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INSIDE PHOTO: Flowering plants, empty crates, and a market van clutter the brick pavement in this photograph, taken in the 1920's. The White Kitchen restaurant ("Tables for Ladies") locates the scene: the west side of Market Street, between Third and Fourth streets. The picture is reproduced by courtesy of the James V. Brown Library; the print is by Miss Gladys Widemire.

* * * * *

COVER PHOTO: Buyers and sellers mingle in this 1865 view of the city's curbstone market, looking north on Market Street from the Square. The date of the photograph is established by the building at the northwest corner of the Square, at left in the photo; this building, which housed an inn, "The Rising Sun," burned in 1865. Along the east side of Market Street are the permanent business establishments of Dodsons Dental Rooms; Burch and Mussina, Groceries; Shaffer and Schanbacher, Dry Goods; and A. Newman, Hoop Skirt Factory. The picture was taken by Jacob Lyons Mussina, the city's first photographer, whose combined photograph and jewelry shop appear in the right foreground. On the corner of the building, just to the right of the lamp post, is a metal sign: "Catawissa Rail Road and Western Ticket Office." This sign is on display at the Museum. The photograph is from the Museum's collection; Miss Gladys Widemire made the print.

GREETINGS FROM THE PRESIDENT'S DESK

Dear Members:

To the many outstanding exhibits in the Lycoming County Historical Museum, there has been added another, the Shempp Toy Train Collection. This collection was purchased by the Williamsport Foundation for \$400,000 with the understanding that it would be housed in the Museum. It is considered one of the finest of its kind in the United States. The collection consists of 337 complete train sets plus 100 "one of a kinds" and is considered to be very valuable.

Only after months of planning and work, much of it volunteer, has this display at the Museum been made possible, and we wish now to mention again credit due. The Toy Train sub-committee under the leadership of Dr. LaRue Pepperman had the responsibility for overseeing the project. Brodart, Inc. employees, under the supervision of Harold Ingram, worked many days building and installing the handsome glass-enclosed cabinets. The Williamsport Area Community College and also Gene Hollick men did the electrical work. CDF Associates built platforms for Running Displays to be in action soon. The Junior League and the Williamsport Rotary Club gave \$5100 and \$1000, respectively, for these Running Displays. Allied Van Lines, Inc., with men whom they supplied and other volunteers, packed, unpacked, and moved the entire collection from the Shempp home to the Museum. Mrs. Shempp and a group of volunteers dusted and polished the trains. Mr. Shempp spent hours and hours arranging, rearranging, and carefully placing the trains on the shelves. Mr. Harry King, Chairman of the Board of Trustees, and Dr. Kenneth Carl, a member of the Board of Governors, worked hard soliciting funds for the cost of the display cases and their installation, the publicity, etc. To all who helped with this tremendous project, we express our gratitude.

We are pleased that the Historical Society Museum has had an unusual number of visitors in recent weeks.

The Lycoming County Historical Society is honored to be host to the Eighth Annual Conference of the North/Central Pennsylvania Historical Association at the Genetti-Lycoming Hotel, October 15, 1983. The conference theme is "Tourists Love History". Tours of the Historical Society Museum and of several Victorian Homes on West Fourth Street are included on the program. The North/Central Pennsylvania Historical Association originated in Williamsport just eight years ago.

We look forward to seeing you often at the Museum. Meetings planned for the year promise to be interesting, and the "Exhibit of the Month" set up by Andrew Grugan is always worth a visit.

Sincerely,

Dr. Clarence R. Mutchler
President

THE OLD CURBSTONE MARKETS

Although Williamsport's curbstome market was an important business and social institution for many years, little information exists to document its origin and development. We know only that the market was in operation before 1866, the year in which Williamsport became a city, and that in late December of 1899, a total of 234 dealers was offering meats, "country produce," vegetables and poultry to shoppers. The curbstome, as it was usually known, was finally abolished and went out of existence as of Dec. 30, 1930, when the Growers Market opened.

Buying and selling took place originally on Market Street south to the river, including all four sides of Market Square. In the early mornings of each Wednesday and Saturday, vans and wagons loaded with produce were hauled into place, stalls or tables were set up, and the curbstome market was in business.

The so-called vans were one-room wooden cabins averaging six feet by eight or ten feet. They had low arched roofs - some rounded, others peaked - and a door (and sometimes a small window) in one end. The other end, for selling, was arranged so that the upper half could be raised to form a kind of canopy, or awning, with a counter below where the dealer displayed his wares. (One resident insists that her strongest memory of going to market is of rain dripping down her neck from the canopy edge.) Stove-pipe chimneys indicated which vans were equipped with the luxury of small oil - or wood-burning stoves for winter use; an editorial in the *Williamsport Sun* of Feb. 4, 1931, refers to the "numbed hands and frozen feet" afflicting "those who serve."

Farmers stored their vans at various places around the city - one such area was Bubb's hotel, near the foot of Pine Street; another was a vacant lot at the northwest corner of Third and Mulberry streets - and hauled them into place early on market mornings. Evidence indicates that

at least some, if not all, could be removed from their wheels and axles while parked. For those dealers who did not own vans, farm wagons with (apparently) canvas tops sufficed, or perhaps tents or simply tables with tent-like awnings. In the earliest days, as shown in the 1865 photograph on the cover, selling was done from open farm wagons, the horses remaining in harness in the streets.

According to the *Williamsport Sun* of June 12, 1919, the spaces to which the vans were taken for the Wednesday and Saturday selling sessions were nine feet wide. Those spaces along Market Street from the south side of Third Street to Fourth Street rented for \$3.00 per month; spaces in all other areas cost \$2.00. However, in February of 1904, the *Gazette and Bulletin* reported that the local authorities had decided that, in order to derive more revenue from the market, spaces should be auctioned off to the highest bidder, with a minimum price for each location.

One woman who "tended market" for many years recalled her experiences for a group of Williamsport Area High School students. Mrs. Sadie Pepperman told of getting up at 2 a.m., loading a farm wagon with produce, hitching up the team, driving ten miles to Williamsport, hauling the van from its storage place, unharnessing the horses, and preparing the counter for customers - all by "at least 4 a.m.!" Some dealers, perhaps those who had to travel longer distances, came to Williamsport the day before and spent the pre-market night in a hotel.

Mrs. Pepperman and her husband did truck farming at Maple Springs and brought to market such produce as lettuce, onions, beets, sweet corn, cucumbers, strawberries, and raspberries - "a hundred boxes at a picking." They offered veal, also; Mr. Pepperman bought four-week-old calves from area farmers, slaughtered them and prepared the meat for customers.

Another old-time market tender recalled early days for the *Sun-Gazette* edition of Dec. 23, 1961. Emerson L. Spotts started his curbstome market career in 1921 as a third-generation marketeer (following grandfather Peter Spotts and father Leonard), and even the haze of nostalgia didn't disguise the fact that setting up and tending a stand was no picnic. "It was hard work every minute," Mr. Spotts remembered. Summer brought heat and flies "by the millions"; winter contributed "blustery cold." The shoppers always came, though, undaunted "even if they had to wade."

