummel Avenue was purchased and the building as it stands now was completed and rededicated (May 24, 1959). The Building Committee at this time was Raymond A. Wert, Chairman, and Henry N. Baker, Paul W. Baughman, Mrs. Edwin Baum, John H. Baum, John L. Bush, Glenn W. Bushey, Aaron Fackler, John W. Kohlhaas, Jr., Mrs. Catherine Warfield, and Walter C. Warfield.

On December 28, 1959 Pastor Birk ended his ministry

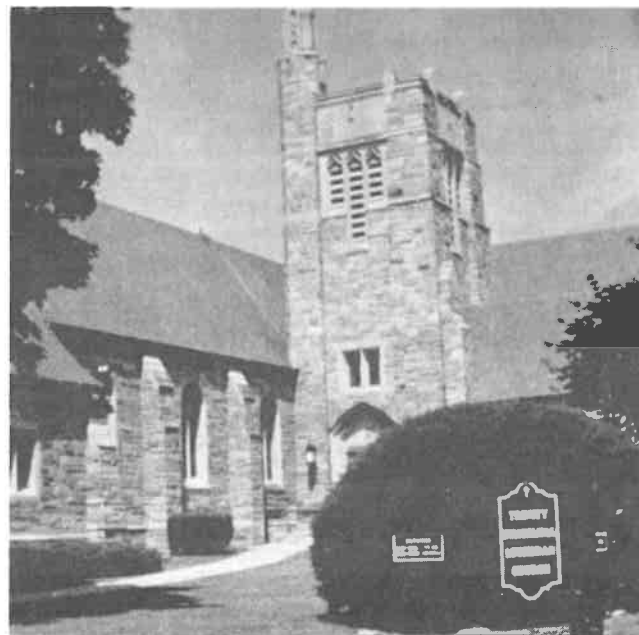
at Trinity. The present pastor, Allan H. Fenner, from St. Stephen Lutheran Church, Williamsburg, Virginia was installed on May 15, 1960. To ease the pastoral load in 1964, the Rev. A. J. Daly, Jr. was called as an associate pastor. At the beginning of the Diamond Anniversary Year (1970) all indebtedness was paid and the mortgage burned. In 1971 an intensive Parish Development - Congregational Self Study was instituted with Herbert Bomberger as chairman. Out of this came a number of recommendations for strengthening congregational life, community awareness, and ecumenical action. At this time the congregation approved entering into a Cluster relationship with St. Paul's Lutheran Church, New Cumberland in the sharing of a Director of Christian Education and Youth Ministry and of common concerns. This includes a cooperative Vacation Church School and joint services of worship.

This year, Trinity's 80th Anniversary, has seen the renovation of Fellowship Hall and many other improvements to the building, part of an attempt to meet the energy squeeze.

As Trinity faces the future, the Church Council is initiating an Every Member Response Program designed to involve more people actively in setting and reaching program goals for the congregation. Worship services are held at 8:00 and 10:45 a.m. There are three choirs (Cherub, Junior, and Senior). Youth meet Sundays at 6:30 p.m. There is an active Lutheran Church Women organization and an effective Christian Education program for all age groups.

TRINITY'S PASTORS

John Kistler 1895-1898
 E. E. Deitterich 1900-1902
 Clarence G. Leatherman 1903-1906
 S. L. Rice 1907-1912
 Ralph R. Rudolph 1912-1913
 Edmund L. Manges 1913-1917
 L. A. Bush 1918-1935
 Edward S. Frey 1935-1952
 Ralph W. Birk 1952-1959
 Allan H. Fenner 1960-
 Alexander J. Daly, Jr. Associate Pastor 1964-1971
 Sister Sarah Heintzelman Director of Christian Education and Youth Ministry 1972-1978
 John H. Crawford Director of Christian Education and Youth Ministry 1979-



CALVARY UNITED METHODIST CHURCH

In the same year that Lemoyne became a borough, the first steps were taken toward the formation of Calvary Evangelical United Brethren Church. It was on June 2, 1905, that the Pennsylvania Church Conference Extension Board met in Lemoyne to take action on a proposal previously made that United Brethren churches be established in Lemoyne and Enola.

A plot of ground, 124 feet front and 120 feet deep, on the southwest corner of Market and Seventh Streets, was purchased for the sum of \$1075. The stated purpose of the congregation was "to afford a United Brethren Church home for the many people of that denomination locating in this growing suburb of Harrisburg, to accommodate those who would come with the approaching years, and to help establish the Kingdom of God in the immediate community."

At the annual conference held in Washington, D.C., in 1905, a mission at Lemoyne was authorized and Rev. W. H. Weaver was assigned to the mission as pastor for the Lemoyne and Enola missions.

The first devotional meeting was held December 31, 1905, at 2:15 P.M. in the pastor's home on Hummel Avenue, with 18 people in attendance. Exactly 25 years later a service commemorating that event was held with Alvin Weaver of Carlisle, son of the late Reverend Mr. Weaver, as speaker.

Early in 1906, M. R. Rhoads, architect of Chambersburg, was authorized to submit plans and specifications for a church edifice to be erected on the ground purchased earlier. Plans presented to the Board of Missions in sessions at Lemoyne were approved.

Soon afterward a Board of Trustees was elected and was directed to proceed at once to erect the Sunday School rooms and to arrange for the erection of the auditorium at a later date, according to the plans approved.

Serving on the Board of Trustees were Rev. W. H. Weaver, S. H. Bowers, M. M. Eshleman, C. E. Markley, G. M. Washinger, E. G. Owen, and W. H. McMillen.

On May 23, 1906, the contract for the erection of the Lemoyne chapel was awarded to C. W. Strayer for the sum of \$6687.80. Ground breaking services were held Sunday, May 28, 1906, and the cornerstone was laid August 26 of the same year. The chapel was formally opened for worship February 24, 1907, with dedication services held Sunday, April 7. Bishop J. S. Mills spoke at the morning and evening services. The cost was \$11,335.94, including the ground. This building served as Sunday School room and chapel until the main auditorium was built.

The original congregation that worshiped in the chapel was composed of 24 members. Through growing membership and the aid of other churches in the Conference, along with the success of the church program, the debt was paid.

The Sunday School was organized June 17, 1906, with an enrollment of 38 persons. The first meeting was held in Jefferson Newcomer's law office, at the corner of Third and Market Streets. C. F. Markley served as the first Superintendent.

During the pastorate of Rev. F. T. Kohler (1919-1922), the former parsonage located at 620 Market Street was purchased for \$5000.

Before many years had passed, Calvary Church was in need of larger church facilities and so it was that plans were begun during the pastorate of Rev. C. M. Sparrow (1923-1926) to build the church auditorium. The Board of Trustees for the new project included W. N. Winemiller, W. H. Fortney, R. W. Fry, M. M. Eshleman, C. A. Vogelsong, H. E. Sweiger, R. E. Davis, G. A.



Calvary United Methodist Church

Weigel, and H. J. Wevodau. H. E. Sherk of Harrisburg was in charge of construction.

Ground breaking services for the new edifice were held Sunday, May 30, 1926, with Mr. Eshelman, the oldest member of the congregation, and a trustee, removing the first shovelful of ground.

More than 500 people were present Sunday, September 26, 1926, for the laying of the cornerstone by Dr. C. E. Fultz, Conference Superintendent. Upon completion of the building, dedicatory services were held Sunday, July 10, 1927, during the pastorate of Rev. J. H. Lehman.

Dr. Paul E. Cooper was the pastor from 1935 to 1941, and Dr. John W. Fisher from 1941 to 1952. During this latter period the debt on the auditorium was paid off and because of the growing membership and attendance, thoughts turned to expansion of the physical facilities of the church. Half of the double house next to the church was purchased and used for the Junior and Intermediate Departments of the Sunday School.

Rev. Arthur W. Stambach began his pastorate in 1952. Sometime after this the Board of Trustees, serving as the building committee, began to formulate general plans for additional educational facilities. At the direction of the Council of Administration, Mr. Clair Bucharth was called in and preliminary plans were submitted. After a period of study, final plans were adopted. A small unit to the rear of the sanctuary building, basement level, was added first. It contained a new kitchen, rest rooms, storage space, and a new boiler room with an oil furnace. The cost of this building was approximately \$18,500.

