

**CHILDHOOD MEMORIES OF
HANOVER JUNCTION RAILROAD
STATION
AND MOTOR CAR EXCURSION
ON THE HERITAGE RAIL TRAIL
BY
ROGER E. SHAFFER**

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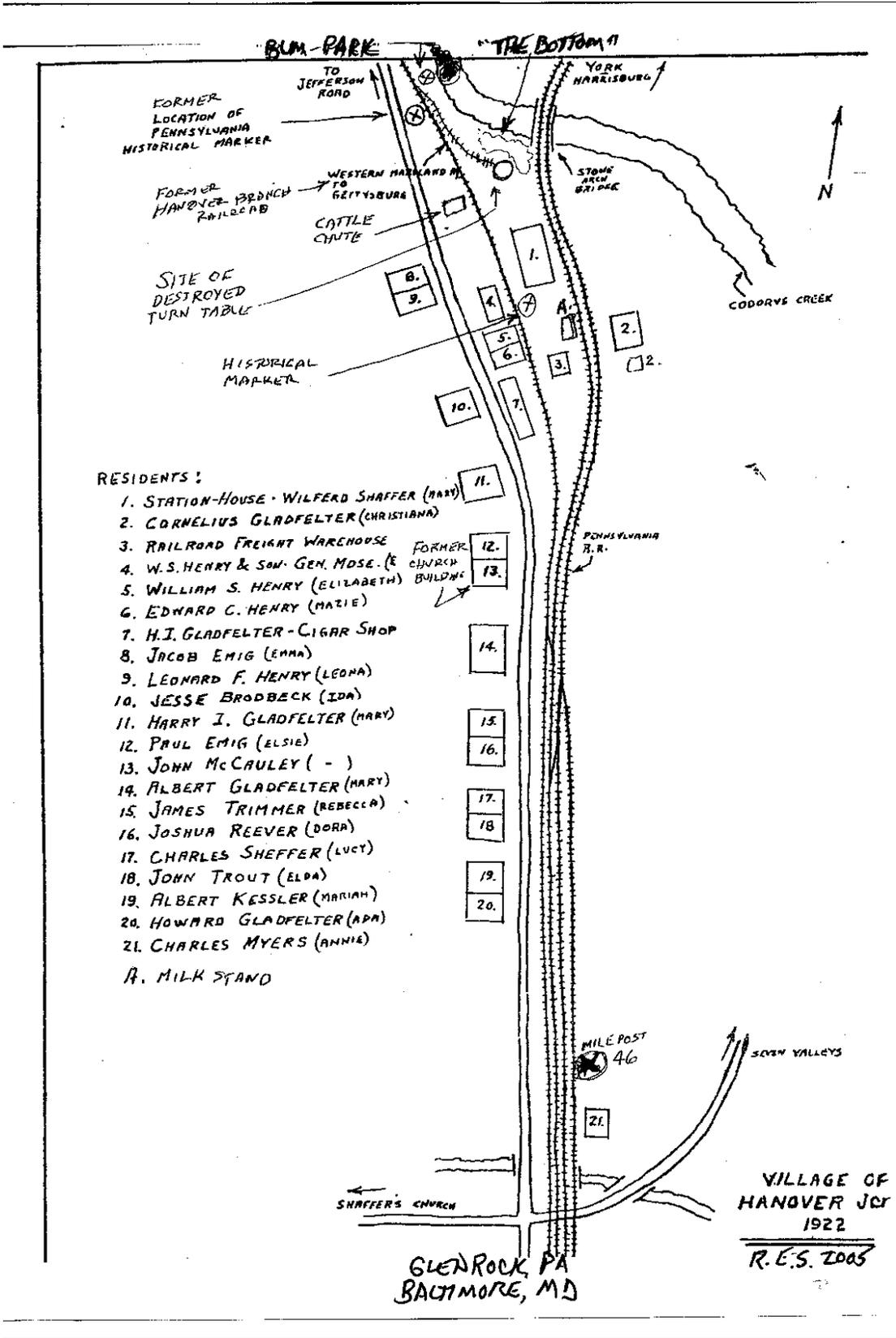
For the York County Department of Parks
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Roger E. Shaffer



RESIDENTS:

- 1. STATION-HOUSE - WILFERD SHAFFER (MARY)
- 2. CORNELIUS GLADFELTER (CHRISTIANA)
- 3. RAILROAD FREIGHT WAREHOUSE
- 4. W.S. HENRY & SON - GEN. MOSE. (E. FORMER CHURCH BUILDING)
- 5. WILLIAM S. HENRY (ELIZABETH)
- 6. EDWARD C. HENRY (MAZIE)
- 7. H.I. GLADFELTER - CIGAR SHOP
- 8. JACOB EMIG (EMMA)
- 9. LEONARD F. HENRY (LEONA)
- 10. JESSE BRODBECK (IDA)
- 11. HARRY I. GLADFELTER (MARY)
- 12. PAUL EMIG (ELSIE)
- 13. JOHN McCAULEY (-)
- 14. ALBERT GLADFELTER (MARY)
- 15. JAMES TRIMMER (REBECCA)
- 16. JOSHUA REEVER (DORA)
- 17. CHARLES SHEFFER (LUCY)
- 18. JOHN TROUT (ELDA)
- 19. ALBERT KESSLER (MARIAH)
- 20. HOWARD GLADFELTER (ADA)
- 21. CHARLES MYERS (ANNIE)
- A. MILK STAND

VILLAGE OF HANOVER JCT
1922
R.E.S. 2005

Good morning. This is Sandra Prueitt and today is February 10, 2004. It is a bright cold, crisp morning and we don't anticipate any precipitation today or this week, which would be an exception to this wet winter. I am at the home of Mr. Roger Shaffer of Hellertown, Pennsylvania. Mr. Shaffer has the distinct privilege of having spent a significant portion of his childhood growing up at Hanover Junction, a railroad station located in southern York County one mile south of Seven Valleys along SR 616 in North Codorus Township, York County, Pennsylvania at the juncture of the Harrisburg to Baltimore lines of the Northern Central Railroad System and the Hanover Junction-Hanover and Gettysburg Railroads. Now a part of the Heritage Rail Trail County Park owned by the County of York and managed by the York County Department of Parks and Recreation, Hanover Junction has been historically restored to represent that period in history when President Abraham Lincoln passed through the junction on his way to deliver the Gettysburg Address on November 18th of 1863. President Lincoln changed trains at the junction traveling to Gettysburg via the Hanover Junction-Hanover and Gettysburg Railroad.

Mr. Shaffer will be sharing his memories growing up and actually having lived in the station from 1914 to 1929. His father, Wilferd, held the position of station agent before the demise of the rail system. *NOTE: After the closing of Hanover Junction in 1928 Wilferd Shaffer worked as a baggage checkman in York until his retirement in 1949.*

For interpretive purposes the initials "SP" will represent the interviewer, Sandra Prueitt: the initials "RS" will represent the interviewee, Roger Shaffer.

SP: Good morning, Roger. Please tell me where and when you were born?

RS: I was born Sunday, June 29, 1913 on Water Street in Glen Rock, Pennsylvania, the location of my grandfather Roser's residence and general merchandise store. The building stood between the creek and Hanover Street across from the Lutheran church.

SP: What are your earliest recollections about growing up at the train station at Hanover Junction?

RS: My earliest recollections about growing up while living in the railroad station are running back and forth between the railroad facilities and our residence without having to go outside regardless of the weather, and riding

my tricycle around in the waiting room, for that provided a rather large area for this activity. The station agent, Dad Shaffer however, did issue orders that I was not permitted this opportunity near to the times of train arrivals for this would interfere with waiting passengers. This order was easy for him to enforce because his office was adjacent to the waiting room. I was allowed to ride my bike indoors or on the porch as long as I did not go out on the ground. But when I did, that ended all indoor riding.

Another item that I would vividly recall is looking out of the kitchen window located on the north side of the station building and watching an approaching train powered by an E-2 Atlantic type locomotive, which was the predecessor of the famous Pennsylvania Railroad K-4, Pacific type locomotive. One other railroad sound that always interested me, even as a youngster, was that of the clicking of the telegraph key on the telegraph operator's desk in the office. These railroad-associated sounds are still vivid in my mind such as (the) application of brakes of a train to stop at the station, the conductor's tug of the rope to indicate to the engineer that he was ready to depart, the sudden release of air pressure when a car's air hose was disconnected and the engine's whistle blowing to announce arrival at the railroad crossing, which was just south of the station.

SP: How many siblings did you have?

RS: There were three offspring in the station agent's family: Roger E., Mildred A., and Wayne E. *NOTE: Roger was born on June 29, 1913, his sister Mildred, February 16, 1921 and brother, Wayne on March 2, 1929.*

SP: What order were you in the family?