Some bright moments lightened the hard work and physical discomfort. Mr. Spotts related that near Christmas one year, a very determined turkey objected to being sold for a holiday entree and literally flew the coop. "He took off and perched in a tree right at Fourth and Market Streets. The crowd he drew and the remarks that flew were unforgettable. I don't recall exactly how they got it down but I believe somebody finally shot it."

Streets used during the years the Peppermans attended market (1903-30) were, in addition to Market Street and the square, Fourth Street from Mulberry to between Market and Pine; Third Street in the same blocks; and, to a lesser extent, Mulberry Street. Selling stretched northward almost to the railroad tracks (now Little League Boulevard); the area above the railroad was known as Hay Market and was just that: a buying-and-selling place for hay.

A curbstome market existed in Newberry also, for a number of years. In October of 1912, an ordinance to establish such a market was presented in Select Council and referred to a market committee; the ordinance was subsequently approved. In the following August, the "market committee of councils" authorized the new venture and set its opening for Tuesday, Sept. 2, 1913, with selling to take place each Tuesday and Friday. A group of Newberry people was delegated to visit "farm houses which are within reach of the Newberry market" (*Gazette and Bulletin*, Aug. 22,

1913) to encourage attendance and participation.

The market took place on both sides of Fourth Street from Funston Avenue to the west side of Diamond Square, on all four sides of the Square, and on both sides of Diamond Street from Linn Street to Newberry Street. In addition, the area on both sides of Fourth Street west from Diamond Street to Poplar Street was designated for the sale of hay, grain, corn, straw, and corn fodder - "such street not to be occupied by Market people for the sale of anything else." (*Williamsport Sun*, Oct. 23, 1912).

As with the downtown market, van or stall spaces were nine feet wide. Monthly rentals, payable in advance, were \$1.50 on named streets, \$1.00 on Diamond Square and "any other space."

The *Williamsport Sun*, reporting (Sept. 19, 1913) on the third session of the new street market, commented that customers were pleased with the service. Newberry's market continued to operate even after the opening of the Growers Market in 1931; it was late in 1933 or early in 1934 that City Council voted to abolish the west-end enterprise on the grounds that its cost to the city was greater than the derived income. A group of 86 Newberry residents petitioned Council, in March of 1934, to allow the return of the curbstome market to Diamond Square during the summer months, but apparently the petition came to naught; it was, the *Sun* (March 3, 1934) reported laconically, "filed with the committee of the whole," and no further mention of the petition appears.

What about prices on the curbstome? The Nov. 23, 1904, edition of the *Williamsport Sun* quotes retail prices; cabbage, ten cents each head; celery, five cents a bunch; potatoes, white, 80 cents per bushel; beans, ten cents per measure; limas, eight cents per quart; sweet potatoes, 20 cents per peck. Butchers charged 20 cents per pound for beef steak, 15 cents for beef roast, 13 cents for hamburger. Lamb chops were going for

20 cents per pound and calves liver for the same amount. Bacon was 18 cents, pork chops 12½ cents, and scrapple five cents per pound. The asking price for oysters was 40 cents per quart. At the poultry stalls, one could buy two live chickens for 70 cents the pair, but if dressed the same chickens yielded 18 cents per pound. Dressed turkey was more expensive: 30 cents per pound. Eggs sold for 35 cents a dozen.

Not everyone favored the curbstome market. Flies and traffic congestion were real problems, and as far back as 1886, according to the *Williamsport Sun* for April 12 of that year, the local merchants wanted a market house. Seven years later, on Dec. 16, 1893, after discussion by the Board of Trade, abolition of the curbstome market was recommended. However, only a few months afterward, a decision was reached not to do away with the vans and street stalls. The question of discontinuing the market arose again in 1905, but the ultimate word to close was not given until 1928.

Opposition to the street market boiled to the surface in the *Sun's* account of the Dec. 16, 1893, meeting of the city's Common Council; "There was no one present to say a good word for the curbstome market, but the system was roundly denounced by a number of speakers." Although many problems were cited, a primary difficulty had to do with the fact that, in the view of some who spoke at the council meeting, the market had been taken out of the hands of the farmers and was controlled by hucksters. These hucksters, as a reporter put it, "scour the country, previous to market days, buy up all the eggs, butter, poultry, and vegetables they can at the best possible prices and sell at a profit." Thus the hucksters could control prices, since each one represented the produce of at least six farmers, and costs to the consumer were said to be 20 per cent higher for produce than they would be if no market existed; 3-6 cents more per pound for butter, 4-8 cents more for eggs. One speaker insisted he could by foodstuffs in Elmira, pay the railroad's freight charge for shipping

them to Williamsport, and still sell them, at a profit, for less than the going rate here. Furthermore, the hucksters were not city residents and hence contributed no local taxes; rather, they paid 15 cents twice a week for the privilege of backing their wagons "in front of business places of our regular merchants who own property, pay taxes, and help to build up the city."

Farmers, too, were seen as part of the problem, farmers "who belong to the grange, send the money to Philadelphia and Baltimore and purchase their supplies there instead of dealing at the Williamsport stores." (Another, less virulent, commentator spoke thus for the producer: "We have nothing against the farmer. He is scarcely known in the market.")

The curbstome market reportedly drew no trade to the city; if it were done away with, there would be created a potential for "first-class" stores, and the number of vacant store rooms would decrease. Injured civic pride surfaced in the remark that no first-class city still clung to the institution of the curbstome market - "only Jersey Shore, Linden, and Montoursville."

Financial considerations were obviously paramount in the market controversy. Although the city gained \$3000-4000 annually in stall rents, it lost out on tax revenue, since the market lowered property valuations in the areas where selling took place.

Although feelings apparently ran high at the council meeting, one gentleman, a Mr. M. H. Stephens, kept his sense of humor: "If the market was abolished, there would be no place for the women to congregate to gossip; the people would soon become accustomed to buying clean food, and their health would be likely to be impaired by the change." In summation the *Sun* stated: "The market is a nuisance, it is of no benefit to Williamsport, and every opponent to abolishing it will, in a year, be glad that it has been done away with."

Yet the market was not abolished, not for another 35 years, and like the complaints against it, the reasons for keeping it were largely financial. On March 19, 1894, at a meeting of the "Common Council," Mr. G. Frederick Mohn, chairman of the Market Committee, made his report. It would be untimely and impracticable" to abolish the curbstome market at that time because either the street market in its (then) present form or a market house was essential to the city. To accommodate all the curbstome market farmers, two market houses would be necessary, each a half-block long and estimated to cost \$150,000 to build. The 1894 indebtedness of the city was equal to eight per cent of the assessed valuation of property, and by law indebtedness could be increased only by vote of the qualified electors. In the opinion of Mr. Mohn's committee, "The condition of the city cannot ... stand any extra strain."