Upon completion of this first unit the Board of Trustees moved into and completed the larger task of an education building. With the kitchen and heating plant in the first building, the second unit was designed to house Sunday School facilities. The education building was constructed at the cost of \$110,000.

A new parsonage was dedicated on July 12, 1959. The Rev. Marlin H. Lauver was the first pastor to live there. The parsonage, located at 502 Ohio Avenue, was built for \$38,720. The builder was Mr. William Otstot.

In 1962 the sanctuary was renovated and expanded at a cost of approximately \$132,000. The seating capacity was increased to 525 persons. A two-manual Moller Pipe Organ was installed at the time of the renovation at a cost of \$24,105.

The present membership of the church is 660 with an average attendance of 250. Three choirs, Senior, Youth and Junior provide music for the services.

There are opportunities for fellowship through athletic events sponsored by the church. Softball, dartball and a biking club are active at various times of the year.

The church sponsors a Boy Scout Troop and a Cub Scout Troop and has a Youth Fellowship program. The United Methodist Women's group is an active organization.

During 1979 the church sponsored the Trinh Van Dinh Family who were refugees from Vietnam.

Plans have been made to plant a Bible Land Garden alongside the church. This will be in the shape of the Holy Land and will be 52 feet long and 12 feet wide to represent one foot for each five miles of the Holy Land itself. Plants which grow in the Holy Land will be grown in the garden.

Pastors at Calvary Church have been: W. H. Weaver, 1905-1911; Lemoyne and Enola Churches divided in 1907; G. C. Daugherty, 1911-1913; John I. Green, 1913-1915; P. R. Koontz, 1915-1919; F. T. Kohler, 1919-1922; A. R. Ayres, 1922-1923; C. M. Sparrow, 1923-1926; J. H. Lehman, 1926-1935; Paul E. Cooper, 1935-1941; John W. Fisher, 1941-1952; Arthur W. Stambach, 1952-1959; Marlin H. Lauver, 1959-1961; Wilbur F. Lantz, 1961-1963; Russell C. Oyler, 1963-1966; Paul Kleffel, 1966-1977; and Gerald J. Stutzman, 1977 to the present.

GRACE UNITED METHODIST

GRACE EVANGELICAL UNITED BRETHREN CHURCH

In 1881, twelve years before Lemoyne became a borough, stirrings were felt in the community which resulted in the organization and development of Grace Evangelical United Brethren Church as we know it today. From small beginnings came the inspiring structure that today serves its congregation of 910 at Third and Herman Avenues.

It was in that year that the Reverend J. B. Esenwein, pastor of the Harrisburg Mission of the East Pennsylvania Conference of the Evangelical Church, conferred with some of the residents of Lemoyne concerning the need for a church in the community. As a result of the conference, the decision was made May 1, 1893, to build an Evangelical Church if sufficient money could be secured.

At the first Quarterly Conference on May 19, a resolution was adopted and at the second Quarterly Conference on August 25, "it was recommended that a class be formed at Riverton." Two brothers—J. Wilson and Jacob Slothower—donated a plot of ground, 50 x 150 feet, on which the church was to be built. The building committee included the Reverend Mr. Esenwein, Rev. S. L. Wiest, H. M. Foose, D. C. Hamilton, George Heiges, G. B. Slothower and J. W. Slothower.

The first church was built and dedicated October 8, 1893, with Bishop W. M. Stanford in charge of the services. The entire cost was paid in cash and subscriptions, and a church organization was formed on October 9 with 20 members. One of the charter members, Mrs. G. L. Hartman, still is active in the church.

A Sunday School was organized October 15, 1893, with an enrollment of more than 100 and boasted an average attendance of 200. The following year a Keystone League of Christian Endeavor was organized with 30 members, and in 1895 the Ladies Aid Society began activities with a membership of 11.

During the early years of Grace Church the congregation was served by the pastor of the Harrisburg Mission, of which it was a part. In 1897 the group was designated as a Station, known then as Riverton, with a membership of 65, of whom 63 were transfers from the Harrisburg Mission.

By 1900 the name was changed to Lemoyne Mission. And it was during this year that the church was enlarged, at a cost of \$4000. During the term as pastor of Rev. W. S. Harris (1900-1902) the indebtedness was reduced to \$400 and the membership increased to 114. A Junior Keystone League of Christian Endeavor was organized in 1900 with 30 active members.

It was in 1902 at the General Conference that the Lemoyne Mission was transferred from the East Pennsylvania Conference to the Carlisle District of the Central Pennsylvania Conference. Rev. A. H. Irvine was assigned to the pastorate in 1903. During his pastorate, as part of the missionary movement, preaching was done in Mechanicsburg in 1903 and in Enola in 1906. From these beginnings two churches have developed, which still prosper today.

With continued growth of the congregation the station was able to assume full responsibility for its maintenance in 1913. In the meantime, additional organizations were formed: Mission Band (1903), Woman's Missionary Society (1904), Young People's Missionary Society and Cradle Roll (1904), and Home Department (1907).

In 1906 a three-story brick parsonage was built for \$4000. The remaining parsonage debt of \$1650 was canceled in 1916 during the pastorate of Rev. H. T. Searle (1915-1919). Soon after, an Ushers Association was formed which functioned until 1937, when it was absorbed by the Albright brotherhood.

Encouraged by a property free of debt and an increasing membership in the church and its auxiliary organizations, the congregation decided on April 21, 1920, with Rev. E. Crumbling, pastor, to build a new church. In 1922 the trustees were authorized to make a



study of possibilities, and later the congregation decided to purchase a lot west of the parsonage. Serving on the building committee were the Reverend Mr. Crumbling,

J. A. Pryor, J. S. Trostle, C. L. Eby, G. M. Wagner, W. A. Bushey and Rev. W. E. Peffley.

Marking the merger of the Evangelical Association and the United Evangelical Church in 1922, the congregation approved the action of the Board of Trustees and changed the name of the church from "Grace United Evangelical Church" to "Grace Church of the Evangelical Church of Lemoyne, Cumberland County, Penna."

F. G. Fahnestock, Jr., of Harrisburg submitted plans for a new building in 1922 and on April 16, 1923, the plans were approved. R. W. Sawyer, a member of the church, was employed to erect the Sunday school building. Ground-breaking service was conducted May 7 by Rev. C. W. Finkbinder.

Bishop M. T. Maze, D.D., officiated at a dedicatory service on April 6, 1924. The total cost of the unit was \$61,237.25. Through the work of a committee including the building committee and sub-committees—program, publicity, finance—members subscribed to cover the total debt, which enabled complete cancellation of indebtedness on October 14, 1929. From this committee the Board of Trustees appointed a Permanent Finance Committee, which has served the church since that time.

Following the semi-annual rallies a sum of \$20,127.71 was secured from 1929 to 1933 for the Construction of a new sanctuary. The rallies aimed at a three-fold goal: spiritual, numerical and financial.

October 31, 1932, was marked as important by Grace Church as they moved to complete the building program. At a congregational meeting the group voted to build the sanctuary and instructed Rev. Reed O. Steely to appoint a committee on investigation and survey. Committee members were the Reverend Mr. Steely, the Rev. Mr. Peffley, Rev. J. D. Shortess, L. P. Markley, J. S. Trostle, C. L. Eby, W. A. Bentz, J. W. Slothower, J. Boyd Trostle, A. M. Firestone, M. A. Hoffman, Virgil D. Miller, W. A. Bushey, R. B. Hale, W. A. Crist, Ralph Crowl, W. S. Eby, Frank Shuff, E. Z. Stoner, Monroe Thomas, E. S. Yeatts, J. A. Pryor, Earl M. Baker, S. H. Deckman, Clair Firestone, Mrs. R. C. Crow, Mrs. W. E. Peffley and Miss Ethel Patton.

Lawrie and Green, architects from Harrisburg, were engaged to plan and supervise the erection of the building. The professional service of Rev. Henry A. Tralle, D.D., consultant to architects was secured to insure the economy, utility and beauty of the sanctuary.