RS: Mildred was the only one born while living in the railroad station. I was born in Glen Rock and Wayne was born after the family moved from the railroad property to the Glatfelter house just across the tracks from the station.

SP: When did your father become station agent?

RS: Dad started with the Northern Central Railway as a clerk at Hanover Junction September 30, 1907. He worked one day in that pay period and with his paycheck being subject to certain deductions, a balance of two cents remained and a check was issued for same. He never cashed that check and it remains in family possession. He became station agent in about 1915 or

1916 succeeding Mr. George Mathias who was transferred to Mt. Washington, Maryland. He [Mr. Shaffer] held this position until the Hanover Junction station, identified as No. 8288 was closed and then was transferred to the York station until his retirement on April 1, 1949.

NOTE: A station agent performed the following duties: He sold tickets for the Pennsylvania Railroad and Western Maryland Railroad He kept up with the general cleanliness of the station area. He handled the railway express business. He was responsible for the station kerosene lamps in the waiting room and platform. This required him to light them each evening and extinguish them in the morning. There were a total of six platform lights. He handled less-than-carload shipments from and to Hanover Junction and express shipments at Larue Station.

SP: What were your living conditions like at the Junction?

RS: Well, our living conditions were quite different from today's normal pattern. First of all, we had no utilities in the building: no water, no electricity or central heating system. Although these items were nonexistent for us, we led a comfortable way of life. Kerosene provided light and often heat for the cooking. Water was secured from the outside water pump. A water bucket was an important part of the kitchen as was the tea kettle an integral part of the cook stove. The cook stove provided heat using coal or wood during the colder months of the year. Then kerosene usage took over in the other times of the season. Kerosene was also the provider of light for the station railroad facilities: office, waiting room, station platform lights, semaphore signals (and) switch lights as there was no electric power available. Refrigeration, therefore, was not a word in our vocabulary at that time. The coldest spot in the building was the ground floor of the basement, not very cold, but a bit cooler than the first floor environment especially in the summer.

Since water was the important part it played in our life, one other item was unknown in our lifestyle, a bathroom. Well then what! The substitute was located some forty or fifty yards north of the kitchen door. I can remember my mom placed a kerosene lamp on the kitchen windowsill when it was necessary to use the facility at night. It didn't make much light to the outdoors but at least we could determine where the kitchen was.

SP: What everyday activities did you or your family participate and how was the execution of these actions different than that of someone not living in a train station?

RS: Most of our everyday family activities were a little different from any other family in the neighborhood except as I noted was our meal schedule. Meal times were adjusted to railroad timetables that indicated train times at the station. Sometimes a meal would be served before train time or sometimes after train time. . . .Guess it depended on Mom's kitchen activity especially during canning season. She always did a lot of canning of food items for Dad was an avid gardener and lots of fruits were readily available. Mom's uncle always butchered some beef and pork each for us.

SP: How did you get to school?

RS: Sorry to say but grade school days were not very pleasant ones for me. From day one I was unhappy for I did not want to leave my mom. Katie Trimmer and Elda Myers, much older than I, took good care of me. Our trek to Diehl's School for the first eight grades was a walk of a mile and a quarter from Hanover Junction. For the first half of the trip it was more convenient to use the tracks of the Western Maryland. It proved better walking condition's than use of the dirt road, often mostly mud. And during those years the Western Maryland operated a train only on Monday, Wednesday and Friday at noontime so we were safe. The second half of the trip we had to make use of the dirt road. We from Hanover Junction were known as the "Junction kids."

Then came high school and it was not a chore for I became involved in school activities and truthfully say that I enjoyed that period of my life. Transportation was provided by the Pennsylvania Railroad to and from Glen Rock: the morning train No. 8020 south to Glen Rock and evening No. 993 north back to Hanover Junction. The morning train got to Glen Rock before 7:00 a.m. so I went to Uncle Oscar Roser's store to do some cleanup duties before time to go up to Maple Hill by school time. *NOTE: Katie and Elda were pupils at Diehl's School, older than Roger and both attentive to him.*

SP: At what age did your father change jobs?

RS: As a young man Dad worked in the cigar shop at Hanover Junction. His mother worked there also. I have no knowledge of his length of working in the cigar shop, but it was prior to 1907 when he became employed by the Northern Central Railroad. He started to work for the railroad at age 24 and retired at age 66.

SP: At what age did you leave Hanover Junction?

RS: I was 26 when I left Hanover Junction and moved to Northampton County for employment with Bethlehem Steel Corporation.

NOTE: Roger resided in the station building at Hanover Junction from 1914 through 1929. From 1929 to 1940 he resided in the brick house across the railroad tracks, the Glatfelter house. From 1940 to present, he resides in Hellertown, Pennsylvania.

SP: At this point you were married and you had just graduated from college, is that correct?

RS: Yes, I wasn't married until after I started work here. *NOTE: Roger was employed with Bethlehem Steel Corporation from 1940 until his retirement in 1972 as superintendent in Roll Design. He started his career as a clerk and subsequently became a rate setter, draftsman, roll designer, assistant superintendent, and finally superintendent. As superintendent he was responsible for roll design, securing rolls, designing passes in the rolls, machining them, providing the structural mills with rolls, maintaining them to produce hot-rolled structural members for the building of ships, bridge, building, and so forth. His title at retirement was "Superintendent Saucon Roll Department."*

SP: What can you tell me about the train schedule of the Northern Central Railroad?

RS: The Northern Central Railroad schedule of 1883 shows at Hanover Junction that there were five trains each way. Then in the 1925 schedule of the Pennsylvania Railroad there were thirty-two scheduled trains at Hanover Junction. There were seven trains each way that stopped. There were four local mail trains.

SP: When you say “local mail trains” do you mean

RS: They stopped at Hanover Junction and were attended by the postmaster.

SP: Was this carrying mail from Harrisburg, Pennsylvania and Baltimore, Maryland?

RS: Wherever, but each local train had a railway post office on it: it was a post office and a mail carrying train.

SP: How did that function, the post office being on the train?

RS: A hundred percent..... You could go there and buy a stamp, or mail a card just the same as you would at any post office.

SP: When it stopped you could actually go and do your mail business?

RS: Yes, you could with a postal car attendant.

SP: What about picking up mail, could you do it there?

RS: No, that you had to do at the post office. *NOTE: Roger has memories of the post office in Glen Rock occupying two locations. The first was across Main Street from the railroad station next to the present location of the Geiple Building. The second location for the post office was in the Roser Building at the corner of Main and Baltimore Streets.*

SP: Do you recall personally seeing anyone of importance traveling on the train while you lived at the Junction?

RS: Well, I can clearly remember the train going through the Junction carrying the body of President Warren Harding. Then another train called the “Forty-second Street Special” had one of the cars clad in aluminum foil. It was in route to Washington, D.C. with many movie stars aboard. The train with King George and Queen Elizabeth aboard (passed through) but I didn't see a single person of note because each of these trains passed in the early morning hours so I'm assuming that the passengers were still in bed, at least in my opinion.

SP: Do you recall in to what activities most train passengers were engaged? Did they work? Did they travel? Were they going on vacation?

RS: I'd say most of the passengers were those going to work to Glen Rock, Pa. or to York, Pa. or others for their business in York and possibly some shopping. Some few were for visiting family or friends.

SP: Do you have any other anecdotes to share?

RS: Well, there are several items that I think might be of interest. In the immediate Hanover Junction area I found the names of sixteen railroad employees living close by. Another item that I found that I thought of interest (was) the religious faiths of the people living there. There were twelve families of the Lutheran faith, three Evangelical, two Catholic and one unknown. This would have been during the years 1924-1925. To my knowledge there are none of them alive today.

There were ten farmers who shipped their raw milk from Hanover Junction to Baltimore because Baltimore was the milk market for our local area. Milk was shipped in 5-gallon containers. During the era of which I am familiar there were about 20-25 cans shipped daily to Baltimore.

SP: Was this milk shipped refrigerated on ice?

RS: No, and much of it I think probably held animal warmth when it was shipped. Yet we had very, very few refusals of spoiled milk that may have come back a couple of days later or something like that. That happened occasionally, but very rarely.

SP: This was raw milk, correct? Not pasteurized?

RS: No, just as it came from the cow is what they shipped. In 1925, refrigerated cars were used on the train. The trainmen who loaded the milk rode in the coach attached directly to the milk car.

SP: How was it refrigerated? Was it with blocks of ice or was there some sort of refrigeration like we know now?

RS: No, blocks of ice were used.

SP: Where did they pick this ice up?