At the passing from the nineteenth to the twentieth century, **Grit** (Dec. 31, 1899) considered the same questions regarding the market: should it be a producers' market, with middlemen excluded?

should it remain as it was? what would be more profitable for the city? what would be better for the customers? The contention as to the purpose, territory and financial benefit to the city of the market kept discussion going for years.

Yet, in spite of all the problems, arguments and monetary disadvantages which the curbstome market imposed, its ending was greeted with some regret. In an editorial, "The Market Passes," the **Sun** (Feb. 4, 1931) considered "one of our oldest institutions": "To us it has been an accustomed thing. To visitors it has been a source of much interest. They have traveled through the crowded blocks, looking at the displays of foodstuffs, and commenting on the odd booths, or miniature shops, which we call vans." Appreciation of the greater sanitation and increased comfort to both buyer and seller in a modern market house were duly noted, but with a tone of sadness at the ending of an era: "It was a nuisance. It should have been gone long ago. But like many another nuisance, we were so accustomed to it that we felt something akin to affection for it."

ARTICLE FROM THE WILLIAMSPORT SUN OF 4/14/1886

AROUND THE MARKET

Early Morning Scenes Before the Stands Were Set Up

About 5 o'clock this morning the scene around Market Square was one of bustle and confusion. The market wagons commenced to take their places along the line of curbstones and the hucksters busied themselves in erecting their stands and displaying their wares preparatory for the inspection of the buyers. Before 5 o'clock a solitary meat wagon stood at the corner of Market and Third street, but by 6 o'clock a transformation had taken place and every available space was taken up with a stand. As it was a very pleasant morning, buyers went to market early, so that before noon a great many of the countrymen were sold out. There were about 215 stalls on the curbstome. Market Clerk Shannon took hold of the work of collecting the fees this morning, so that it was not necessary for John Harding to come into town. Everything was plentiful in the way of produce: cabbage, three @ ten cents per head; turnips, 15 cents a peck; radishes, five cents a bunch; parsnips, 15 cents a peck; celery five @ eight cents a bunch; lettuce, five @ eight cents a bunch; onions, five cents a bunch; potatoes, white, 60 cents a bushel; potatoes, sweet, 40 cents a peck; butter, 25 @ 30 cents a pound; eggs, 12½ @ 15 cents a dozen; chickens, 18 cents a pound; shad, ten @ 60 cents; catfish and pike, 12½ cents a pound.

"Jacqueline's Letter to the Home Folks,"

a column of comment and social notes written by Mrs. Anne Linn Cheyney, appeared on a more-or-less weekly basis in the Williamsport Sun from 1927 until 1932. In her letter of Sept. 6, 1930, a few months before the abolishment of the curbstome market, Mrs. Cheyney recalled her impressions of the market and its significance to both buyer and seller:

It is ... market that is uppermost in my mind today. Now tell me - which, in your opinion, is the most lamentable condition, too much sentiment, or too little? I don't mind telling you - as I do about everything I know - that I am affected with the former variety. Yes, I am, and I am experiencing real sorrow over the promised abolishing of our curb market. However, I may have the opportunity to get inured to the thought before it happens!

I know exactly what a lot of you are thinking, and beg to assure you that being neither blind or devoid of sense of smell, I am willing to bow to the decree. But, dear oh dear, how the links of the past are being lopped off to drop into the lap of Progress. The curb market, you know, is one of our very earliest institutions. My personal knowledge of it going back to the time when, as a child, I was given a tiny basket and taken there to select a little bunny for my Easter gift. Yes, that was a long time ago! And following down through the years a myriad of vanished faces rise in memory. The meeting ground of the town and surrounding country, producer and consumer, the social opportunity of many a burdened housewife. There friendships were formed which could only receive advancement on Wednesdays and Saturdays - but we love to recall them.

Who could ever forget Jane Webster and her cheery greeting and kindly pat on the shoulder? And there was Mrs. Lewis - mother of Edward Lewis - who seemed to be fairly woven into the fabric of the occasion, whose word of recommendation of her wares was unfailingly faithful. Michael Downs brought strawberries almost as big as door-knobs from his patch down along the Montoursville road. Louis Peters produced sausage such as has seldom been equaled - and never excelled. Charles Schnider - assisted by his kindly wife - sold the first western beef in town. They also offering the great big fresh oysters we used to get in those days. This was at a time before the country folks had taken to flora culture, and there was not the offering of riotous color and beauty that we now find. Thomas Evenden conducted the only sale of cut flowers and potted plants - a sale it was not considered possible to continue during cold weather.

Seems cruel to harrow up your feelings by recalling that cherries were exposed for sale in full sized washtubs, great rolls of golden butter called for purchasers, and turkeys were swung from the cross-beams above stands for those who wished to pay the price - twelve cents per pound. Nor yet does it seem quite kind to recall how our shins were bumped and barked by baby carriages and express wagons - every family attending "the curb" seemingly having their full quota of both. And then, what now seems like a most inglorious conclusion to the Marketing event, with baskets filled we repaired to the store of some good natured grocer - most apt to be that of Edwards and Miller - now the Nardi fruit store - brought one or two bars of soap and requested that the purchase, with the baskets, be sent to our homes. Now we learned consideration - through hard knocks!

I know that the rest of you have recollection of the early curb market days, and I hope you will get them out and air them, for the thing will soon be placed on the memory list. Through a long term of years, winter's cold and summer's heat, we have been served by those where the price we pay does not cover the obligation - in addition, we owe them gratitude. If the change must come, it is to be hoped that after being shaken down into place - with a sincere good wish for all of the permanent market places - we, the consumers, may find our known producers awaiting us.