Because of the national financial readjustment, the Permanent Finance Committee recommended that only the sanctuary be built at the time. A general contract was awarded W. E. Bushey, Lemoyne, at his bid of \$37,000. At the instigation of members who volunteered personal loans, the congregation changed the original plan and authorized construction of a parsonage at a cost of \$9668. Ground was broken May 15, 1933, and the cornerstone laid June 25, 1933, with Rev. A. F. Weaver, D.D., district superintendent, presiding at the observance.

Upon the completion of the building, dedication was held March 18, 1934, led by Bishop Maze, assisted by Rev. E. W. Praetorius, D.D., General Secretary of Christian Education. The total cost of the sanctuary and parsonage, including equipment and architect's fees, was \$71,573.39. Discounting money borrowed, the total indebtedness was \$49,600, which was liquidated with a plan by Earl M. Baker at semi-annual offerings during a period of nine and a half years.

In 1948 arrangements were made with the denominational missionary headquarters for Grace Church to assume the cost of building a hospital in the mission station at Bambur, Africa, as part of a Missionary Expansion Project. The building of Guinter Memorial Hospital was completed October 21, 1951. A

total contribution of \$35,000 was made. On October 4, 1953, the congregation voted unanimously to assume the salary support of Rev. Karl Kuglin and family, missionaries of the denomination in Zinna, Nigeria, West Africa.

During recent years Grace Church has contributed \$2500 to Central Pennsylvania Conference, Debt Liquidation Program; \$5225 to the denominational Kingdom Advance Program; and has helped various mission churches with contributions of \$500 to \$1000 each year. Large contributions of money and clothing have been given by members for overseas relief.

In 1935 and 1949, the church was host to annual sessions of the Central Pennsylvania Conference.

Young men from Grace Church now serving in the ministry include Rev. Lewis Markley; pastor of Buffalo Valley EUB Church; Rev. Kenneth Martin, pastor of Grace EUB Church, South Williamsport; and Rev. John Snook, pastor of Northumberland EUB Church. Norman Snook has completed one year of seminary training for the ministry.

In the 1950's the need was felt for additional facilities for the Children's Division, and on November 30, 1958 ground was broken for a new educational unit. The building committee consisted of Rev. Wm. F. Woods, J. Boyd Trostle, Homer W. Bressler, Earl M. Baker, William A. Slothower, L. W. Kitzmiller, T. R. Starry, Raymond W. Sawyer, Jr., A. M. Firestone, Reed B. Miller, S. H. Deckman, H. R. Gasull, Raymond E. Messimer, Willard Sherman, Robert E. Kessler, Frank S. Thomas, Virgil D. Miller and Monroe Thomas. Total cost, including renovations to the existing buildings was \$298,805. The new children's unit was dedicated on April 3, 1960.

In 1967 the opportunity presented itself for the purchase of a row of houses across Herman Avenue from the church, and these were subsequently torn down for construction of a much needed parking lot. This lot includes three other acquired properties from which the houses were moved to the 600 block of Herman Avenue, where they serve as residences today.

In May, 1970 a house at 231 Hummel Avenue was purchased as a parsonage for the expected arrival, the following month, of a new associate pastor, David T. Willard, now assigned to the Summerdale church.

A total of 21 pastors and associates have served Grace Church since its founding. The present pastor, Howard A. Kerstetter came here from Baltimore in 1966, and the present associate pastor, Michael V. Minnix, has been in Lemoyne since 1977. In recent years, three sons of the congregation have entered the ministry—Wendell S. Junkin, David J. Minnich and David E. Smith.

Since the building of the Sunday School unit in 1924, \$855,000 has been raised for capital expenditures, including building fund and missionary purposes, through semi-annual anniversary and rally days each April and October. As the need for capital expenditures for buildings and property acquisition diminished, the liberality of the people continues on these special days through an expanded missionary outreach, with contributions going to many area Christian service and benevolent organizations, denominational church home facilities, and for mission programs in Africa and Puerto Rico, as well as for any needed repairs and renovations to the church property.

Each year the church honors those who are still members after 50 or more years, and these people now number 62: Lucy Adams, Alva Anderson, Mary Arnold, Iva Baker, Verna Beam, Miriam Bear, Mr. and Mrs. Harry Blumenstine, Elizabeth Brunner, Agnes Burkholder, Esther Farver, Clair Firestone, Myrtle Firestone, Helen Friese, Ruth Hale, Evelyn Heagy, Jane

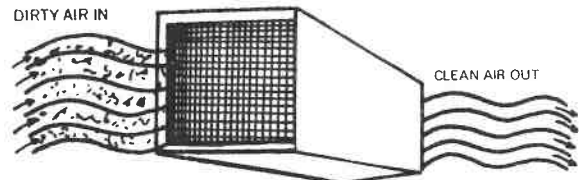
Hoch, Lester Hoffman, Hazel Howard, Alice Hummel, Belle Kahney, Mary Kann, Chester Kinter, David Lehmer, Mr. and Mrs. Herman Linebaugh, Frances Lonkart, Mr. and Mrs. Thomas Magee, Paul Messimer, Glenna Metz, Pearl Mosser, Catharine Moul, Eleanor Musselman, Estella Nagle, Blanche Nesmith, Annetta Orris, Cora Pryor, Col. Delbert Pryor, Beatrice Rhinehart, Raymond Sawyer, Jr., Effa Shearer, Helene Sherman, Dorothy Sipe, Earl Slothower, Mr. and Mrs. Ray Slothower, William Slothower, Lauree Spangler, Arden Stewart, Ruth Stewart, Beulah Thomas, Dorothy Trostle, Sarah Walter, Lillian Weaver, James Wilson, Norine Wilson, Romaine Wilson, Mr. and Mrs. John Wolfe, Ruth Wright and Sarah Young.

When the Evangelical United Brethren Church united with the Methodist Church in April, 1968 the new affiliation brought a change in the name of the local congregation to that of the Grace United Methodist Church. Grace Church is a part of the New Cumberland District of the denomination's Central Pennsylvania Conference.

Membership figures have varied over the years, and at one time rose to 1200, but today, with people moving farther away and other church facilities being available to them, the membership roll holds at about 1000 persons.

Two identical services are held each Sunday, one at 8:30 and the other at 11:00 A.M., with Sunday School for all ages at 9:40 A.M. There is a mid-week prayer service on Wednesday evenings, and organizations active in the life of the church include the United Methodist Women, Adults Fellowship, Youth Fellowship and Boys and Girls Fellowship. In this year of 1980, Grace United Methodist Church is happy to have been a vital part of the community for 87 years.

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In Sports Lemoyne Excelled

Sports in Lemoyne through the past 75 years has been an important segment of the borough's life. Though the sports picture has undergone revolutionary changes on the local and national scene, there still exists a strong community spirit where sports are involved.

The biggest change in the Lemoyne sports structure was the absorbing of its high school and that of arch-rival New Cumberland into Cedar Cliff High School.

Before television made many sports visible along with the expansion of professional leagues, people satisfied their needs with support and participation in community sports. Many friendly rivalries with neighboring towns developed through sports.

Gone from the scene is the borough's entry in the West Shore Twilight Baseball League. However, in keeping with the current trend, there are more organized youth sports with midget, teener and legion baseball and midget football programs.

Today's scholastic athlete is afforded greater opportunities for his or her athletic ability. Most colleges now offer scholarships based on

athletic talent. Athletes now specialize in one sport, while years ago they would play three sports.

Lemoyne women have been active in sports too. It's just that they were not as well-known nor were there the same opportunities to continue.

Leadership qualities instilled in Lemoyne athletes continued beyond high school. A glance at rosters through the years will find names that are very familiar not only today in Lemoyne but in the midstate area. Athletics in Lemoyne is a family affair for rosters are full of brothers and-or fathers and sons.

Many Lemoyne natives continued their athletic ability beyond the scholastic level. In addition, Lemoyne High School had "adopted" sons from West Fairview, Wormleysburg and Lower Allen, who carried the Trojan banner into battles.

Much of Lemoyne's athletic success came during the reign of Coach Henry "Shorty" Gasull from 1935-1959. He finished his career as athletic director at Cedar Cliff. During the summer for many years he was the borough's playground director.