RS: At York. The train itself was a special milk train that ran from York to Baltimore. The next day the cans would be brought back on the train that came back from Baltimore. The operating crew was stationed in York. So they operated from York to Baltimore then from Baltimore back to York the same day.

SP: You said that there were sixteen employees of the railroad. They were centralized out of the Hanover Junction area? Is that correct?

RS: No, not all of them.

SP: Would you describe to me what some of their jobs were?

RS: Telegraph operators were two in the village of Hanover Junction. The one telegraph operator lived in Seven Valleys. There were three or four that worked at the coal yard, which was seven-tenths of a mile from the station to the coal yard..... south of the station. Then there were several who worked on the track repair gang, one in Baltimore.

SP: Was this something that the track repair gang did constantly? Were they constantly repairing the tracks?

RS: Yes, all the time. If they weren't repairing the track, they were cleaning snow in the wintertime or replacing ties or rails or even cleaning along the right-of-way. They did a lot of grass cutting along the banks of the railroad. They were kept clean. Even the pathways along the tracks, they were cinder paths, but they were kept weed free. *NOTE: The cinder paths were maintained by the railroad track gang who would cut the banks along the railroad with scythes preventing excessive growth of weeds or trees I along the right-of-way.*

I have several other items, I'd like to include. We talked about the track repair crew....snowfall always brought the track repair gang to the station to remove snow from the station platform and keep switches in operation. The waiting room provided a haven for them to warm up at the potbelly stove and a good game of Hossenpeffer (sounds like) between the periods of snow removal duty. Much snow from the platform area was thrown over the high board fence into the back yard. This provided a fine pile of snow eight to ten feet

high on which to slide from or to dig a hole big enough to enter. Pouring water over it made it more icy and easy to slide down from the top.

SP: What is Hossenpeffer? What sort of game is that?

RS: A card game, but I can't describe it. Another area that appealed to us kids was "Bum Park." This was an area where hobos found a rest stop in their travels situated on an area between the Western Maryland tracks and the south branch of Codorus Creek, north of the station house at the spot where the switch of the Western Maryland branched off to the former round house area. There was a fire pit and ample supply of potable water near by. There was no shelter of any kind. A log in front of the fire pit served as the one piece of "furniture." Usually the same people returned at various times. They were transients and not the usual "railroad-travel-hobo." We kids of the area liked when whistling Irish Bob came, for we would sit and listen to his stories. He was our friend. But when Julius appeared, we scrambled and went into hiding. They had homes marked where they were assured to get some good food while visiting Bum Park as we called it. Our home was on the marked list. The "marked list" was their mode of passing information to others, where they were sure to secure some food and take it to the "bum park" for a meal of their own. This was important to them.

The Bottom. This was, our identification of the area at creek bank level bounded- by the Codorus Creek, the railroad and the so-called bank north of the station house. Rather a wild area, bushes, weeds and so forth, but a good place to look for Indians. However, not a single one was ever located even though we had fun at our game.

Another game we had we called "caddy." Had you ever heard of such a thing? For us Hanover Junction kids it was a sport of our own making. The equipment was composed of a block of wood about three quarters of an inch square and four to six inches long. Ends were pointed and (the) sides of the block (were) marked with "1, 2, 3, 4" and a wood paddle. The paddle was used to strike the caddy on the pointed ends causing it to flip into the air and then we would strike it with the paddle. The number that was on the top when it landed was the source of the score for each participant of the game.

At the young age of sixty-five months [5 1/2 years] I can recall where I was on November 11, 1918 and what I was doing at an important time in history. The telegraph operator had received word that an armistice for World War I was signed. He immediately told my dad and he promptly came from the office to tell Mom. Mom did not delay coming out to tell me about the whistles and bells sounding the news. I was out near the pump under the pear

tree digging a hole maybe for oil, I don't know. (Chuckles) But I do remember that day.

Due to the fact that Dad Shaffer was in charge of station activities for the railroad he had the authority to issue orders to someone to carry out his orders. Well, I fell heir to many of them primarily due to my status, I suppose. Among these duties was to sweep the waiting room floor, bring in coal for the stove, carry out the ashes, light the kerosene platform lights, help to saw railroad ties cut to stove lengths. This was before the days of creosoted ties and lots of other little duties. I was never bored.

SP: This is Sandra Prueitt. This is Tape 1, Side B. I'm going to be discussing with Mr. Shaffer some of his models. We're going to be talking first about the pump house, which was located at Hanover Junction, at the coal yard. What can you tell me about the pump house?

NOTE: All of the models created and constructed by Roger are made to the scale of 3/16 " = 1 Foot.

RS: The pump house was situated between the actual coal yard and the Codorus Creek. Water was pumped from the Codorus Creek and pumped into a reservoir which was located up along the public road between Seven Valleys and Glen Rock. The water from there ran by gravity down into the waiting locomotives. Nothing was ever stored there except maybe a broom, shovel, oil can and fuel supply for the engine.



SP: Was this a mechanical pump at this point?

RS: I think it was gasoline powered.

SP: This was where the locomotives got their water to generate the steam?

RS: Yes, that's correct.

SP: When one of these trains came through, did they always have to stop and get water at Hanover Junction?

RS: No, only certain ones that maybe operated too long without stopping somewhere. They could get water in York, Hanover Junction, Glen Rock, New Freedom, Parkton and other places.

SP: The next item we're going to be looking at is the watchman's shanty. What can you tell me about that and where its location was?

RS: This building stood at the crossing of Main Street in Glen Rock. It formerly stood on the west side of the track and was later moved to the east side.



SP: Why did they move it?

RS: I don't know.

SP: What was its function?

RS: It protected the watchman from the elements. That's all it was intended for.

SP: What was the job of the watchman?

RS: Every time a train went through he was outside to stop traffic. He would stand out in the middle of the roadway and see that traffic was warned of an oncoming train. That was his duty.

SP: He had access to a telegraph machine?

RS: No, the watchman's shanty contained a chair and telephone only.

SP: Someone would call ahead and signal him that something was coming?

RS: Yes, or he knew the schedule pretty well.

SP: He knew when to go out there?

RS: Yes,, he knew when to go out.

SP: The next item we're going to be looking at is the passenger shelter at Larne. What can you tell me about that building?

RS: Well, I can remember the old coal stove that was in there. The night trick track walker and the day trick track walkers would keep the fire going. It was part of their job and it provided good shelter for waiting passengers. It was located on the west side of the track. I don't know what people did on the east side. (Chuckles) There were two track walkers on a daily basis: one on the day trick and one night trick. The word "trick" applied to their length of time on duty. *NOTE: The specific job of the track walkers was to walk along the rails and look for missing or loose spikes or bolts which could cause a derailment. They also watched that the pump house was in operation and supplied fuel for the pump.*



SP: Explain to me where Larue is. Is that where the current AMP plant is located?

RS: Yes, basically. It is just about half way between Hanover Junction and Glen Rock located on the westbound trackside, just west of Warner's General Store.

SP: If you were catching the train going into or coming out of Glen Rock, this is where you would have waited?

RS: Yes.

SP: You mentioned to me a little anecdote about the night track walker. What happened to him at this building?

RS: He met an unfortunate situation as far as he was concerned. He had punched the time clock there to indicate where he had been at a certain time and I guess he took a little rest and sat down to rest for a bit and was smoking. His clothing caught on fire and he lost his life that way.

SP: There was no one there to help him?

RS: No, no one.

SP: Someone found him then?

RS: Yes, in the morning.

SP: The next item we're going to be looking at is the workers shed which was located near the coal yard.

RS: This was the headquarters of the track repair gang. They stored their tools in there and they operated pretty much on a daily schedule from that point. The building itself was located just slightly northeast of the coal yard. Just a few yards away, it was very close. That was the location of it.



SP: How many men worked out of this?

RS: About ten..... eight or ten. *NOTE: The job description of the track repair gang was to replace broken or rotted ties, remove snow, keep the switches functional and clean.*

SP: You mentioned to me the color of the buildings were uniform, this yellow and brown. Explain to me about that.

RS: That was typical of the Northern Central Railroad stations all along the line. Many buildings were painted just that way yellow with a dark brown trim.

SP: The next item we're going to be looking at is the cattle chute. Also explain to me the controversy over that.

RS: The cattle chute was located just a short distance west of the station at the Junction and it was on the Western Maryland tracks. , When I showed the model to an individual, he said, "There wasn't any such thing around there. Why did you do that?" Well, that was easy to confirm because I had a picture to verify the location of it and I remember it very well because we kids played underneath that a lot. I only saw it used two times that I can remember. There were some cattle unloaded there and they took them to a farm not too far distant. Other than that it just stood there. I suppose in earlier days it was used quite a bit or they wouldn't have made the structure because it was a very sturdy structure.