CURBSTONE MERCHANTS AS OF DECEMBER, 1890
as listed in GRIT for December 31, 1899

NAME OF DEALER	GOODS HANDLED	P.O. ADDRESS	OCCUPATION	AVE. SALES PER DAY
John Kinney	Country Produce	Cascade	Farmer	\$15.
Thomas McLaughlin	Country Produce	Bodines	Farmer	15.
James McLaughlin	Country Produce	Cascade	Farmer	16.
John Bibbey	Country Produce	Jersey Shore	Farmer	5.
C. C. Holmes	Meats	Loyalsockville	Farmer	18.
H. S. Gutshall	Country Produce	Loyalsockville	Farmer	7.
Alvan Harris	Country Produce	Rose Valley	Farmer	6.
Charles Persun	Country Produce	Montoursville	Farmer	7.
Charles Stryker	Meats & Country Produce	Montoursville	Farmer	6.
A. W. Calvert	Country Produce	Warrensville	Farmer	4.
Joseph Fry	Poultry & Country Produce	Farragut	Farmer	5.
Oliver Woodward	Poultry & Country Produce	Fairfield Center	Farmer	11.
Charles Hofer	Poultry & Country Produce	Montoursville	Huckster	13.
Robert A. Kline	Meats	Williamsport	Butcher	14.
Robert L. Bryan	Country Produce	Fairfield Center	Merchant & Huckster	12.
John Baker	Vegetables, etc.	Limestoneville	Gardener	7.
L. M. Confer	Meats, Poultry, etc.	Muncy	Huckster	48.
G. D. Fry	Vegetables and Meats	Loyalsock	Gardener	12.
William Pewterbaugh	Poultry and Meats	Pennsdale	Farmer & Huckster	21.
George Harman	Meats	Warrensville	Butcher	27.
William McClellan	Country Produce	Comley, Montour Co.	Huckster	25.
E. W. Schick	Meats	Warrensville	Butcher	20.
Jacob Miller	Meats	Montoursville	Butcher	72.
D. H. Botts	Country Produce	Montoursville	Huckster	24.
John Updegraff	Meats	Montoursville	Butcher	27.
Charles Wright	Meats	Warrensville	Butcher	28.
Harry Schriner	Meats	Williamsport	Butcher	27.
Thomas Van B. Neece	Vegetables, etc.	Williamsport	Gardener	9.
John Toole	Country Produce	Pennsdale	Huckster	28.
William Egley	Country Produce	Montoursville	Huckster & Farmer	24.
Charles Waltz	Country Produce	Warrensville	Farmer	16.
Jacob Harman	Meats	Montoursville	Butcher	32.
William Usmar	Vegetables, etc.	Williamsport	Gardener	11.
J. S. Calvert	Meats	S. Williamsport	Butcher	27.
C. M. Fulkrod	Country Produce	Montoursville	Huckster	14.
J. H. Wilhelm	Country Produce	Williamsport	Huckster	30.
Hughes Melick	Meats	Williamsport	Butcher	38.
Charles Menne	Country Produce	Williamsport	Huckster	28.
William Tebold	Country Produce	Elimsport	Huckster	20.
Nathan Updegraff	Meats	Warrensville	Butcher	28.
W. H. Howard	Meats	Turbotville	Butcher	25.
H. H. Hartman	Meats	Warrensville	Butcher	36.
Fred Hetler	Meats	Warrensville	Butcher	14.
W. H. Miller	Meats	Williamsport	Butcher	26.
Pierce Hetler	Meats	Farragut	Butcher	25.
Henry Greenawalt	Vegetables, etc.	Williamsport	Gardener	8.
I. Gaglione	Fruits	Williamsport	Merchant	15.
J. A. Long	Meats	S. Williamsport	Butcher	32.
Jacob Waltz	Meats	Warrensville	Butcher	34.
Lewis Hetler	Meats	Farragut	Butcher	32.
George Rinehart	Meats	Williamsport	Butcher & Farmer	34.
Joseph Lundy	Meats	Slabtown	Butcher	32.
John Melick	Meats	Williamsport	Butcher	32.
A. Vannucci	Fruits	Williamsport	Merchant	35.

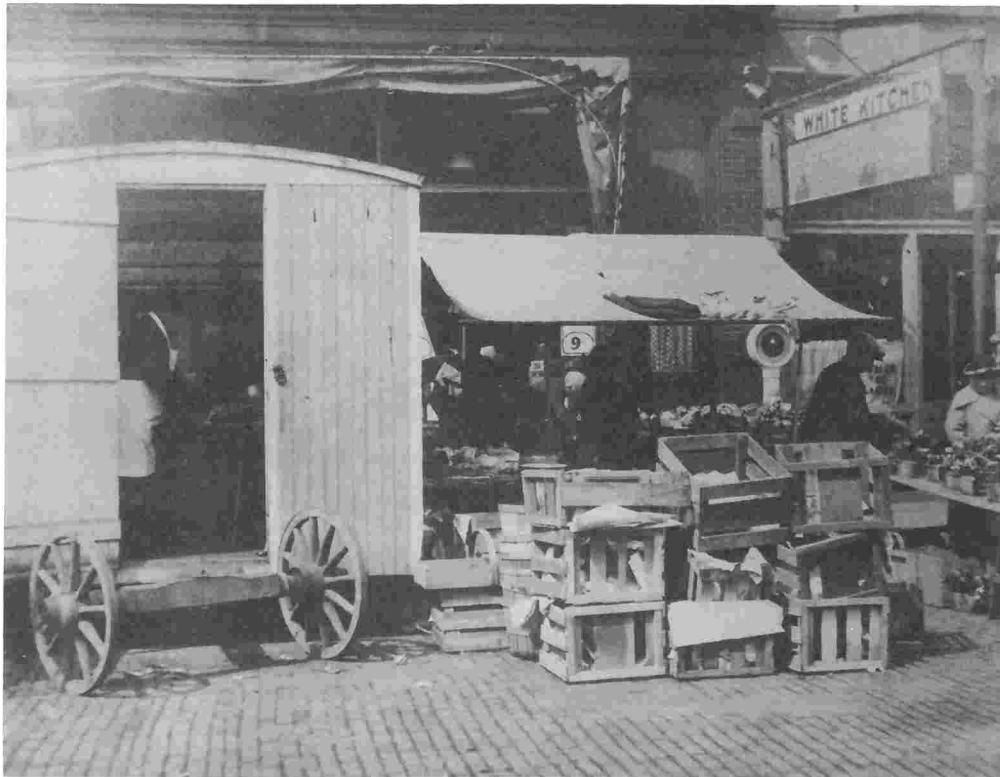
NAME OF DEALER	GOODS HANDLED	P.O. ADDRESS	OCCUPATION	AVE. SALES PER DAY
N. B. Lundy	Meats	Warrensville	Butcher	\$27.
Fred Young	Vegetables	Williamsport	Gardener	12.
Charles Snyder	Meats	Newberry	Butcher	30.
Evenden Bros.	Flowers, Plants, etc.	Williamsport	Florists	14.
C. A. Webster	Meats and Produce	Huntersville	Farmer & Huckster	32.
Mary J. Webster	Produce	Pennsdale	Farmer	18.
Lewis Peters	Meats	Montoursville	Butcher	38.
James Wood	Meats	Williamsport	Butcher	32.
Daniel Ertel	Country Produce	Williamsport	Merchant	12.
Frank Lewis	Vegetables	Williamsport	Gardener	8.
Joseph Menne	Country Produce	Williamsport	Gardener	12.
Irwin Lundy	Meats	Loyalsockville	Butcher	28.
R. V. Else	Meats	Montoursville	Butcher	18.
E. L. Hartranft	Meats	Montgomery	Butcher	36.
Albert Winner	Meats	Williamsport	Butcher	38.
John B. Reinhard	Meats	Williamsport	Butcher	26.
Hiram Winner	Meats	Williamsport	Butcher	52.
J. N. Worthington	Vegetables	Williamsport	Gardener	14.
Ed Long	Meats	Williamsport	Butcher	24.
Jacob Stuhl	Meats	Williamsport	Butcher	33.
Had Wheeland	Meats	Williamsport	Butcher	34.
N. S. Weaver	Meats	Williamsport	Butcher	30.
Frederick Delker	Meats	Warrensville	Butcher	12.
Charles F. Kohler	Meats	Williamsport	Butcher	37.
Blaisdell & Parker	Meats	Williamsport	Butcher	32.
John Kunkle	Vegetables, etc.	Montoursville	Gardener	7.
Henry Houser	Meats	Warrensville	Butcher	28.
H. G. Stine	Meats	Williamsport	Butcher	32.
W. H. Fogleman	Meats	Williamsport	Butcher	27.
Charles Gregg	Country Produce	Montoursville	Huckster	22.
Fred Heather	Meats	Williamsport	Butcher	10.
William Greenawalt	Vegetables	Williamsport	Gardener	10.
William Kreamer	Vegetables	Williamsport	Gardener	9.
William Houck	Vegetables	Williamsport	Gardener	--
Jesse Houck (2 stands)	Vegetables	Williamsport	Gardener	16.
Harry Wright	Meats	Montoursville	Butcher	42.
George Schmol	Vegetables	Newberry	Gardener	14.
Millard Gouldy	Vegetables	Newberry	Gardener	12.
Jesse Haug	Vegetables	Burlingame	Gardener	16.
Jacob Keppler	Meats	Williamsport	Butcher	32.
John McFadden	Meats	Williamsport	Butcher	20.
Charles Rorhirsch	Meats	Williamsport	Butcher	20.
C. M. Wagner	Meats	Williamsport	Butcher	18.
William Lenhart	Meats	Williamsport	Butcher	40.
T. R. McGinness	Vegetables	Burlingame	Gardener	4.
A. Murb	Vegetables	Williamsport	Gardener	6.
Philip Dentz	Country Produce	Williamsport	Farmer	5.
Harry Hughes	Country Produce	Linden	Farmer	8.
W. E. Philip	Country Produce	Sedan, North. Co.	Huckster	18.
John Yearick	Country Produce	Muncy	Huckster	19.
Charles Leach	Country Produce	Sedan, North. Co.	Huckster	14.
D. E. Young	Country Produce	Golden Rod	Farmer	12.
John Cowden	Country Produce	Linden	Farmer	13.
George Bulach	Country Produce	Williamsport	Farmer	8.
S. S. Keiss	Country Produce	Warrensville	Farmer	10.
William Smith	Country Produce	Kelleysburg	Farmer	10.
Robert Marshall	Country Produce	Cogan Station	Farmer	5.
William Fry	Meats	Hepburn	Butcher	20.
Marshall Updegraff	Country Produce	Newberry	Farmer	13.