A member of the Pennsylvania Sports Hall of Fame, he compiled an overall 470-214-18 log and 21 titles. His football teams won titles in 1937, 1939, 1942 and 1943. His baseball teams won the league titles five-straight times, twice. Lemoyne also won a football conference title in 1956 under Coach Robert Groover.

Individually Gasull's log is 110-47-11 in football from 1935-1953, 195-99-0 in basketball from 1935-1950, and 169-72-7 in baseball from 1935-1959.

In football only four times in 19 years did opposing teams score more than 100 points in a season, averaging less than 58 points per campaign.

Lemoyne captured three team and three individual Cumberland County scoring titles in addition to winning 13 West Shore Championships and five flags in the Lower Susquehanna

Conference. The Trojans also finished as runnerup in the LSC loop on nine occasions.

Trojan clubs were the all time leaders in both the West Shore and Lower Susquehanna conferences. In the former, Lemoyne posted 51 wins against 30 defeats and four ties. In the LSC the log was 106 victories against 16 losses and nine ties.

Cy Gardner tallying 88 points shared the top scoring honors in the county in 1928 with Ed Easter of New Cumberland. Les Rhoads and John Ludlow copped county honors in 1939 and 1942, respectively. Ludlow set the Trojan record with 91 while Rhoads had 60. In 1937 Bill DeHaven scored 56 points to be the LSC first high scorer.

Probably the best known athletic product from Lemoyne is Stan Jones who now coaches the defensive line for the Denver Broncos. After a brilliant playing career where he was an All-American at the University of Maryland and All-Pro with the Chicago Bears. He coached the Broncos from 1967, then moved to Buffalo with Lou Saban before returning to Denver in 1976.

Jones also won the state discus title in 1949 with a throw of 138-7 1/4.



Henry "Shorty" Gasull



Stan Jones

In baseball, Bob Moorehead, who lettered in three sports, made it to the big time with the New York Mets. He had signed with the Cincinnati Reds in 1957 and saw action with their minor teams until he was drafted by the Mets. In 1963 he played in the Milwaukee organization before returning to the Mets for another year.

His catcher during his Lemoyne baseball career which included



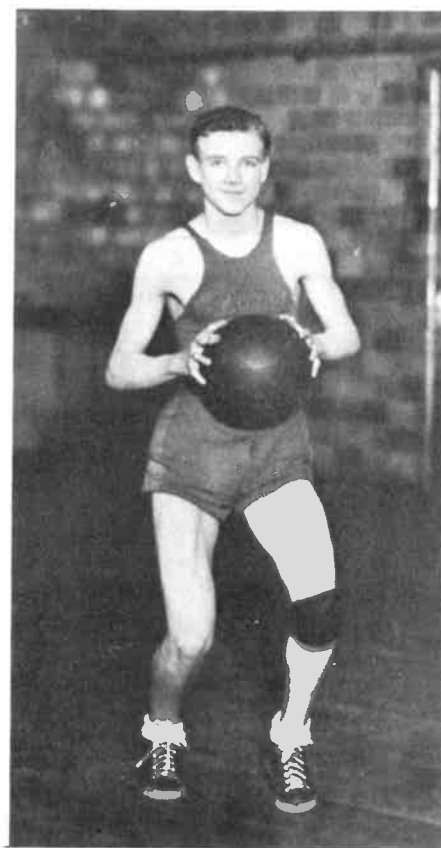
Bob Moorehead

midget, Legion and Twilight in addition to high school, was Keith Quigley, now President Judge of Perry County. Quigley, also a three-sport athlete, won the Harrisburg Lions Club Scholarship Award in 1956. The award was given to an area athlete from 1946-1957.

Moorehead's older brother Don, toiled for the Trojan banner on the gridiron, while Quigley's father, Salty, and younger brother, Jim, were athletic standouts at Lemoyne and Cedar Cliff, respectively.

In basketball, Lee Brymesser went on to play in the semi-pro leagues seeing action with Red Lion, Victory AA, Penbrook Pops and the F. Clair Ross State Treasury Department cagers. While in Lemoyne he tallied 203 markers one year to enable his team to take the league title. The following year he again won the title with 182 points. He also was the first man inducted from Lemoyne into World War II.

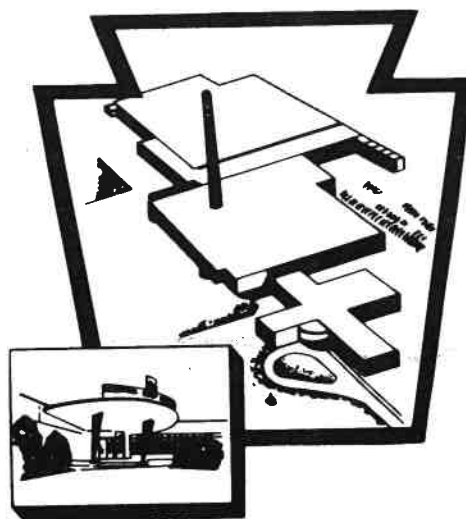
The same years Brymesser was performing feats on Lemoyne's basketball court, Gladys Burk was picking up honors for girls basketball. The girls team won the title and Burk led the league with 156 points.



Lee Brymesser

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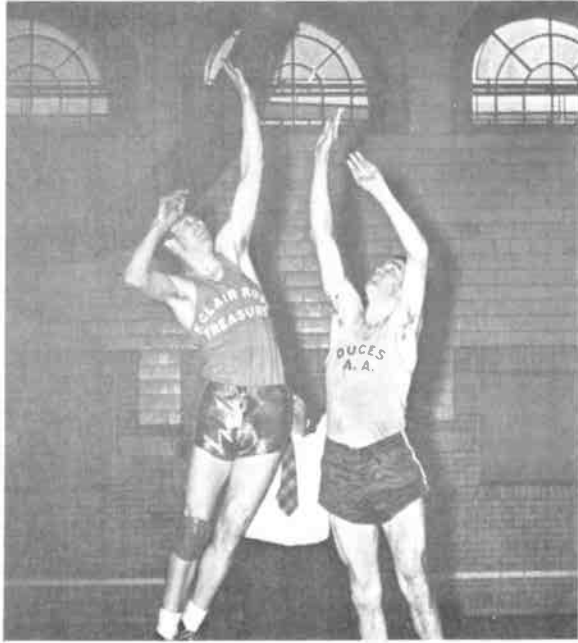
Brymesser's nephew, Donald Shover Jr., was a standout for the Trojans from 1953-55, seeing action in football, basketball and baseball.

Lemoyne was represented in the 1952 Olympics by Janet Dicks, then an East Stroudsburg State College sophomore, who threw the discus

and shot. In the Olympic trials held in Harrisburg, she won the shot with a 39-8 $\frac{1}{4}$ throw and the discus at 108-3 $\frac{1}{2}$. She finished third in the javelin in the trials.

Some athletes continued in the coaching ranks. Gary Cooper, who went on to Temple, coached the

semi-pro Harrisburg Capitals before going to Milton Hershey School. Don Young, who spent his collegiate career at Gettysburg College, saw action in the coaching ranks at Gettysburg and York high schools. Dave Danner coached football at Cedar Cliff as Jim Quigley worked with the track program.