SP: The next item we're going to be looking at is the telegraph operator's tower located in Glen Rock.

RS: This building was situated on Water Street in Glen Rock adjacent to Water Street on the northwest corner of the railroad and street crossing and served as the quarters of the telegraph operator for the, Pennsylvania Railroad and was identified by the letters "GR." The operator on duty was responsible for the operation of trains during his watch including the control of the semaphore signals giving an indication to the train engineer as to his movements of the train. Due to the fact that the tower was situated at a street crossing the operator also had the responsibility of controlling the crossing gates that warned of the approach of trains for users of the street crossing.



SP: The next item we're going to be looking at is Hanover Junction as it appears today in 2004. What can you tell me about the restoration and specifically the color?

RS: I am just so glad that they didn't tear the building down, that they restored it and made a historic point out of the building which has so much history connected to it.

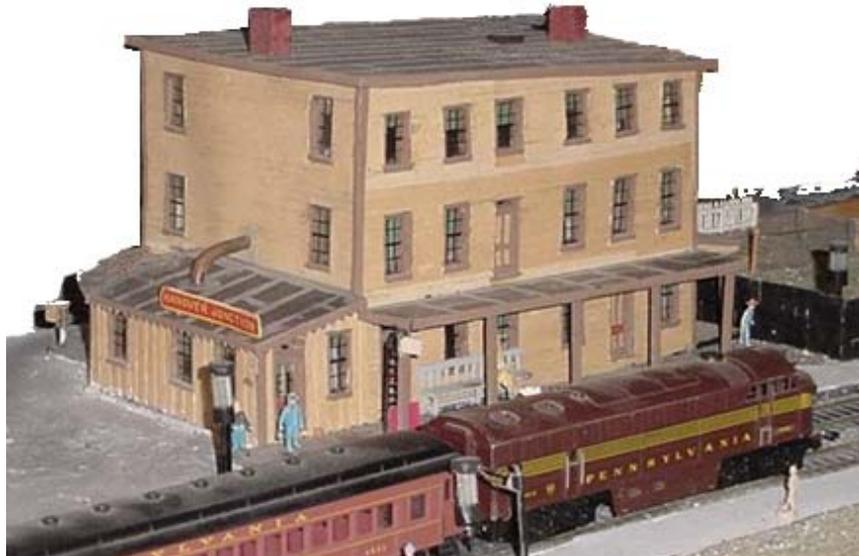


SP: What can you tell me about the inside? You mentioned that they returned it to the 1860's period, is that correct?

RS: They've altered the outside to correspond to the way it was in 1863. However, I think that the interior was changed around so much, there is no semblance of its former looks. They've done a very good job in my estimation on restoring it as a museum.

SP: The next item we are going to be looking at is Hanover Junction as it appeared in the 1920's when you lived there. What can you tell me about that?

RS: There were a lot of memories that come back to me when I look at that building and recall some of the things that happened at that point. I think that many of them have been recorded in our previous talk.



SP: You happened to tell me a story about drawing a gas pump on the wall when you were young. Would you please reiterate that story?

RS: In the building on the third floor there were ten rooms up there and there was one long hallway that ran the full length of the building. We kids used this area for many of our juvenile games. Certain rooms had certain jobs. We had a store; we had a post office; we had a harness repair shop, which was my dad's. We called it that anyhow. For the store we would gather up pop bottle caps and candy wrappers that were disposed of and we thought this was great. We also had a cigar shop where we were able to get a lot of cigar bands. We'd put those on shelves that we had in the store, and they were pretty important to us. Of course, in the hallway we had an old go-cart that we used as a trolley car. We pushed that back and forth and someone would get a ride in it once in awhile. The automobiles, there wasn't a single one up there, but we had to have a gas pump so I decided that I would make a sketch on the wall to indicate a gas pump similar to the one that was adjacent to the store nearby. I sketched this on the wall and attached a heavy cord, hammered a

nail in the wall and attached this cord to it to simulate the hose that delivered the gas from the pump to the car. We used the hose quite often when we'd pretend we had a car there. Maybe it was the go-cart. I was so glad and it made me feel so good that the York County Parks in their restoration salvaged this portion of the wall and kept it. I've been very grateful. *NOTE: Roger recollects that he knew nothing about the third floor room occupants at Hanover Junction, however from wall writings in the northwest corner room, one can surmise at times there may have been some undesirables staying there evidenced by the content of the inscriptions. As to comments in the local newspapers regarding the track workers use of these third floor rooms, Roger feels this is an erroneous summation. All the men lived at their homes in the immediate area of Hanover Junction.*

SP: A piece of your original artwork for all posterity.

RS: The forerunner of my models, I guess.

SP: The next item we will be talking about is the coal yard. Describe to me where the coal yard was and its function.

RS: Its official name was the Hanover Junction Coal Yard. The coal from the mines was brought in hopper cars and was pushed up on the trestle, as we knew it at that time. Then the coal was dropped down into bins. It was kept that way until needed to take the coal over the bridge in little "larry" cars as they called them to drop it down into the waiting engine that was down underneath them. The coal yard offered not only coal but also sand and water. *NOTE: The sand added friction between the engine wheels and rail to improve upon traction.* The sand was stored on top of the engine's boiler. The water was pumped up into the reservoir up along the roadway and run by gravity down into the locomotives. *NOTE: The water was supplied to the engine to generate steam, which provides power to drive the engine.* I've seen more than one fireman get quite a "duckin" from that water that came out. Sometimes if their control wasn't just the way they thought it should be, they got a lot of splashing of the water and they'd get wet.



SP: Where was the coal mined and what kind of coal was it?

RS: It was all bituminous and it came from Western Pennsylvania. Eastern Pennsylvania's coal was all anthracite.

SP: And harder. It didn't burn as efficiently?

RS: It burned efficiently but it was much more expensive to begin with. That would be one thing and the locomotive boilers were designed to take care of bituminous coal. The Lackawanna and Western [Railroad] did some experimenting with anthracite coal, but that was only for a short period of time. They returned again to bituminous.

SP: Did the bituminous leave a lot less ash than the anthracite or was it more?

RS: No, I'd say it was pretty much the same.

SP: Did they recycle the ash for anything?

RS: No, in around the railroad station at the Junction it was largely covered with ashes. That's why we kids couldn't run barefooted because it was very sharp. But we had no mud. The water seeped down through the cinders very rapidly. So we didn't have to worry about mud around the place.

SP: If you were a locomotive and you were getting low on coal, this was a place, almost like a gas station, where you could go in and fill up? Were they charged for how many tons of coal they took on? How did they pay for the coal?

RS: The payment must have been done at the mines where they could weigh it. Here they had no facilities for weighing. By that time it was company property so the company used it as they saw fit.

SP: Actually that coal yard was only specifically for locomotives on the rail line?

RS: Yes, because there were no other railroads near by. Back in those days in the 1920's thru the '30's it was a rarity if you ever saw a locomotive that didn't belong to that railroad.

SP: No other railroad used their lines?

RS: No, and each railroad was the same. If cars were transported from one railroad to another, the locomotive and the train crew were used by that particular railroad that owned the trackage. It was their own locomotive.

SP: You mentioned something about larry cars. Would you spell that please?

RS: L-a-r-r-y.

SP: Like the surname Larry?

RS: Yes, I don't know how they got that name, but they were pushed by hand out across the bridge and then the coal dropped down.

SP: The next item we are going to be talking about is the model of Diehl's School. What can you tell me about Diehl's School?

RS: The first thing about Diehl's School is that I did not like school. My first eight grades..... when I got to high school it was a different story. I got involved in things and liked it. Originally, I didn't even want to go to high school.



SP: Was it just school in general?

RS: I can't explain. Sunday afternoons were the absolute in bad days as far as I was concerned because Monday morning I had to go to school. I think I did well scholastically, no complaints, but I still didn't like school. Then, fortunately, high school presented a different picture. Then there were other things that became of interest.. To think that I went on and finished four more years of college work at Gettysburg College.

SP: High school started in ninth grade and that was Glen Rock High School?

RS: Yes.

SP: Tell me the story about the seesaw on the fence.

RS: Hey, we forgot to talk about that when we talked about Diehl's School. Around the two sides of the property of the school was a split rail fence. We kids would take the rail or two off the top and make a seesaw out of it. It was an easy thing that when the bell rang that we went back into class to forget that we had removed the fence rail from its position, used it and forget to put it back where it belonged. Pretty soon the farmer found out about this and a report was made very promptly to the teacher. So the teacher issued the edict that if we didn't replace the rails where we got them, we'd be denied recess. We couldn't abide by that so we learned to replace the railing. We had no other access to activities. We even made our own baseballs with cord and then wrapped them with friction tape.