NAME OF DEALER	GOODS HANDLED	P.O. ADDRESS	OCCUPATION	AVE. SALES	
				PER DAY	
W. T. Shaffer	Country Produce	Hepburn	Farmer	\$9.	
William Entz	Country Produce	Farragut	Farmer	7.	
R. F. Menges	Country Produce	Turbotville	Huckster	20.	
Daniel Sholder	Vegetables	Newberry	Gardener	9.	
David Albert	Meats	Calvert	Farmer	40.	
Thomas W. Lukens	Vegetables	Newberry	Gardener	10.	
C. H. Casner	Meats	Warrensville	Butcher	100.	
William Toole	Meats	Williamsport	Butcher	25.	
H. G. Casner	Meats	Warrensville	Butcher	45.	
Fred Lutcher	Vegetables	Burlingame	Gardener	10.	
J. F. Derone	Meats	Warrensville	Huckster	40.	
C. E. Deitrick	Country Produce	Burlingame	Huckster	35.	
A. W. Miller	Country Produce & Poultry	Alvira	Huckster	45.	
William Lewis	Vegetables	Williamsport	Gardener	10.	
David Jones	Produce	Clarkstown	Farmer	35.	
Mrs. Snyder	Meats	Williamsport	Butcher	20.	
O. P. Wertman	Meats	Allenwood	Butcher	40.	
Hal Wagner	Vegetables, etc.	Williamsport	Laborer	8.	
Albert Lutcher	Meats	Burlingame	Butcher	30.	
C. G. Wilson	Meats	Williamsport	Butcher	12.	
John Peters	Meats	Williamsport	Butcher	100.	
Albert Miller	Country Produce	Alvira	Huckster	100.	
John Miller	Meats	ElimSPORT	Butcher	25.	
Fred Dorman	Eyeglasses, etc.	Williamsport	Merchant	6.	
J. A. Gibbon	Oysters	Williamsport	Merchant	3.	
A. Helmrich & Sons	Vegetables, etc.	Williamsport	Gardener	24.	
William Fry	Meats	Hepburn	Butcher	85.	
George Horn	Meats	Lycoming	Butcher	30.	
Daniel Eddinger	Meats	Williamsport	Butcher	25.	
A. Gilmore	Meats	Linden	Butcher	20.	
M. F. Dietrick	Meats	Maple Hill	Butcher	25.	
C. Claudius	Meats	Williamsport	Butcher	35.	
Howard Wright	Meats	Warrensville	Butcher	20.	
H. Grove	Meats	Williamsport	Butcher	30.	
J. F. Warner	Vegetables	Williamsport	Gardener	20.	
J. Cole	Meats	Montoursville	Butcher	30.	
George Bridgland & Sons	Vegetables	Williamsport	Gardeners	20.	
Charles Bridgland	Meats	Williamsport	Butcher	50.	
John Potts	Meats	Williamsport	Butcher	35.	
H. G. Gutchall	Meats	Williamsport	Butcher	30.	
P. Bisese & Co.	Fruits	Williamsport	Merchants	15.	
Robert Peeling	Vegetables	Williamsport	Merchant	10.	
A. B. Simmons	Oysters, etc.	Williamsport	Merchant	12.	
T. H. McKinnon	Meats	Burlingame	Butcher	15.	
G. W. Pierson	Country Produce	Oval	Farmer	10.	
John Wenner & Sons	Vegetables	Williamsport	Merchants	50.	
C. H. Ware	Meats	ElimSPORT	Butcher	20.	
Col. F. M. Buss	Country Produce	Alvira	Huckster	52.	
James Miller	Meats	ElimSPORT	Butcher	25.	
Fred Denosky	Meats	Montgomery	Butcher	22.	
George Dentler	Meats	Turbotville	Butcher	20.	
J. A. Campbell	Meats	Burlingame	Butcher	40.	
Harry Houser	Meats	Linden	Butcher	30.	
Edgar Fillman	Produce, Nuts, etc.	Burlingame	Gardener	25.	
John A. Gable	Smoked Meats, etc.	Williamsport	Merchant	--	
H. C. Goodman	Vegetables	Newberry	Gardener	7.	
John Walters	Meats	Montgomery	Butcher	30.	
H. J. Wilson	Meats	Williamsport	Butcher	30.	
S. Hopper	Vegetables	Burlingame	Gardener	8.	