Brymesser on left



Janet Dicks

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Lemoyne-West Shore All-Stars Football

Harrisburg Suburban Conf. (1946-1949)

1946-B-Don Young
1947-T-Stan Jones, G-Roger Brown, B-Don Stiles
1948-T-Stan Jones, B-Robert Gasull
1949-G-Ron Lantz, B-Gene Chiavetta

Lower Susquehanna Conf. (1937-1959)

1937-T-Frank Kuhn, B-Bill Dehaven
1938-T-Frank Kuhn
1939-E-Ralph Prowell, B-Red Rhoads, Jack Ray
1941-B-Richard Leitzel
1942-G-Ken Spidle, C-Les Weidner, B-John Ludlow
1943-G-John Spanos
1946-B-Don Young
1947-T-Bob Dickson
1948-T-Stan Jones
1949-T-Stan Jones, G-Ron Lantz, B-Gene Chiavetti
1951-E-Wes Kugler, G-Don Moorehead, B-Marlin Duey
1953-C-Don Shover
1954-E-Ben Shipe
1955-E-Wayne Hostettler, G-Keith Quigley, B-Bob Schwalenberg
1956-E-Terry McClurkin, T-Keith Quigley
1958-E-Jeff Ware

West Shore League (1931-1958)

1931-T-Ross Yohn, G-Paul Hoopy, B-Lawrence (Abe) Shelton
1932-E-Ezra Dysinger, G-Carl Lutz and Jack Rhoads, C-Dick Myers,
B-Art Shipe and Abe Shelton
1933-G-Robert Reeser and Bob Brown, B-Fox Myers
1934-E-Dale Sprecher, T-Bob Brown
1935-G-Ira Glant
1936-G-Russel Fetrow, B-George Myers
1937-E-Chas. Hawbecker, G-Francis Kinter, B-Bill Dehaven, Ken
Hilbish
1938-T-Frank Kuhn, B-Jack Ray
1939-E-Ralph Prowell and Charles Miller, B-Les Rhoads and Jack Ray
1940-E-Edwin (Ted) Green, B-Bobby Graham and Walter Kohler
1941-E-Lloyd Free, T-Les Weidner, B-Richard Leitzel
1942-E-Lloyd Free, T-John Spanos, G-Ken Spidle, C-Les Weidner, B-
John Ludlow
1943-E-Jack Haycock, G-John Spanos, C-Bob Wrightstone, B-Les
Weidner
1944-B-Clete Colbe
1945-T-Dale Zoll, B-Clete Coble
1946-E-Don Barrick, C-Max Smith, B-Don Young
1947-T-Bob Dickson and Stan Jones, G-Don Stiles and Bob Gasull
1948-E-Gary Cooper, T-Stan Jones, B-Bob Gasull and Bob Dickson
1949-E-Ed Baker, T-Fred Hess, G-Ron Lantz and Vance Souders, B-
Gene Chiavetta and Sam Mowery
1950-T-Don Moorehead, B-Mel Stumbaugh
1951-E-Wes Kugler, T-Don Moorehead, B-Marlin Duey and Wm.
Buffington
1952-G-Rudy Koser, T-Jeryl Greenawalt, G-Bob Bostic, B-Wm.
Buffington
1953-C-Don Shover, B-Clarke Bittner
1954-E-Ben Shipe, T-Terry Bush, G-Dave Danner, B-Don Shover and
Bob Moorehead
1955-E-Wayne Hostettler, T-Jim Middlekauff, C-Keith Quigley, B-
Bob Schwalenberg and Bob Moorehead
1956-E-Terry McClurkin and Wayne Hostettler, T-Keith Quigley, B-
Dean Jaymnes, B-Bob Moorehead
1958-E-Jeff Ware, B-Tom Bowman



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Gene Chiavetta won the 880 run in 1949 in 2:02.9 after finishing fourth in 1948, while the mile relay team was fourth.

In 1951, Clyde Wollet was second in the 220 and the relay team won its event. In 1955, Frank Cook won the high jump with a six-foot clearance.

Despite wrestling being fairly new on the scholastic scene, the Blacksmith brothers, Jim and Bill, excelled on the national level. Bill

won the Division I title in 1966 at 145 pounds as he represented Lock Haven State College. After receiving his Ph.D., he is wrestling coach and a professor at Indiana University of Pennsylvania.

His younger brother, Jim, won a state title in 1964 at 154 pounds, then went on to finish fourth in the NCAA Division at 152 pounds, representing Lock Haven. He has followed his father, Bill, as Cedar Cliff's team physician.



Jim Blacksmith

Lemoyne picked up a few honors in track as coach LeRoy Harmon led the Trojans on the cinders. Gene Erickson won the 440 yard event with a 51.3 in 1947 after finishing as runner-up the previous year.

The 880 yard relay squad won the 1947 event in 1:33.6. The previous year the mile relay was third.

Bob Brown went to Lebanon Valley where he was named Little All-American as a football player, in the 30s. His brothers, Roger and Dick, played for Lemoyne, too.

Dick and Ed Shipp spent many hours on the tennis courts, going on to achieve honors along the way.

As for the Twilight team, Lou Critchley, Jim Leach, Ben Keating, John Shughart, Lloyd Free, Red Rhoads, Maurice Elicker and Bill DeHaven all saw action on the diamond. Brymesser pitched for a time with the team, too.

The youngsters in 1949 started a tradition as the Legion's Little League team won the first league title beating Enola in two games.

Lemoyne also is represented in the media side of the sports scene. Andy Musser is in the voice side as an announcer for the Philadelphia Phillies, while his classmate, Judith Patton, was the first woman sportswriter in a Pennsylvania major newspaper in 1974. Bill Fisher, a son of Dr. John Fisher, of the Calvary EUB Church, is sports editor of the Lancaster Sunday News.

Lemoyne-West Shore Football by Seasons

Year	Record	Points For	Points Against	Quarterback
1921	6-2	102	91	Greyton Fulton
1922	1-6-1	52	129	Greyton Fulton
1923	no team			
1924	5-3-1	246	42	Jim Reeser
1925	2-4-2	34	107	Walter Heckman
1926	1-7-1	25	268	Willard Smiley
1927	1-7-1	30	156	Jack Throckmorton
1928	5-4	150	76	Earl (Cy) Gardner
1929	2-6-1	47	129	Edward Blessing
1930	0-9	6	196	Salteau J. Quigley
1931	5-4-1	100	43	Richard Myers
1932	7-1	120	25	Richard Myers
1933	1-5-2	39	81	Robert Reeser
1934	1-7	19	102	Robert Brown
1935	4-5	86	101	Ira Glant
1936	6-3	85	60	Ted Wagoner
1937	7-1-1	134	66	Bill DeHaven, Francis Kinter, Ken Hilbish Ted Spinkle, Howard Biesecker
1938	4-4-1	79	43	Jack Ray, Les Rhoad
1939	7-1	213	45	Bob Graham, Art D'Agostino
1940	5-2-2	89	21	Dick Leitzel, Jake Snoke
1941	4-1-1	39	19	John Ludlow, Lloyd Free
1942	8-0	192	6	Les Weidner, John Spanos
1943	7-1-1	163	45	Don Fawber, Bob Wrightstone
1944	6-3	102	37	Ralph Thrush, Clete Coble
1945	2-6-1	52	112	Don Young, Max Smith
1946	6-3	109	49	Charles Acri, Roger Brown
1947	7-1-1	131	19	Bob Gasull, Bob Dickson
1948	8-1	228	45	Ronald Lantz, Sam Mowery
1949	8-1	177	33	Melvin Stumbaugh, Fred Hess
1950	4-6	110	120	Marlin Duey, Jim Vogel
1951	6-0-3	164	37	

West Shore High School

1952	6-3	215	77	Gene Costello
1953	1-8	103	174	Jeryl Greenawalt
1954	4-5	92	104	Don Shover
1955	7-2-1	201	101	Bob Moorehead, Bob Schwalenberg
1956	7-3	197	151	Jack Stickel
1957	1-9	73	256	Floyd Focht
1958	3-5-1	99	132	William O'Brien



Andy Musser

Musser, who started his 'baseball days' as a batboy for the old Harrisburg Senators, has broadcast the Philadelphia Eagles and San Diego Chargers in football, Philadelphia 76ers, New York Knicks, New York Mets and Chicago Bulls in basketball, and University of Southern Cal football and basketball. He also has been behind the mike for two Super Bowls (1972 and 1974), several NFL Playoff games, the NBAL All-Star Game, the Masters Golf Tournament, and the ECAC College Basketball Game of the Week.

After a number of years in the Patriot-News Lifestyle department, Patton moved into sports where she is involved in all sports, men and women, on the scholastic and collegiate level. She also writes a weekly column, Ms-ports, which is concerned about women's sports activities. In addition she has covered major horse show events for the New York Times, Toronto Globe and Mail, Associated Press, UPI and Reuters Ltd.

Incidentally the publisher of the Patriot-News is John Baum, who still lives in Lemoyne, while his niece, the former Virginia Baum, is married to Saul Kohler, the Patriot-News executive editor.