SP: Really, and that was a baseball?

RS: That was a baseball.

SP: What did you use for a bat, just a stick?

RS: One of the students lived down close to Seven Valleys where they had a baseball team. Every once in awhile he'd get a hold of a broken bat and bring it to school and we'd tape that together with friction tape. That was our bat.

SP: What sort of other games did you play? What did you do in the wintertime when it was too cold to go outside?

RS: We would maybe have a spelling bee at noontime or just kind of lull around at our desks and do nothing. Maybe the teacher would cut time shorter for times like that. For our morning and afternoon recess we'd probably eat something we had for lunch and that would be about it. We didn't have any games to play. Although we were supposed to have been a deprived lot we didn't even know it.

SP: You always made fun with whatever you had.

RS: That's right. Maybe, we didn't have much but I never felt that we were denied anything.

SP: How was the schoolhouse heated? Was it a big old potbelly stove?

RS: Yes, and the teacher took care of it and we kids would sweep the floor and take turns cleaning the erasers. We'd take the erasers outside and bang them against the end of the brick building.

SP: How many students were in the building at any one time?

RS: About 30.

SP: And this was first through eighth grade.

RS: Yes, but I often wondered what time the teacher might have gotten to school especially on a Monday morning in the wintertime when he or she had to have the place warm. There was nobody to keep the fire going over the weekend so that building must have been horribly cold and yet we never suffered.

SP: By the time you got there it was warm.

RS: Yes, it was warm.

SP: Did you have running water in the school?

RS: No, our water was held in an earthen crock that stood near the front of the school and our water we secured from a farmhouse just across the way from the school.

SP: What about when you had to go to the bathroom? You had outhouses didn't you?

RS: Yes, we would raise a hand and say, "May I go," and she knew. I took my model up to our elementary school and when the little kids saw that, the first question was, "What are those two houses down there?" Well, they had no concept of what they meant. One little kid said, "What did you do when it rained?" I said, "Get wet."

SP: What did you do in the wintertime? Did the teacher shovel a path down through there?

RS: Somebody would make a path, probably stumbling down through the snow. One thing I would say in defense of the one-room country school. I think we were taught a lot of things that were not found in books.

SP: Like what?

RS: Our attitude toward people.

SP: Ethics, morality?

RS: Exactly. We learned to appreciate others so much more. I know that some kids came to school with rather minimal amounts of food. There is one family that I can remember had bread sandwiches with apple butter.

SP: That's all they had to eat.

RS: That's all they had. Our school year started on the day after Labor Day, and ended about the middle of April. Days off, minimal indeed! If Christmas was on a week day, that day would be free from school activity. Thanksgiving week would also be vacation as the teachers would be attending conferences in York that week. Snow days; I can recall just two. Reason for early spring dismissal was to enable farm family students to participate in spring activities

at home. And we “Junction kids” benefited from the practice of a longer summer vacation.

SP: This is Sandra Prueitt continuing my interview with Roger Shaffer. This is Tape 2, Side A.

Roger, the next item we are going to be talking about is the chair from Hanover Junction. Please tell me the story about that.

RS: This chair was in service back in 1863 at the time that Mr. Lincoln visited there. It was in service as a Northern Central Railroad piece of furniture in the waiting room and was in use at that time. We have no knowledge of whether Lincoln even saw the chair, but nevertheless we do know that it was in service during the time that he was there and used until the station closing date.



SP: The next item that we are going to talk about is the lock. I don't remember where you told me it came from, what building it was on.

RS: (It came) from the old station house.

SP: Please tell me about that.

RS: There isn't really much I can tell you because there is so little I know about it except that I know that it came from the Hanover Junction Station.

SP: It is marked with the Northern Central Railway.

RS: Northern Central Railroad.



SP: The next item we are going to be discussing is the ticket punch.

RS: The ticket punch. Actually they called it the “dater.” What it did is it put dates that the ticket had been purchased. It indicated the length of the time that the ticket would be valid. I don’t know what their limits were. I think it was a year that if you bought it today, it would be good for a year because it was dated as such. I never did see a conductor on a train turn a ticket over and look to see whether it was a valid date or not. *(Laughs)*.



SP: The station agent changed the date everyday? That was your father.

RS: Yes, the amounts of money that he took in for sales were sent by registered mail to headquarters of the railroad.

SP: Do you have any idea what a ticket used to cost? Did it vary?

RS: Yes, it varied quite a bit because the fare from Hanover Junction to Glen Rock was seventeen cents. It was thirty-seven cents, I think, to York.

SP: How about to Gettysburg?

RS: No, now there I would have no knowledge of any of the Western Maryland tickets that were sold there.

SP: In the scheme of things would you say that was expensive or was that actually a pretty fair cost?

RS: I'd say that was very fair because that would be for about three or four cents a mile.

SP: I'd say that was very fair.

RS: Yes, because it was seventeen cents to Glen Rock and of course, fortunately I didn't have to pay that to go to school. We got regular monthly passes that we traveled for free back and forth.

SP: So you got to go for free if you were going to school?

RS: Yes, as long as I was a dependent of my dad's, I could get transportation. Even when I was in college I was still a dependent of his and Claudia was down in Philadelphia in training and once a month I would get a pass and take the train and go down to Philadelphia.

SP: That was a good deal for you.

RS: Absolutely. You bet. Then I'd go to the YMCA in Philadelphia, the railroad YMCA, and got much cheaper rates.

SP: Of course, at that point in time was he [Dad Shaffer] retired?

RS: No, he retired after that time.

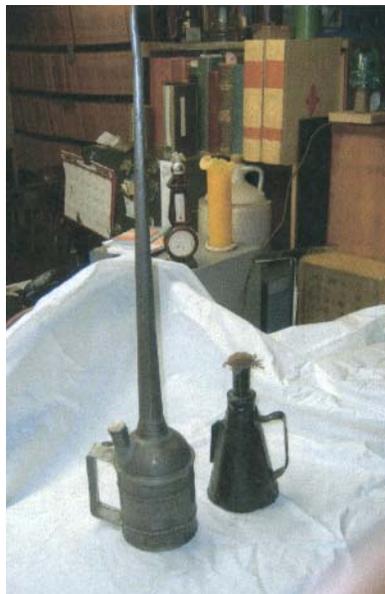
SP: You said 1949.

RS: Yes.

SP: The next items we are going to be talking about are the big oil can and the torch. What can you tell me about those?

RS: They were standard equipment of a steam locomotive. The oil can with its long nose on it facilitated the engineer for getting into space in back of the wheel that he could otherwise not get to or it kept him away from portions of the locomotive that would be very hot. That was the purpose of the long spout on it.

The torch was their source of light at nighttime on a steam locomotive. Some of them may have had electricity in later years but not earlier. They used the torch for everything. For some reason or other the oil that was used in those torches was a type of oil with that wick that was in it, were practically impossible to blow out. There was a lot of draft on those locomotive cabs and for that reason they were able to keep it (lit) and it took the place of a lantern. It was easier to manipulate.



SP: That came after the generalized railroad lanterns?

RS: No, they used these as long as the steam engines were in use. The conductors and brakemen, people like that in the passenger cars, used the

lanterns. I don't have a railroad lantern here. My son has all of them and he is going to add them on to the list for future donation.

SP: What kind of oil did they put in them?

RS: They called it a torch oil. I don't know its composition.

SP: It was not a regular oil like a lubricating oil?

RS: No.

SP: It could possibly have been a mixture of kerosene and something else.

RS: Possibly, it could have been.

SP: The next item we were looking at was the small oil. can that had the "NC" embossed on it.

RS: Yes, Northern Central Railroad. That was a real artifact that was used around the station there to oil the baggage carts and the four-wheeled express wagon that they used at the station. That was used for those things.



SP: That wasn't used on the trains per se. It was just a general purpose oil can. This brings to conclusion my first session with Mr. Shaffer.

ADDENDUM

Following the conclusion of the first interview with Mr. Shaffer a few questions remained concerning specifics about Hanover Junction. Mr. Shaffer graciously provided additional information to us in written form. It is as follows:

SP: What can you remember about the basement when you lived at Hanover Junction?

RS: In my period of information the cellar had no use whatsoever except maybe when we had a watermelon. It was laid on the ground floor of the cellar. It [the cellar] had no windows, therefore it was mighty dark.

SP: Is there any other physical evidence of railroad activity remaining on the grounds at or near the Junction that we have not mentioned?

RS: There is one that has not been mentioned. The “ash-pit,” I think, is discernable even to this time. It was located just a bit south of where the present Route 616 crosses the former Western Maryland track area.