NAME OF DEALER	GOODS HANDLED	P.O. ADDRESS	OCCUPATION	AVE. SALES	
				PER DAY	
Henry Peters	Meats	Montoursville	Butcher	\$40.	
W. H. Haynes	Meats	Montgomery	Butcher	32.	
Charles Harding	Vegetables	Montoursville	Gardener	8.	
C. F. Knarr	Country Produce	Collomsville	Farmer	10.	
F. Lonpher	Country Produce	Williamsport	Huckster	24.	
Anthony Stopper	Country Produce & Fruits	Bastress	Farmer-Merchant	10.	
J. H. Kippe	Country Produce	Cogan Station	Huckster	14.	
J. N. Seitzer	Meats	Hepburn	Butcher	24.	
George Blair	Country Produce	Hepburn	Farmer	9.	
George Wood	Meats	Williamsport	Butcher	24.	
W. G. Plankenhorn	Country Produce	Williamsport	Merchant	13.	
G. Baer	Country Produce	Williamsport	Merchant	9.	
G. F. Wolf	Country Produce	Montgomery	Huckster	40.	
John Jenkins	Meats	Williamsport	Butcher	28.	
Thomas Heim	Meats	Williamsport	Butcher	30.	
Joseph Williams	Meats	Linden	Butcher	24.	
John Brooks	Meats	Linden	Butcher	18.	
Frank Dincher	Country Produce	Nippenose	Farmer	9.	
Harry Wilhelm	Meats	Williamsport	Butcher	27.	
Jacob Waltz	Country Produce	Newberry	Farmer	11.	
H. Johns	Country Produce	Williamsport	Merchant	17.	
E. F. Hall	Meats	Montgomery	Butcher	24.	
S. Pflieger	Country Produce	Collomsville	Farmer	12.	
H. Overdorf	Country Produce	Carroll	Huckster	30.	
George Hempte	Country Produce	Oval	Huckster	22.	
W. F. Moyer	Country Produce & Meats	Salladasburg	Farmer	20.	
Jacob Helm	Vegetables	Newberry	Gardener	14.	
J. Brooks	Country Produce	Linden	Farmer	16.	
William Knarr	Meats	Cogan Station	Butcher	20.	
J. E. Ludwig	Meats	Hepburn	Butcher	30.	
M. Murray	Country Produce	Bottle Run	Farmer	12.	
N. Wheeland	Meats	Warrensville	Butcher	22.	
H. Marsteller	Meats	Warrensville	Butcher	28.	
William Marsteller	Meats	Warrensville	Butcher	32.	
J. H. Pepperman	Meats and Produce	Williamsport	Butcher	18.	
Jacob Philips	Meats	Hepburnville	Butcher	20.	
J. S. Bubb	Vegetables	Williamsport	Gardener	14.	
G. W. Wagner	Meats	Newberry	Butcher	42.	
E. A. Willetts	Meats	Linden	Butcher	27.	
R. K. Willetts	Meats	Linden	Butcher	27.	
Peter Spotts	Meats	Cogan Station	Butcher	22.	
John Ilman	Vegetables	Burlingame	Gardener	20.	
William Horn	Vegetables	Williamsport	Merchant	22.	
G. Waltz	Meats	Williamsport	Butcher	37.	
G. Willetts	Meats	Linden	Butcher	30.	
A. W. Horn	Meats	Cogan Station	Butcher	26.	
Seifert Bros.	Fruits, etc.	Williamsport	Merchants	20.	
Smith and Bro.	Fruits, etc.	Williamsport	Merchants	28.	
Albert Betzel	Fruits, etc.	Williamsport	Merchants	25.	
A. Nardi & Son	Fruits, etc.	Williamsport	Merchants	18.	
John H. G. Bastian	Vegetables	Burlingame	Gardener	17.	
Elmer Sholder	Vegetables	Burlingame	Gardener	22.	
F. W. Walter	Meats	Williamsport	Butcher	32.	
Levi Miller	Meats	Alvira	Butcher	36.	
Monroe Wright	Meats	Warrensville	Butcher	25.	
Samuel Beaver	Produce and Fruits	Williamsport	Merchant	10.	
Jacob N. Baker	Meats	Maple Hill	Butcher	15.	
Frank Bidler	Meats and Produce	Maple Hill	Butcher	16.	
John Updegraff	Vegetables	Newberry	Gardener	10.	

NAME OF DEALER	GOODS HANDLED	P.O. ADDRESS	OCCUPATION	AVE. SALES PER DAY
B. H. Hayes	Vegetables	Cogan Station	Gardener	\$15.
Bruce Reese	Produce	Hughesville	Huckster	50.
Charles Schooley	Vegetables	Williamsport	Gardener	7.
J. B. Vanderbilt	Produce	Muncy	Farmer	18.

"More than a million dollars change hands on Williamsport's curbside market every year, according to the statements of farmers, butchers, hucksters, etc., dealing on the market. The returns of average sales per market day, made to a Grit representative, show \$568,048 a year. As many returns are undoubtedly less than the actual average day's sale, they being made with reluctance, or with the suspicion that the census of the market might be used for increasing taxation, the total amount for the year probably comes nearer ONE MILLION DOLLARS than half a million, thus showing the curbside market business to be one of the largest and most important business interests of the City which derives less than \$10,000 revenue from the same." (Grit, Dec. 31, 1899)



BIOGRAPHY OF A COLLECTOR

LaRue Shempp has been "into" toy trains almost as long as he has been in life itself; he was only five years old when he received his first train set, an Ives.

The lifelong Williamsporter, who was born here Nov. 27, 1911, upgraded his railroad equipment with the gift of an electric Lionel locomotive for his seventh Christmas. Only a few years later, at the age of 11, he achieved truly lofty status; he got the job of running a Christmas train display at a downtown store and immediately became, he says, "the envy of every lad my age in Lycoming County!"

Young Shempp worked the holiday trains at the store each year until he entered Dickinson Seminary - now Lycoming College - in 1928. After his graduation from Susquehanna University in 1936, he spent 36 years as a caseworker for the Lycoming County Board of Assistance; he retired in 1974.

Life as a collector began in 1941, a year marked by two toy-train events: the purchase of Lionel's #42 locomotive and the opening of the Shempp home to the public for a Christmas layout performance. This 22-minute show portrayed 24 hours of community life in the imaginary "Pine Lawn Park." Opportunities to expand his collection came in the years 1947-59 when he did part-time Christmas work at a Williamsport store which bought and sold toy-train equipment; since Mr. Shempp knew what pieces were worth buying, many of the trade-ins found their way to his train room at home. Other items in the collection have been contributed by family members and friends.

A charter member of the Train Collectors Association, Mr. Shempp frequently is asked to lecture before interested groups or to appraise anything from individual pieces to whole collections. His pride in his family (wife Marie; daughters Barbara, Carol, and Mary) is indicated by the special "family train" on exhibition, in which each car bears the name of one of the family members.