Fisher, who watched Dicks in the Olympics, also worked for the Patriot-News as a summer intern. He has been in Lancaster since 1953, spending most of his time writing about sports. His recent feat was an intense investigation of the management of the Pennsylvania Interscholastic Athletic Association.

Through the years he has been with pen and pad at World Series, Bowl Games and major sporting

events at all levels of competition from scholastic, collegiate through the professional ranks.

EDITOR'S NOTE: Most of the football information was found in Gridfax, published in 1966 by Clarence W. Funk and Associates and the track from the Book of Champions by Bob Craig. Facts pertaining to basketball and baseball are not as documented and therefore we apologize for any omissions in this brief glance through Lemoyne's sports history.



Judi Patton



Don Young



Keith Quigley



Stan Jones



H. R. Gasull left and Gary Cooper

Lemoyne-West Shore Records

Games With:	W	L	T	Pct.
Duncannon	10	0	1	1.000
West York	6	0	0	1.000
West Fairview	3	0	0	1.000
Camp Hill Jrs.	1	0	0	1.000
Cressona	1	0	0	1.000
Harrisburg Cath.	1	0	0	1.000
Highspire	1	0	0	1.000
Shillington	1	0	0	1.000
Steelton Reserves	1	0	0	1.000
Lower Paxton	16	3	3	.842
Red Lion	8	3	1	.747
Susquehanna Twp.	15	7	2	.682
Camp Hill	19	9	1	.679
Biglerville	2	1	0	.667
Cumberland Valley	2	1	0	.667
Enola	21	12	0	.636
Marysville	6	4	3	.600
Swatara Twp.	4	3	1	.571
Millersburg	6	5	0	.545
Edison Jr. H	2	2	1	.500
Gov. Mifflin	2	2	0	.500
Tressler Home	2	2	0	.500
Central Dauphin	1	1	0	.500
Palmyra	1	1	0	.500
Susquenita	1	1	0	.500
New Cumberland	15	18	3	.455
Hummelstown	13	17	1	.433
John Harris Res.	1	2	1	.333
Hershey	1	2	0	.333
Camp Curtin Jr. H	1	3	0	.250
Boiling Springs	1	4	0	.200
Shippensburg	1	4	0	.200
Middletown	2	10	0	.167
Alumni	0	1	0	.000
Dickinson Frosh	0	1	0	.000
Hanover	0	1	0	.000
PRR (Y) Juniors	0	1	0	.000
Gettysburg	0	2	0	.000
William Penn Res.	0	2	0	.000
Carlisle	0	3	0	.000
Mechanicsburg	0	9	0	.000

Lemoyne-West Shore Outstanding Football Teams/Players

1921-1922

E-Harold Wagner, Vance Coover, Glenn Coover
T-Delbert Pryor, John Hambright, Vance Kimmel
G-George Hoopy, Joe Daugherty, Russ Dunkleberger, Bill Black
B-Grayton Fulton, Herman Beistline, Wm. Fry, Les Kutz, Carroll Bush

1932

E-Ez Dysinger, Art Shipe, Bob Brown, Fred Heckert
T-Ross Yohn, Bob Reeser, Harry Putt, Eugene Taylor, John Burk
G-Carl Lutz, Frank Diehl, Ira Glant, Jack Stone, Wayne Myers, Jack Rhoades

C-Dick Myers, Paul Lehmer

B-Lawence (Abe) Shelton, Gene Young, Wayne Doyle, Leroy Deardorf, Tom McBride, Carl Staley, Glen Myers, Marty Haverstock, Ray Sawyer, Hen Reeser, Joe Thompson

1937

E-Ted Sprinkle, Charles Hawbecker, Jim Leach, Howard Beisecker
T-Glen Marquart, Frank Kuhn, John Shughart, Dave Faust
G-Charles Free, Francis Kinter, Ray Myers, John Stucky
C-Jay Ray, Bill Baker
B-Bill DeHaven, Lester Rhoads, Walter Myers, Ken Hilbish, Charles Garrett, Lou Critchley

1939

E-Ralph Prowell, Charles Miller, John Carbaugh, Bob Free
T-Art D'Agostino, Charles Schelhase, Paul Gebensleben, John D'Agostino, Grant Bretz
G-Jack Karns, Junie Leitzel, Ken Finkenbinder, Ed Cooper, Paul Sanford, Floyd Gray
C-Wm. D'Agostino, Melvin Gill, Jack Snoke
B-Chas. Garrett, Red Rhoads, John Shughart, Jack Ray, Leroy Shambaugh, Bob Graham, Walter Kohler, Dick Leitzel, Dick Bown, Ted Green, John Doyle

1942

E-Lloyd Free, Jake Eisenberger, Norm Lukens
T-John Spanos, Knute Waddell, Ed Jacobs, G. Sponsler, Earl Glassmyer
G-Ken Finkenbinder, Ken Spidle, K. Kirsch
C-Les Weidner
B-John Ludlow, James Hefflebower, Ed Rhodes, Bob Kessler, L. Graham, Charles Kohler

1943

E-Norm Lukens, Don Fawber, Jack Heycock
T-John Spanos, Ed Jacobs
G-Robert Young, Herm Groninger, Don Webb
C-Bob Wrightstone, Dick Wertz
B-Bob Kessler, Mark Leisenring, Les Weidner, Max Fisher, Knute Waddell, Charles Kohler, Harold Shumbaugh

1948

E-Ed Baker, Park Negley, Gary Cooper, Cal Haverstock, Norval Eichelberger, Jack Sheehan
T-Stan Jones, Charles Hampson, Chas. Zoll, Walter Trayer, Dick Hess
G-Don Hoar, Marlin Duey, Ron Lantz
C-Sam Mowery, Tom Crognale
B-Bob Gasull, Chas. Rosenberry, Bob Hershey, Bob Dickson, Dave Jones, John Sims, Fred Hess

1949

E-Eddie Baker, Ron Finkenbinder, Martin Buckbee, Tom Crognale
T-Dick Hess, Don Moorehead, Paul Sauerwine, Bert Glines
G-Ron Lantz, Bob McCollum, Norval Eichelberger
C-Sam Mowery
B-Marlin Duey, Gene Chiavetta, Ben Keating, Robert Iterly, Bob Haverstock, Charles Dunkelberger, Jerry Kugler, George Steever

1956

E-Terry McClurkin, Wayne Hostetler, Craig Hunt, Tom Heckert, Jim Youndt, Jim Stoner
T-Jim Hoover, Dick Humphrey, Skip Focht, Jim Ritter
G-Keith Quigley, Bob Fry, Joe Enney, Joe DiRenzo
C-Ron Raffensperger, Jack Stickle
B-Dick Keefer, Dean Jaymes, Gene Irwin, Tom Bowman, Dan Trayer, Jack Leiter, Al Quigley



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Lemoyne's "Sleeper" Claim To Fame

R. H. Steinmetz, Sr.

The tiny village of Bridgeport, from which Lemoyne grew, attained a distinction all its own in the year 1838 when the youthful Cumberland Valley Railroad placed in operation what has been claimed to be the first railroad sleeping car in the world.

The chief reason for constructing such a car was dictated by the arrival time of a stage from Pittsburgh, and the physical condition of its passengers, plus the desire to increase the railroad's share of passenger business.

According to Paul J. Westhafer, author of a recently published History of the Cumberland Valley Railroad, the Pittsburgh stage arrived in Chambersburg about midnight. Aboard were always some passengers anxious to be on their way to Philadelphia. To oblige these people, the railroad had scheduled a train leaving that valley community at 1 a.m. and to arrive at Harrisburg in time to make connections with an early morning train of the Harrisburg & Lancaster Railroad, which, in turn connected at the latter place with a train on the Philadelphia & Columbia Railroad.

The journey, in those times, took two and one-half days!