SP: What can you tell us about the brick houses located very close to Hanover Junction?

RS: Looking toward Glen Rock, the Glatfelter house is on the east side of the tracks (See Sketch). It was privately owned and for a period of time, I cannot verify how long, the family used the north side of the building for a general store and ice cream parlor. The balance of the house was their residence.

The brick building on Route 616 was originally a small hotel. The basement was occupied with a general store, Hanover Junction Post Office, and the Adams Express office. It was later owned by my Grandma Shaffer’s brother, William S. Henry. This was used until the construction of a store building adjacent to the brick building site, built in 1911 and was destroyed by fire on March 10, 1933. Owned by William S. Henry, the store was identified as W. S. Henry & Son General Merchandise.

SP: What led to the demise of the railroad and subsequently Hanover Junction Railroad Station?

RS: The Pennsylvania Railroad bought control of the Northern Central Railroad and with economic reasons of our nation the railroad no longer played a factor in local railroad transportation. Hanover Junction Railroad Station closed in 1928.

SP: Please tell about the unveiling of the historic marker at Hanover Junction in 1953.

RS: On May 31, 1953, an important day in the history of Hanover Junction, experienced the unveiling of a historical marker, placed by the Pennsylvania Historical and Museum Commission. The marker commemorates the event of President Abraham Lincoln's having been there while in route to Gettysburg to be part of the dedication of the National Cemetery there on November 19, 1863. The marker also refers to the part the railroad played in transporting injured personnel [from the battle of Gettysburg]. Hanover Junction was at that time the only rail outlet available to Gettysburg.

On that day in May of 1953, a train would not even consider a stop at Hanover Junction as a normal schedule, but on this day it made an unscheduled stop for a very specific reason, to allow some special passengers to detrain. Among them was Helen Nicolay, daughter of John G. Nicolay, President Lincoln's personal secretary. Miss Nicolay pulled the strings to unveil the marker, during the rites of the ceremony.

The marker reads:

“Here Nov. 1811863 a special train carrying Abraham Lincoln and party to Gettysburg for dedication of National Cemetery changed railroads. Earlier in that year wounded soldiers were transported from Gettysburg Battlefield to this junction, thence to distant hospitals. It was a chief point on the military telegraph Line, 1863.”

I had the pleasure of shaking hands with Miss Nicolay, and when asked if she remembers Mr. Lincoln, she replied, “Only faintly, but they tell me I sat on his lap many times as a youngster.”

HISTORY OF HANOVER JUNCTION

The question remains as to why Hanover Junction Railroad Station was specifically established at its present location. A brief history of the Hanover Branch Railroad is mentioned in Armand Gladfelter's history of Seven Valleys, *Flowering of the Codorus Palatinate*¹. Mr. Gladfelter presents one account. On the 26th of December in 1846 a large group of Hanover citizens convened in a schoolhouse to discuss the building of a railroad from Hanover to intersect with the tracks of the Northern Central Railroad at the nearest practical point. This point, in the opinion of A.P. Winchester, a civil engineer, was at the spot we now call Hanover Junction. The railroad followed the streambed of the Codorus Creek from New Freedom to York with the tracks entering the North Codorus Township at the settlement of Hanover Junction. The location of the rail bed happened to be over the properties of John E. Zeigler and David Diehl. Established in March of 1847 the new railroad was set up and called the Hanover Branch Railroad Company. It was later changed to Hanover Junction-Hanover Gettysburg, Railroad Company.

The actual station building was believed to be the original home of Reuben and Mary Riley. The first floor offered a waiting area for passengers and ticket sales. *NOTE: According to Roger Shaffer the first floor plan in 1925 consisted of an office, waiting room, kitchen, parlor, hallway, and living room.* The second floor consisted of four rooms. *NOTE: This would have contained three bedrooms, Roger's Grandma's kitchen and living quarters.* Ten small rooms on the third floor served as a hotel for patrons waiting for transfer trains. This would have consisted of six rooms located on the eastern side of the building and four on the western side. After 1877 this floor was used as a storage and play area for the station agent's family. *NOTE: Roger explained that the large center hallway was sometimes considered an additional or eleventh room, thus the discrepancy in number of rooms on the third floor in other historical documentations concerning Hanover Junction.*

¹ Gladfelter, Armand. *Flowering of the Codorus Palatinate* (York, Pennsylvania, 1988) 243.

Heritage Rail Trail County Park

176 acres
Completed 1999



Total Distance Between Maryland Line and Parking Lots	
York City	21.1 Miles
Brillhart Station	17 Miles
Glatfelters Station	13.5 Miles
Seven Valleys	11 Miles
Hanover Junction Station	10.5 Miles
Glen Rock	6.25 Miles
Railroad	3 Miles
New Freedom Station	1.5 Miles

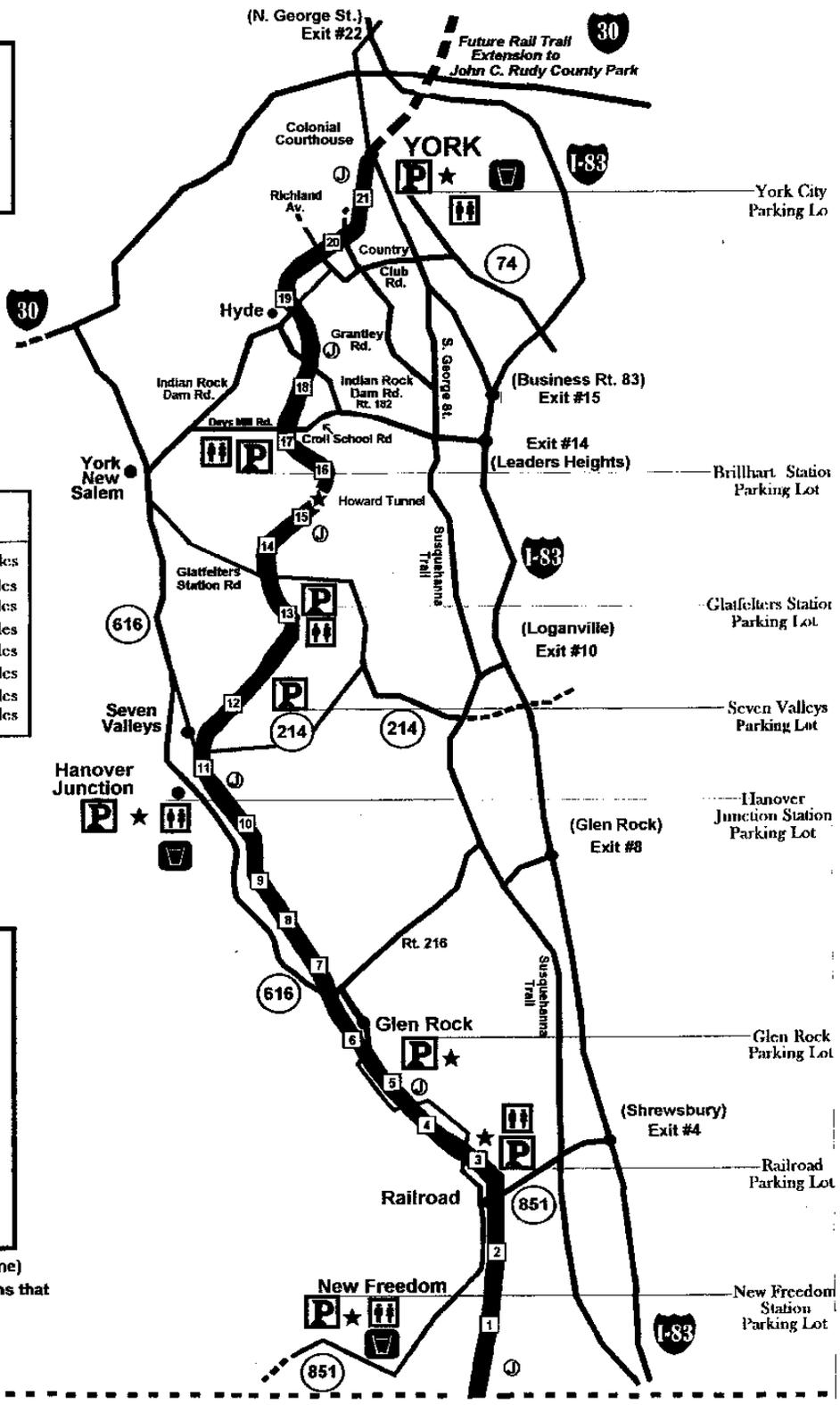
Legend

Scale - Miles

Total Trail Length - 21.10 miles

<ul style="list-style-type: none"> Parking Restrooms Drink 	<ul style="list-style-type: none"> Historic Sites Mile Markers Bike Route Bike Route
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(mile markers are accurate from the MD line)
The S & J Routes are state wide bike paths that travel through York County.