TOY TRAINS: THE SHEMPP COLLECTION

"Toy trains cover American history," points out LaRue C. Shempp, collector of the roomful of locomotives and cars on permanent exhibit at the Museum. And so they do, but, in addition, toy trains parallel development in rail transportation, both American and foreign, and they delineate the rising and falling fortunes of the "big three" of toy train manufacturers - American Flyer, Ives, and Lionel.

Items in the Shempp collection echo several significant stages in American history. The Civil War is recalled by a six-inch model of the "General," a wood-burning locomotive which hauled troops and supplies through the deep South and served as heroine of the movie, "**The General**." (Who can forget Buster Keaton's impassivity as he rode up and down on the engine's driving rods?) Our next war, WWI, brought such strong anti-German sentiment that toy trains produced in Germany for sale in this country bore the name "Pennsylvania Lines" instead of that of their manufacturer, and often had the nameplate of the German manufacturer removed or erased.

A small train, brightly lithographed with the faces of Mickey Mouse and his friends, harks back to another devastating time in our nation's story: the Great Depression of the early 1930's. The locomotive and three circus-type cars retailed at that time for \$2.00, and sales were extensive enough to forestall the bankruptcy which threatened the Lionel Company. World War II is marked by a military train: an army diesel engine pulls cars loaded with missiles and a rocket-launcher.

Another decade passed, and even through the Equal Rights Amendment hadn't yet become an emotional national issue, the seeds of feminism were beginning to sprout, train-wise. Acknowledging that girls could, and did, enjoy playing with their brothers' toy railroad layouts, Lionel Lines produced a train "specifically for fond daddies to buy for

their little girls." Mr. Shempp describes it: a train with a bright pink locomotive and tender and cars of assorted pastel shades. The \$49.95 set went begging at the time of its release in 1957 ("Lionel's only financial boo-boo") but is much sought after now as a collectors' item. Fathers could not summon-up the courage to ask the store salesman for the "train with the pink locomotive for my daughter".

The USA Bicentennial celebration of 1976 stired pride in America's origin and growth, and toy trains echoed this emotion. The Train Collectors Association produced the Bicentennial Special: a red-white-and-blue diesel, modeled on a locomotive of the Seaboard Coast Line, hooked up to three similarly-painted passenger cars named "Stars and Stripes," "American Eagle," and "Freedom Bell." For the "State Train," another patriotic special, an Old Glory-colored diesel pulls 13 box cars, each bearing the name, map, and pertinent facts of one of the original states.

As "real" railroad equipment developed, so too did toy trains, for manufacturers of the miniatures modeled their products after the giants of the Pennsylvania, New York Central, and Union Pacific Lines, among others. In Mr. Shempp's opinion, they are "very graphic representations for toys. Some 75% faithfully record the body types" of full-sized locomotives and cars. Thus in the collection one sees an almost bewildering variety of steam, electric, and diesel engines, and of freight cars and passenger coaches which portray actual rolling stock, much of it still in use.

One particularly handsome piece is a 1938 scale model of the New York Central Railroad's Hudson-type steam locomotive, known as the 700 EW with four leading truck wheels, six drivers, and four trailing truck wheels. Electric engines, complete with pantographs to conduct power from overhead wires, are represented by a true-to-scale copy of the GG-I PRR passenger locomotive. Other

electric models, dating to 1928, are reproductions of engines used in big-city terminals - like New York City's Grand Central Station - where the smoke and dirt of road locomotives were undesirable. These special locomotives pulled the passenger cars out into the trainyard, and long-haul steam engines were attached there. American Flyer - Ives - and Lionel featured these engines.

Those who recall Williamsport's "summer streetcars" of the teens and 1920's will recognize the early twentieth-century copy of an open trolley. A close relative is an interurban car of the type used between suburban and inner-city points in the 1910-1920 period. Also on display are short-haul inter-city cars - "the sort that would have run from Buffalo, N.Y., to Niagara Falls" Mr. Shempp explains.

Models of European equipment demonstrate the special needs of the real locomotives of which the miniatures are copies. A German train is prepared to encounter winter's drifts with a snowplow mounted on the front of the engine; guards, in the form of heavy plates attached to the wheels, are designed to keep snow from packing into the wheel mechanism. "Krokodiles," oddly-formed German and Swiss electric-powered engines shaped like elongated army tanks, are articulated, or hinged, to allow trains to get over, around, and through the Alps. French and Spanish-made locomotives wear hood-like smoke deflectors on both sides.

Reality extends beyond the body types of the equipment, with passenger coaches and Pullman cars especially showing authentic detail. Roofs of some cars can be removed to reveal minuscule bunks made up with real fabric sheets and blankets; copper skillets a quarter-inch in diameter rest on galley stoves; lamps on diminutive club-car tables actually light; some coaches are elegant with "stained glass" panels above the windows. The finest 0-gauge train in the collection - Swiss built - shows these beautiful features.

The Shempp collection provides also an overview of production by America's primary manufacturers of toy trains, and every important piece made by the big three is represented. The golden age of these companies came in the late 1920's and the early 1930's; significantly, this same period saw the production of America's classic fine automobiles, cars characterized by a high degree of workmanship and technology, and Mr. Shempp sees an interrelationship between the two kinds of products. "If we made quality products then - that have stood the test of time - we can do it now even better."

Earliest of the three manufacturers was Ives, dating from 1868. Starting with the production of tin push-toys, the company made cast iron trains from 1910 until the 1930's. Since the items were relatively inexpensive, for many a boy his first train set was an Ives - perhaps a wind-up, or, after 1910, cast iron 0-gauge. Electrics were introduced by Ives, but clockworks (wind-ups) continued to be made until the late 1920's.

When the Ives Company went bankrupt in 1929 and made the last trains in its own shops, both American Flyer and Lionel tried, ostensibly, to save their competitor; in truth they concentrated, Mr. Shempp feels, on pushing Ives out of the business altogether, to leave the field open for themselves. A transitional train made by Lionel in 1932 bore the Ives name, but nothing else appeared after that time with the name Ives. That set is very rare.

Lionel Trains Lines debuted in 1903 - the year is debated - when standard-gauge electric models went on the market, and new Lionel Lines pieces are being sold today - but with a stiff price increase; in the old days, Lionel's best cost \$98.50, but now the tab is \$700 for a quality Lionel Train. In the mid-1960's a conglomerate (of which one part is General Mills; how diversified can one get?) bought Lionel, and a new company called "Fundemensions" of General Mills turns out the Lionel Lines cars and

locomotives.

The third manufacturer, American Flyer, started with 0-gauge equipment in the late teens. The company produced very beautiful trains, like the "Mayflower" described below, and at a lower price than Lionel's comparable quality; American Flyer pioneered greater realism through two-rail track and close coupling between cars. The Chicago AF Company, which was at its height in 1930-39, went out of business in the mid 1960's. Chicago American Flyer was purchased by A. C. Gilbert in the late thirties, moved to New Haven, Conn. when they developed two-rail track known as "S" gauge and after WWII, introduced their new two-rail "S" gauge trains - very realistic - while Lionel continued with 0-gauge three-rail track.