Westhafer publishes a description of the first of two such cars built for the C.V.R.R., as follows:

"Its inside dimensions were 8 feet by 34, making its outside length about 38 feet. It had a slightly rounded roof and rode on two four-

wheel trucks. The interior was chestnut and the exterior maple. A center aisle traversed the interior from end to end, where doors opened unto end platforms. The car was divided laterally into four compartments. The first contained several pairs of reversible transverse seats. The second and third were men's sleeping compartments. These were fitted with cushioned berths, three on each side, each measuring 64 by 20 inches. The lower berth was stationary, and, during the day served as a longitudinal seat. The middle berth was hinged to the wall and hung downward in daytime forming the seat back. The upper berth was also hinged and in daytime swung upward to a 45 degree angle with the wall.

"The fourth compartment was reserved for the ladies and was separated from the others by a locking door. This room had lower berths only, but a hinged piece hung down from the aisle side of these in day use, and at night was raised to a level position, forming a double berth. Last, but not least, there was a working water closet in one corner of the ladies compartment.

"A coverlet and a round pillow with corded seams were provided each berth passenger...Heat came from an iron stove...situated in the aisle midway in the car...Candles supplied the light...Conductors...in charge...strictly enforced rules against smoking, chewing, and undue noise. Berth occupants were



required to remove their boots. Stage passengers from the west were given priority on berths and they were not charged extra. Travelers were delighted, and berths seldom went unoccupied."

It should be noted here that from August 12, 1837, when the first train operated as far as Carlisle, to January 16, 1839, all C.V.R.R. trains terminated their eastbound runs at Bridgeport, because the bridge across the river to Harrisburg had not been completed.

For many years afterwards Bridgeport served as an engine terminal for the valley line. For a while it was a practice of the railroad to detach the locomotives there and allow the coaches to coast on the downgrade, across the river, and into the Harrisburg station. Then, when a train for Chambersburg was scheduled to depart Harrisburg, the locomotive would back across the bridge to pick up its train.

Later Bridgeport became an interchange point between the C.V.R.R. and the Northern Central Railroad, built from Baltimore through York to Sunbury on the west bank of the Susquehanna. Still later that giant of the railroad industry, the Pennsylvania Railroad, took over both the Northern Central and the Cumberland Valley, and Bridgeport became Lemoyne.

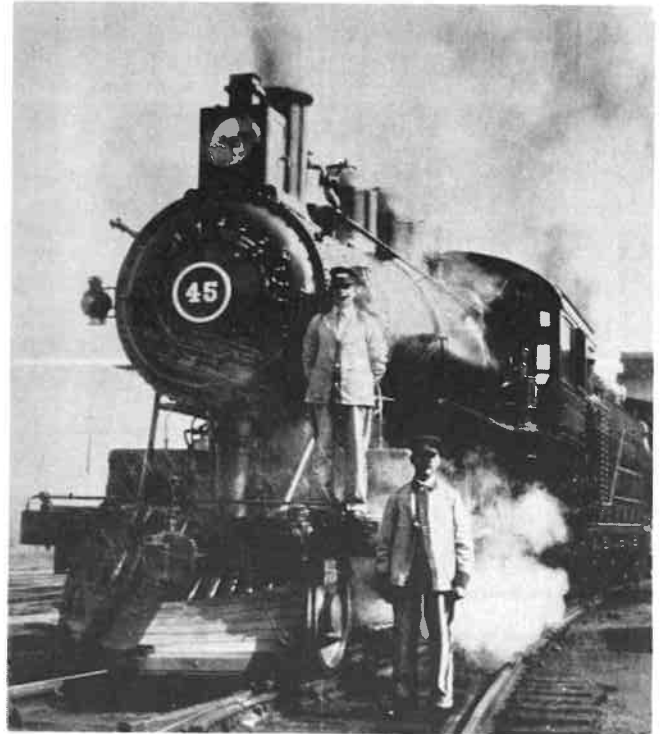
Throughout the years Lemoyne and its predecessor have been important points in our state's rail transportation system.

Lemoyne "Hub" For Trains Trolleys

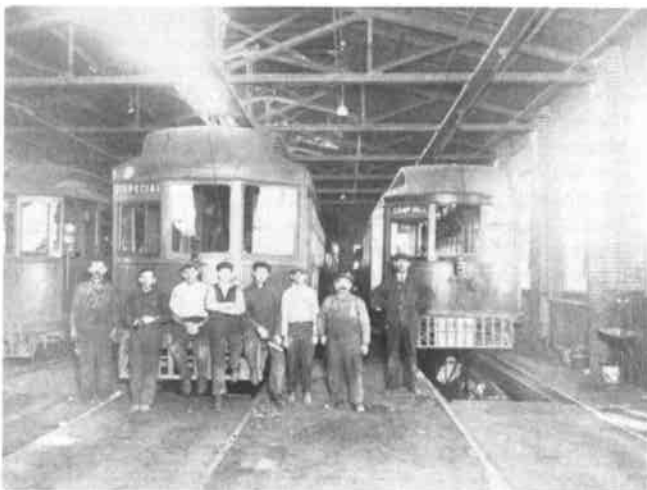
By R. H. Steinmetz, Sr.

The comparatively few residents of Lemoyne who can look back across half a century to the day of its founding will recall that one of the things chiefly responsible for their town's creation was the electric street railway...The trolley was the tool used by the real-estate developers of that day and generation...Not that there were no other forms of transportation available...It just happened that the electric cars, operating on frequent schedules at low fare rates, were doing a job that the steam railroads could not and would not do...As for highway travel in those days, the least said the better...Poor Old Dobbin, toiling over the alternately muddy and dusty roads with his load of freight or passengers, just could not make the speed that the public was already clamoring for...Automobiles were only inventors' babies and rich men's toys...The electric railway filled the need for local transportation... For a nickel it got you there and back in a hurry with no fuss or muss, and had been doing so on the West Shore for ten years before the community of Riverton, and its neighbor Bridgeport, became Lemoyne...But, while this particular agency was transporting people, it was the already long-established Cumberland Valley Railroad that brought in the necessities of life.

Just as the Harrisburg & Mechanicsburg Electric Railway had been largely responsible for the creation of Lemoyne in 1905, so the C.V.R.R., nearly sixty years



This doubleheader was about to leave the White Hill roundhouse to go backwards to Harrisburg the haul the ragged edge special with PRR and CVRR officials for their yearly outing along the Conodoguinet Creek. Note Claude Sheeley the fireman with clean uniform and white collar, also look at Billy Hysong the engine man, you could not get your hands on clothes dirty on the engines. (no fooling) year 1912.



Old car barn - now Shaull's Equipment. Pictured left to right: Harry Erb, Charles Moul, Pete Deal, Harry Miller, George Zeigler, Mervin Crowl, Frank Wrightstone and Clem Gordon.

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previously, brought about the birth of the community of Bridgeport...The railroad had been opened from the west bank of the Susquehanna to Carlisle in 1837 and from then on until November 1, 1839, Bridgeport was the eastern terminal...Passengers and freight to and from Harrisburg were carried across the old Camelback Bridge by stage and wagon...After completion of the first C.V.R.R. bridge, Bridgeport relapsed into the status of a way station, but only for a short time...In the year 1844 fire destroyed the wooden span, a two-deck affair with the railroad running on top while a carriageway occupied the lower deck...For some reason the lower deck was never put to use, probably due to the existence of the Camelback Bridge...When it was rebuilt in 1846, no provision was made for any other traffic than rail...During the interim, Lemoyne (Bridgeport) again assumed the importance of a railroad terminal and homes for railroad workers began to go up and a few business places were established...Even when rail travel again reached Harrisburg, the little community on the West Shore retained what expansion had been made, due to the establishment of an engine terminal and railroad repair shops here.

A most unusual distinction came to our community in the year 1838, when officials of the Cumberland Valley Railroad rebuilt a passenger coach into the first sleeping car ever to be put into service on any railroad in the United States...The accommodations were rough indeed, but even the hardy traveler of those far-off days welcomed the blanket-covered wooden shelves that served as berths...This travel innovation was due to the late arrival of the connecting stage coach and the complaints of passengers about being forced to sit up the balance of the night in a railroad coach...At first the car was drawn by horses between Bridgeport, Carlisle and Chambersburg, but the journey of six hours proved too slow and soon a steam locomotive furnished the power...The sleeping car did not last too long, for train speeds were picking up and soon the trip to Chambersburg and vice versa took only about three hours and the passengers figured that it wasn't worth going to bed for that short time.