DIRECTIONS TO PARKING LOTS

Maryland State Line Northern Central Railroad Trail continues 20 miles



Roger Shaffer during his interview with Sandra Prueitt

MOTOR CAR EXCURSION ON THE
HERITAGE RAIL TRAIL BY
ROGER E. SHAFFER

AUGUST 5, 2004

Good morning, this is Sandra Prueitt for the York County Department of Parks and Recreation. Today is August 5, 2004. I have the privilege of spending the morning with Roger Shaffer. We are going to be riding the rails up to Hanover Junction. *NOTE: The motorcar excursion was arranged by the York County Parks through the Northern Central Association and accompanied by Tom Brant, Parks Director.*

SP: We are currently underway and we are passing through the New Freedom Junction headed north. Roger, you were going to talk about the Stewartstown Railroad.

RS: We are also passing the junction of the Stewartstown Railroad with that of the Pennsylvania. At this location there was a “Y” that formed with the railroads and on many occasions locomotives on the Pennsylvania were turned on this “Y.” *NOTE: This “Y” is 1/10 of a mile north of Mile Post 37.*

We are now passing one of the signal posts of the old Pennsylvania Railroad type light signal. The only thing that is standing now is the post itself. There are no indications of a light on it presently.

The old Pennsylvania Railroad whistle posts are cast iron and white. The mileposts are the same way only they have numbers on them. We are passing Number 38 (*Mile Post 38*) presently. The whistle posts just have a “W” on them. These are unique to the Pennsylvania Railroad.

SP: Why are they unique?

RS: The only reason that I say that they are unique to the Pennsylvania [Railroad] is because this was their method of doing it. Other railroads may have had different ways or different colors involved for their mile indicators.

SP: Would you explain the significance of the number and the “W” on it.

RS: The “W” on the posts indicates that the engineer should blow his whistle for an oncoming grade crossing. Of course, the mileage is measured from Baltimore (*the roundhouse in downtown Baltimore, Maryland*) to Harrisburg.

To our left is the old Seiling Furniture Company. Their sign is still in existence facing the railroad. *NOTE.- The billboard sign is located 3110 of a mile north of Mile Post 38. It was donated to the York County Parks by the*

Borough of Railroad. Its unusual location and position facing the railroad and not the street was meant to service the railroad traffic and its passengers. York County Parks plans to relocate the billboard to county property and restore it.

Descending the hill from New Freedom going north, geographically we are going northbound but we are on a track that the company, the railroad, termed eastbound. All train indications were going either east or west although geographically we are going north and south at this point. We are entering the village of Railroad (5/10 of a mile north of Mile Post 38) and while we were descending the grade from New Freedom, which is a 1.54 percent grade, riding the railroads you wouldn't realize the grade being as much as it is. In railroad language 1.54 is a good size grade. Riding in this little motorcar it becomes more evident that you can see the extent of the grade.

SP: What is the significance of the 1.54? What does that signify?

RS: The elevation, the 1.54 percent involves the elevation. Riding down this grade makes a very interesting sort of thing when you think of how those, old steam engines would come puffing up this grade pulling eight or ten heavyweight Pullman cars. The old fireman had to work pretty good to shovel enough coal to get that locomotive operating the way it was. *NOTE: A grade is measured by the rise in elevation in each 100 feet of track. A rise of 1 foot in 100 feet of track is a 1% grade. A rise of 2 feet in 100 feet of track is a 2% grade and so on.*

SP: We are passing over an overpass. Is there any significance to that?

RS: As we round the curve on the line it's quite noticeable that the outside rail is worn more than the inside of the rail. This is due to the friction of the flanges wearing against the outside of the curve as they are going around. At most places where you have a railroad crossing a bridge or something like that, you will find a third rail on the inside to prevent a disaster in case there's a derailment at that point. Usually it's a prevention thing but is quite evident of that third rail in between the two main rails.

On, the elevation in the ties you will find markers, little nails with dates on them or others on curves. You will have a dimension from 0 to maybe 5 or 6 inches and they indicate how much the outside rail is to be higher than the inside rail. As this elevation, these elevation markers will allow for greater speeds of the trains.

SP: We just passed a tower on the left-hand side. Was that another signal tower?

RS: Probably. We are now crossing the road crossing in Seitzland (*9/10 of a mile north of Mile Post 40.*) There was a little country store adjacent to the railroad and also at one time there was a coal loading dock off to our left.

SP: Why would there have been a coal loading dock so close to the main coal yard?

RS: The question is asked about the coal yard because of a local yard here. The coal yard as we talk about it referred only to railroad usage. The other coal docks along the way were privately owned and coal was dispensed from these piers for a private business affair.

At each one of the railroad stations they had a station platform. Some of them were brick; others were just gravel. Along the tracks themselves at these platforms were stone slabs, you might call them, which contained the bricks or the gravel; whatever the platform might be made of.

Next station stop will be Glen Rock. Passing through Glen Rock brings back a lot of memories especially to myself because I was born here in Glen Rock. The building that stood back there on the corner was my uncle's store. *NOTE: Roger indicated the location where a vacant lot now exists at the intersection of Main, Manchester, Baltimore and Hanover Streets. The building that previously occupied this location, recently destroyed by fire, was known as 3 Main Street.)*

SP: What is the significance of this sign? NOTE: Indicating the red and yellow metal Glen Rock sign located on the side of the track. Is that a reproduction of what was there?

RS: Yes, I think that it is a reproduction. This was on the building of the old railroad station.

SP: Mention to us about the brick sidewalk here in Glen Rock.

RS: Here in Glen Rock the station (*6/10 of a mile north of Mile Post 41*) platforms were of brick construction. When we get down to Larue, they were gravel. At Hanover Junction they were gravel also.

We are now crossing Water Street in Glen Rock. One of the things about Water Street is that is the street on which my grandfather had the store and the building where they lived and where I was born. I'm kind of thrilled with seeing that again. *Note: Roger indicates an area next to the creek on the far side from the track. This lot now is occupied by an office building,, the former office of Dr. Robert Altland, a general practitioner in Glen Rock for many years.*

SP: The building is no longer there.

RS: Just as we are passing the area just a little bit north of the station was the location of a water tank to supply water for the steam locomotives.

SP: Did the feed mill use the railroad at all as far as shipping? NOTE: Indicating the building formerly housing the June Bug Feed Mill located on the corners of Main and Water Streets. The Glen Rock Mill Inn, a local restaurant and bed and breakfast now occupy the site.

RS: No, not at all. They didn't even have a switch there. We are now passing Mile Post Number 42, which indicates we are 42 miles from Baltimore.

We are now passing the switch that led back into the lumberyard in Glen Rock (2/10 of a mile north from Mile Post 42.)

We are now in Centerville. The location off to our right was the location on the Glen Rock Baseball field for many years. ... On the right side. After we cross the roadway (*Centerville Road or RT 616*) off to the left will be the location of the old rope mills which were quite popular in the Glen Rock area. *NOTE: Roger indicates brick buildings off to the left after crossing over the creek. The larger building now appears to be a private residence.*

SP: Wasn't there a rope mill out where the Met Ed building is as well, on the left hand side? Off of Baltimore Street, wasn't that a rope mill as well? NOTE: The address of the Met Ed Building is 64 Baltimore Street, RT 616, Glen Rock, Pennsylvania 17327.

RS: Yes, for a little while. We are now passing the area which was the site of a railroad accident where Train No. 544 eastbound plowed into the bank, (*4/10 of a mile from Mile Post 42.*) One of the side arms of the drive

became disengaged and caught in the ground and the engine plowed into the bank. The engineer was killed and it was a double-headed train at that time. The second engine derailed but did not overturn. Fortunately, there was no explosion or anything and no other damage except the derailed first and second cars. The others stayed on the track. The reason was because the train had slowed down because the train was scheduled to stop in Glen Rock.

We are passing Mile Post 44 just outside of Larue. We are passing the exact spot where the shelter shed was for Larue Station on our right.

SP: You mentioned that there never was any significance to Larne it was a collection of small houses? (1/10 of a mile north of Mile Post 44.)

RS: Yes,, off to our left was the location of the freight station.

RS: Our present location is Seitzville (8/10 of a mile north of Mile Post 44) At one time there was a grist mill and just three or four houses. That's all there was to the area.

We are now passing Mile Post 45.

RS: We are now passing the area that was occupied by the old coal yard. This was an important place for steam engines to receive coal, sand and water. The water was pumped from the Codorus Creek into a reservoir which was above the elevation of the tracks. After the water was pumped up there it would run by gravity down to track level to supply the engines.