We must not overlook Marx Trains - 0-gauge - made in Girard, Penna. and sold in Dime stores, etc. Many a boy owned a Marx train - reliable and though inexpensive were dependable and non-destructible. Many a father bought his son a Marx set to learn if his son would take care of a toy train, or maybe dad could not afford an American Flyer or a Lionel set.

Although Lionel bought patent rights in order to produce American Flyer equipment, Lionel is "the only one of the big three with its name still going" though Lionel has introduced some American Flyer sets in 1946.

Aside from their historical value,



many items in the collection are noteworthy in their own right. The oldest train in the exhibit, dating to 1877, is an honest-to-goodness live steam engine, fueled by alcohol; mail and passenger cars have cardboard sides. The train belonged originally to John Bloom, of Bloom's Music Store. One of the most spectacular displays, ("my favorite," Mr. Shempp admits) is the Swiss-made "Orient Express," nine cars drawn by a French coal-burning style of locomotive and looking ready to head for Istanbul with Agatha Christie's M. Hercule Poirot and band of murder suspects on board. The "Mayflower," a chrome-plated outfit made by American Flyer and bearing a price tag of \$164 in 1931, has been described as "the most beautiful standard-gauge train built in the United States"; of the 100 made, only 50 were sold, and the remaining 50 destroyed by the company. Several of the locomotives on exhibition are hand-made prototypes, designed as pre-production models to be displayed at toy fairs or other exhibits and never intended to be considered toys. For example, three copies of the PRR's GG-1 electric locomotives are true show pieces; one is plated with copper, another with silver, and the third with gold.

And so these "toy trains" are far more than mere toys. They are reminders of the past, and they are, many of them, works of art; very expensive collectibles "bought by a growing market of men and women interested in reality at any price." They speak so eloquently of our historical past - the quality of American life we should emulate today.

PLEASANT VALLEY

by Edith L. Wright

What a beautiful, pleasant valley it is nestled between the hills in Hepburn Township.

It was September, 1927, when I began my teaching career there in a one-room country school house. I was just twenty years old and had completed three years in secondary education at Lock Haven State College. Teaching jobs were scarce in my field that year and I needed a job desperately.

I had never lived in the country, had never stayed in a farm house, and had never seen the inside of a country school house, so I did not know what it was all about. The school board had recommended a place where I might board. My cousin drove me out on Sunday afternoon to look the place over.

When we drove out to the school house I was pleasantly surprised. It was a sturdy building of tan brick and had a wide porch, a belfry, a hot-air furnace in the basement, and running water. I suppose it was the only one-room country school in the country with all those conveniences.

Truthfully I was very pleased with my boarding house and the family. There were five in the Gehr family - father, mother, and 3 children. The house was very old with the original log structure under the clapboards. I had to climb narrow winding stairs to my bedroom under the eaves. I had a spool bed with a feather mattress and feather coverlet. There was a beautiful walnut high-boy dresser. Of course there was no electricity so I had to carry an oil lamp up the stairs.

Monday morning, bright and early, I was at school to open the door. The kids didn't know it but I was shaking in my boots. I had eighteen pupils with all eight grades represented. I had no idea how to set up a course of study but the county superintendent came by to help me.

Believe it or not I taught thirty-some classes a day of not more than ten or fifteen minutes for each. There was a fifteen-minute recess morning and afternoon and one hour for lunch.

One boy had completed the eighth grade the year before but refused to take the county board examination to go to high school, so there he sat for another year. He was bright and knew far more than I did about the subjects, especially math.

Another little fellow in first grade was only five years old. He was really too young but he wanted to come with his sister. He could read the first reader all the way through and I thought how wonderful! Come to find out he couldn't read a word but had memorized the pages and pictures from his sister's book.

At the close of school on Friday I would carry my suitcase and hike three miles to Cogan Station where I caught a train to Williamsport. Somebody would take me back on Sunday night.

Every fall Hepburn Township would have a "Harvest Home" festival at Balls Mills. All of the schools in the township had a float in the parade and vied for prizes. Nobody could come up with a bright idea for our float so we just decorated it with crepe paper and all of the pupils rode in the wagon.

I seemed to have a mania for sanitation. I would stay after school and sweep, scrub, and scour. I used so much Lysol that I took all the finish off the desks. How I hated to scrub that outside toilet.

Perhaps the highlight of the whole year was my Hallowe'en box social. It was held on Saturday night. Most of the parents came and friends of mine came out from town. I walked in the Grand March with my future husband, Charley. He and his brother had come out from

Hepburnville. He came out to see me the next night and that started the romance. From then on I didn't have to worry about getting home for the weekend.

Mathematics was always a "bug-bear" with me. I was having a terrible time with eighth-grade math. As I said before Billy Ulmer could have worked all the problems but I didn't want him to know how stupid I was. Charley would come out on Wednesday night and work some of the problems and mother would work the rest over the weekend, so I got by.

Mr. Gehr was allowed to shoot one deer out of season because they were destroying his buckwheat crop. He shot a young fawn that still had its spots. It was the most delicious meat I ever tasted. Mrs. Gehr would put a chunk of meat in my lunch box with a slab of her homemade bread and country butter.

It was usually dusk when I would be walking home from school. Many times I would see a flock of deer on the hillside. One time a big buck, a doe, and a fawn crossed the road in front of me and scared me half out of my wits.

We had a lot of fun when the snow came. We found a long wooden ladder under the porch which we used as a bobsled. We carried it to the top of the corn field. About four or five could ride down at a time sitting on a round of the ladder. The only trouble was that the corn stubble would poke us in the rear.

There was a heavy crust on the snow. I had difficulty standing up on my way

to school, so I put my briefcase down on the crust, sat on it and rode a ways down the slope in the road. If anyone had seen me they would have thought I was crazy.

A sleighing party was arranged on a Friday afternoon to take the pupils across the hill to the Crescent School where Helen Kinney (Mrs. John Clendenin) was teaching. The snow was so deep it was almost up to the horses' hips. We had a spelling bee and some recitations.

One of the bigger boys was always teasing the little children and they would come in crying. I told Earl if it happened again I would paddle him. I had him stay after school one day and got out the rubber hose (the only paddle we were allowed to use). I had him lean over the recitation bench and really laid it on, but couldn't seem to touch him. Come to find out he had on three pair of trousers that day.

Another one of my crazy ideas was that the children should have something hot with their lunch. I had them bring in a potato which we put on the inside ledge of the furnace. The skins were burned to a crisp and nobody would eat them.

Finally spring came and we all had spring fever. I took the pupils on a nature hike up a little wooded glen near the school. I couldn't teach them much about nature but we enjoyed the fresh air and sunshine.

Thus ended my first year of teaching which was one of the most delightful and educational experiences of my life.