Railroad transportation continued to grow...The rails of the York & Cumberland Railroad reached Lemoyne in 1851, providing a much faster means of travel between Harrisburg, York and Baltimore, and the C.V.R.R. continued on to Hagerstown, Md., finally reaching Winchester, Va., shortly after the Civil War...During that conflict Bridgeport became the scene of intense activity...Crowded troop trains, ammunition and supply trains rolled through the community at all hours of the day and night, and the men employed at the engine terminal and in the shops labored 'round the clock...When the gray horde of the Rebel Army rolled up the Cumberland Valley toward Bridgeport and Harrisburg, trenches were dug about the railroad facilities and troops stationed to guard them...After the excitement of the war days, life in our community slowed down for a while...Folks going to Harrisburg or to points down the Cumberland Valley could ride the infrequent passenger trains, or travel by horse-drawn vehicles over the still abominable highways...As the century drew to a close, a group of Harrisburg businessmen viewing the possibilities for increased business from a highly populated West Shore, did the only thing they could do to assure their aim...A local transportation system in the form of the Harrisburg & Mechanicsburg Electric Railway was constructed through the then sparsely settled territory lying between the small communities of New Cumberland, Riverton, Bridgeport, Wormleysburg and West Fairview, creating many desirable homesites adjacent to its right-of-way.

And so the trolley system grew and by and by became so busy and profitable that the gentlemen who then

controlled the destinies of the Cumberland Valley Railroad began to view it as a formidable competitor... Using the "if and can't beat 'em—join 'em" logic, they proceeded to buy out the Harrisburg & Mechanicsburg system and its underliers... Thus the Valley Traction system came into being in 1903... Immediately the new owners launched into an ambitious program of improvements and expansion... New track was laid, new cars bought and placed in service, schedules speeded up and a protective signal system installed... Lemoyne and the West Shore enjoyed top-flight transportation, thanks to the Cumberland Valley Railroad... Along about 1912, officials of the steam road began to realize that the trolley was not as bad a competitor as they had first thought... Besides, business on their own line was still growing... In the fall of that year they sold the Valley Traction system to a group of interested businessmen who immediately formed the Valley Railways Company to take over the property... The offices and repair shops still remained in Lemoyne and operation of the transportation system carried on with little change until 1926... With the acquisition that year of the trolley line and its subsidiary company the United Electric Company by the giant Lehigh Power Securities Corp., the fate of the transportation system was sealed... The power company was manifestly disinterested in the transportation agency it had acquired, and between that condition and the growing number of privately owned automobiles with the attending improvement of highways the day of the trolley on the West Shore was fast drawing to a close... In 1930 the first buses arrived for service between Mechanicsburg and Carlisle, when that stretch of Valley Railroads track was abandoned.

Just one year later the rail system shrank again as that section between Mechanicsburg and Camp Hill, the line from Enola to Marysville and the White Hill were ripped up to be replaced by buses on the highway... For five more years the faithful trolleys continued to roll between New Cumberland, Camp Hill, Enola and Harrisburg, but in 1936 the catastrophic March flood sealed off Harrisburg from trolley service by damaging the Walnut Street Bridge... For a very short time there was a faint hope of restoring this service by using lighter weight cars imported from the power company's Allentown, Pa., property, but between the pressure of local automobile clubs and the State Highway Department this movement was scotched before it got started right... Legalities forced the continuance of local trolley service on the remaining segment of the system until April 9, 1938, when the last trolley on the West Shore rolled to a halt in front of the old car barn and office building in Lemoyne... Shortly thereafter, wishing to rid itself of this transportation headache, the power company divested itself of its interests to a firm called the Valley Transportation Company and headed by State Senator Snowden.

Labor difficulties and the pressing need for replacing rolling stock, ill suited for its use and in bad mechanical condition, finally brought another change in management in the year 1950... At this time Joseph Succa, of Jamaica, N. Y., a young man trained in modern transportation problems on his father's Jamaica Bus Lines, took over the reins of the Valley Transportation Company and has since demonstrated his ability by providing Lemoyne and our West Shore with a local transportation system of which we all can be proud.

One is inclined to pause for a moment in the mad rush of modern life and wonder just what the first white man ever to lay eyes on the site of our town, that intrepid French explorer, Etienne Brule, would think if he came gliding down the Susquehanna in a birchbark canoe today, more than three hundred years after his first journey this way, or what you and I might think if we came back to Lemoyne three hundred years from now... What will be the means of transportation then?

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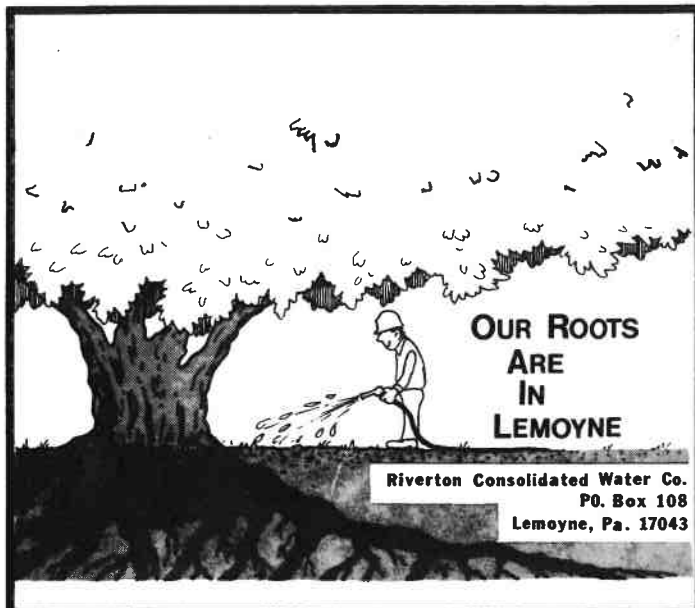
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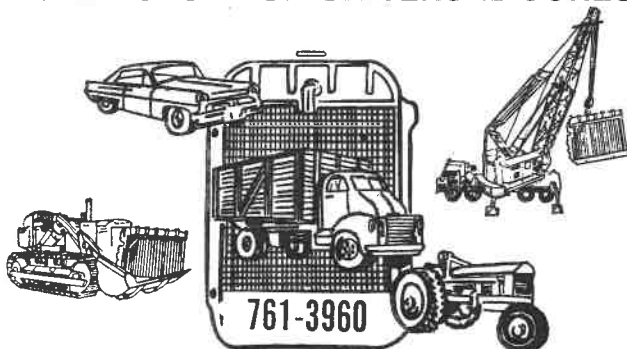
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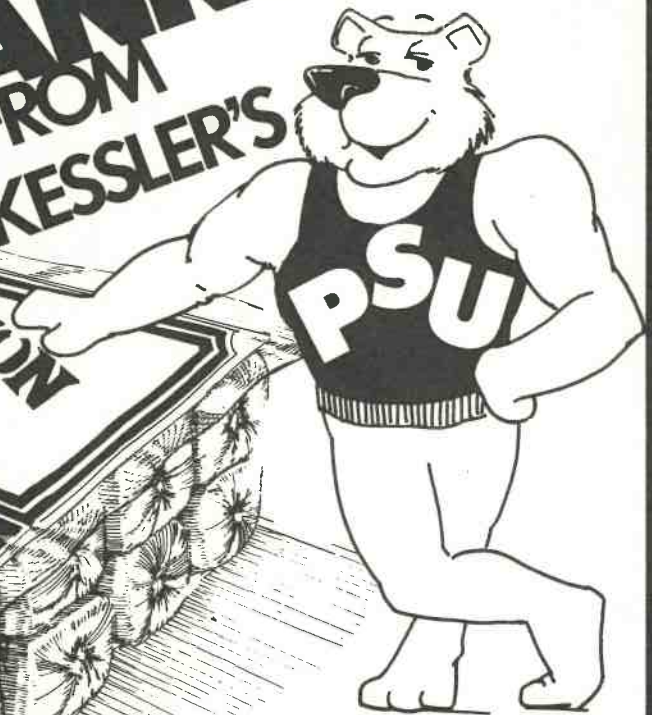


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