We are approaching Hanover Junction and passing Mile Post 46.

NOTE: Rail cars stop at Hanover Junction and party disembarks. See attached photo. The address of the Hanover Junction Train Station is 2433 Seven Valleys Road (Route 616), Seven Valleys, Pennsylvania 17360, North Codorus Township.

SP: We are looking at the red brick building off to the left of Hanover Junction. Roger, is that were the ice cream parlor was?

RS: Yes, there was a little one in there. But the basement area also housed the post office, the Adams Express Office and a little store.

SP: What was the Adams Express Office?

RS: The Adams Express was the predecessor of the Railway Express Agency.

SP: What was its function?

RS Freight, small packages primarily. It later became the Railway Express Agency, REA. Of course, later on after Dad took over as agent here, he handled the express and freight and passenger traffic.

SP: The house to our left, looking south, what was the significance of that house again?

RS: This brick house across the railroad from the station was originally a farmhouse. Later on for a short period of time, of which I am not familiar, it housed a little store also. And it had an ice cream parlor as well because in the meadow off to the back they would harvest ice in the wintertime. There was a dam built there to catch water and flood the meadow so that they could harvest ice and use it in ice cream manufacturing.

SP: Did the two ice cream parlors operate simultaneously?

RS: No, I think one before the other, but I don't know which. I think this was the original.

SP: Okay, we are pointing to the farmhouse on the left hand side, pointing south.

RS: The brick building adjacent to it was the cigar shop. They employed approximately 30 people and the owner of the company, H. 1. Glatfelter Cigar Company, lived in that house up there.

SP: That is the Victorian house with the perma-stone outside. The cigar shop was in the brick house which is closest to the road. *NOTE: This would be the structure directly across the street (Route 616) from Hanover Junction.*

RS: The cigar shop was no more..... well, there was a little yard on the side of the building there about ten or twelve feet wide. Then there was a span of another eight feet. I would say it was located about twenty feet from the building. That was a wooden structure. Directly across here at a distance of about fifteen or twenty yards, maybe, was the location of the general store. The store burned in about 1931.

SP: We are looking at basically the yard of the brick house. This was where the general store was.

RS: From here you would not have seen that house up there. *NOTE: Roger points to across the road from Hanover Junction.... Because the store building stood in between.*

Do you remember a young fella, Leonard Henry last night? *NOTE: Roger is referring to the Friends of the Heritage Rail Trail Corridor Annual Picnic held on August 4, 2004 at Hanover Junction Train Station. Roger was a guest speaker for the event. He was born in that brick house on the left side. He was a twin, he and his sister. They were just five days older than my sister. They spent a lot of time together.*

SP: I noticed that the house is located very close to the road. Was the road always that close to the house?

RS: Yes, even the old dirt road was very close. See, when we were kids we had no paved roads. They were all mud.

SP: We are talking about the bridge that is directly above Hanover Junction, north, (2/10 of a mile north of Mile Post 46.)

RS: It was the location of the old wooden bridge that stood here when Colonel White and his group came in to destroy Hanover Junction. They set fire to the bridge, to the roundhouse, and to several other little railroad buildings in the area. Since this was the location of the bridge, it was then rebuilt and a wooden span bridge put in. After that a stone arch, double arch bridge was put in around 1910 or 1911. It was in use until 1972 when Agnes came through and really put it to naught. Some of the large stones were carried downstream to an extremely long distance. It is amazing the amount of pressure that must have been involved to do it. Today we are standing on the replacement of the old stone arch bridge.

SP: Was this your swimming hole right here? *NOTE: Pointing toward the deep area directly below the bridge.*

RS: Our swimming hole was just under the bridge itself It extended a bit north or a little bit west of the track. Whenever a passenger train passed, we kids would be jumping up and down thinking that, boy, we were really show offs. Of course, back in those days there were no girls in our group, we were all boys and we knew nothing about bathing suits. ‘Nuf said.

SP: I’m standing here looking at one of the rails at the bridge north of Hanover Junction. We are talking about the identification on each rail. The particular one we are looking at is Carnegie Steel and it was rolled in 1924. Roger, would you elaborate more upon that? You said that there was an identification number somewhere?

RS: Each one of those rails has an identifying number, which, of course, only the producer would know what they meant. The year and the maker is very clear.

The identification on these shows “134”, which indicates that they weigh 134 pounds per yard. At that time they were rolled in lengths, but cut to about 39 foot lengths. That required a lot of connections between one rail and the other, which is not being done today. They are rolled and cut in much longer lengths.

SP: The significance to the length that they were cut was so that they could haul them?

RS: No, not necessarily because they might run eight or ten flat cars and put a rail on it.

RS: We are now passing through Smyser [Station]. The railroad was Smyser [Station] and the town was Seven Valleys.

SP: This was Smyser Station? (5/10 of a mile north of Mile Post 47.)

RS: Yes, the railroad never knew Seven Valleys. They knew it as Smyser.

RS: We are now passing an area that at one time was the scene of a freight wreck and one of the cars that overturned contained a lot of watermelon. Watermelons were strewn along the area and many people came to pick up

watermelons that night because they were no good otherwise. *NOTE: This is the area in Seven Valleys where a public parking lot accessing the rail trail is located. It is 4110 of a mile from Mile Post 47.*

We are now passing Mile Post 48.

We are now at Glatfelter's Station, *(9/10 of a mile from Mile Post 48)*

SP: The building on the right over here, is there any significance to that?

RS: The building that was used as the station is on our left, the brick building. There was no separate railroad station here as such.

We are now passing Mile Post 49, which makes us one more mile to Dipfer's Curve.

RS: We are now passing Mile Post 50, right on Dipfer's Curve.

SP: Why was it named Dipfer's Curve?

RS: It was named after a family who lived close by.

SP: I noticed there was no third rail along here, is it because it is so long of a curve?

RS: No, the speed limits were restricted on this curve. The speed limit was cut down to 40 mph on this curve.

We are now passing Brillhart's Station *(3/10 of a mile north of Mile Post 52.)*

As I am looking along the railroad it brings back the memories of a time when we had a track walker and also a night track walker. He was always ready to hammer down a spike that was sticking up somewhere along the line. He kept pretty close track of the track itself.

END OF INTERVIEW

ROGER E. SHAFFER

Roger E. Shaffer was born on Water Street in Glen Rock, Pennsylvania on June 29, 1913. He had the enjoyment of spending most of his childhood growing up in the Hanover Junction Railroad Station from 1914 -1929 where his father, Wilfred, held the position of station agent for the Pennsylvania & The Western Maryland Railroads. Roger graduated from Glen Rock High School in 1933 and pursued a degree in chemistry from Gettysburg College, which he completed in 1937. He married Claudia (Miller) Shaffer in 1942 and has two sons, Dennis and Dean.

Roger accomplished a long-standing career with Bethlehem Steel Corporation, advancing to Superintendent of the Roll Department of the Structural Steel Division in the Bethlehem Plant at the time of his retirement in 1972.

He is a member of the First United Church of Christ of Hellertown where he has been associated with the choir for 55 years. Roger is a recipient of his 32nd Degree in the Free and Accepted Masons. He is also a member of the Association of Iron and Steel Engineers, on the Board of Directors of the Hellertown Union Cemetery and a member of the Hellertown Historical Society.

Roger's retirement years have provided him opportunity to travel worldwide and pursue his hobby of constructing scale models of several local historical sites as well as Hanover Junction Railroad Station and Northern Central Railroad structures. Roger is an avid writer and storyteller and has become an invaluable asset to the York County Department of Parks and Recreation in pursuit of their recent restoration and construction of a museum at the Hanover Junction Railroad Station.

SANDRA L. PRUEITT

Sandra L. Prueitt is a long-time resident of Glen Rock, Pennsylvania. She received her Bachelor's Degree in History from York College of Pennsylvania and her Master's Degree in American Studies from Pennsylvania State University. She is a Professional oral historian and additionally is a member of the adjunct faculty of York College where she conducts classes in Oral History and western Civilizations.

In addition to her participation in the York County Department of Parks and Recreation project with Mr. Shaffer, Sandra has also completed extensive oral history projects with the York County Chamber of Commerce, York Collegiate Institute, the Martinsville One Room Schoolhouse Project for Lower Windsor Township and the York County Heritage Trust Veterans Project.

Sandra is married to David J. Prueitt and has two grown children: Benjamin, a graduate of York Technical Institute and Alison, an alumnus of Villa Julie College and a graduate student at the University of Baltimore.

When not pursuing interviewees, Sandra is also an employee in her husband's family business restoring antique and classic automobiles where she has worked for the past 26 years.