

\$2,500 from Summit Station auxiliary



Boost from the ladies

Edna Reber, second from right, president of the Ladies' Auxiliary of the Summit Station Fire Co. No. 1, presents check for \$2,500 to Wilbert Staller, president of the fire company. The money, earned thru novelty games, bake sales and a Christmas drawing, is to help pay for the renovations and additions to the present fire company building. Others on the photo are Henry Trumbo, treasurer of the company, and Mary Fessler, treasurer of the auxiliary.



Ladies Auxiliary of Summit Station
Front, left to right - Carol Costanzo,
Edna Reber. Back - Anna Moyer,
Mary Fessler, Bertha Crowe.

PEOPLE...

PLACES...

THINGS...

THE FIRST AUTOMOBILES

In the early 1900's you were considered rich when you owned a car. You had to become quite adept at coaxing, pushing and pulling that flivver. Children followed it, yelling "Get a horse! Get a horse!," many only traveled 20 miles an hour, so the motor wouldn't burn up. Those days you kept a car 10 to 15 years and you could purchase at least 8 to 10 gallon of gasoline for \$1.00, expecting to get 25 to 35 miles per gallon.

There were Chevrolets, Buicks, Dodges, Overlands, Willys, Packards, Maxwells, Hupmobiles, Reos, the popular Model "T" and many others. The first assembly line car was manufactured in 1903 by Ford.

Many owned a Model "T", perhaps one of the best cars to be used in the snow. Among the advantages of the "T" in the snow was its light weight and the lack of encumbrances. You could stick a fence post, pole, plank, or most anything under any corner and raise the axle to put blocking under the wheel to install the tire chains.

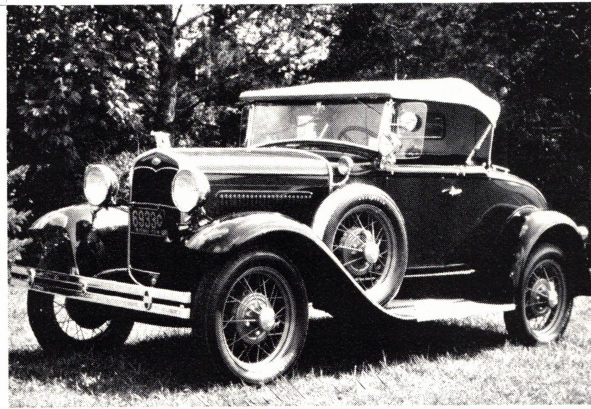
Another advantage was the way you could "rock" those cars, rocking forward and back a little further each time until you had gained room enough for another run. It had high wheels and clearance beneath, which was important in snow.

Then there was the rumble seat, it was placed in the turtlebacks of coupes and convertibles. A lid lifted up from the turtleback and upholstered with imitation leather and springs, formed the back of a seat. It was a narrow seat but could contain two ordinary people.

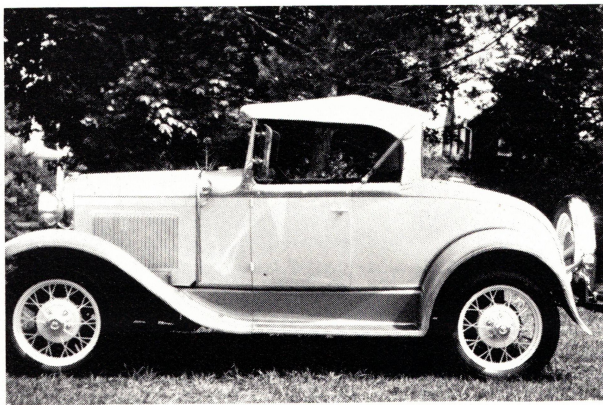
Entering a rumble seat was no small matter. A small round step was installed on the top of the left rear bumpers. Another round step was installed on the top of the left rear fender. Rumble seats were, obviously, designed for the young. Leaving them was no easier, and this was further compounded by the fact that two hours exposure to the elements left the occupants stiff and numb. Leg room was inadequate and was further complicated by the presence of jacks, tire chains, rubber boots and empty bottles.

Everyone today is familiar with automobile bumper stickers which, advocating or rejecting almost every cause. But how many people can recall the "Lizzie labels" of the 1920's which covered cars' entire anatomies? Lizzie labels were painted, not pasted on Tin Lizzies.

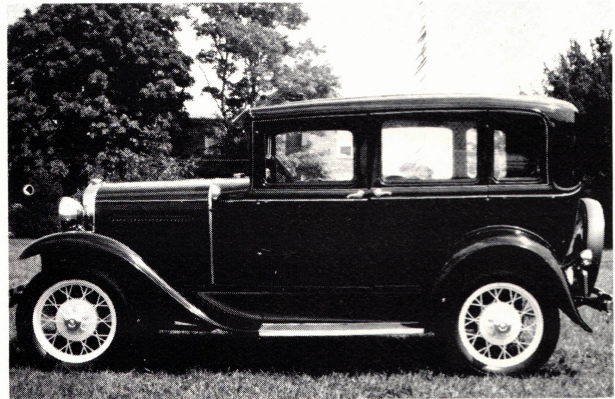
Their exact origins will never be known, but they probably owed something to Americans' love of badges, buttons and slogans, especially in a decade when advertising was regarded as the national art and boosting as a national sport.



1931 DELUXE ROADSTER



1930 FORD RD. STANDARD



1930 FORD TOWN SDN.

A ride into town in a Model "A" was a supreme delight. Today we find a few families in our community that still find it a delight to own and care for these vehicles.

On a beautiful clear day you may find Mr. and Mrs. Charles Fehr of Friedensburg, riding in one of his spotless and well preserved antique cars. Charles takes great pride in all the work that is required to restore these automobiles. He began his hobby in 1959.

The first car he purchased was a 1930 Ford Town Sedan from Mr. Howard Herner of Hegins (Mrs. Fehr's uncle). This is still in his collection of six cars and one truck. It is a 4 door Sedan, a 5 passenger car. The exterior is Washington Blue, Black fenders, yellow straw wheels. The interior is very plush with flower vases mounted between the doors, arm rest in the back seat with pockets on the doors. There is a blind on the back window. The first owner of this car was a minister.

He also has a 1930 Ford Rd. Standard, a stone brown exterior with a rumble seat. A 1931 Deluxe Roadster, brooster green exterior with black fenders, apple green wheels. It has twin side mounted sport lights, a luggage rack, and a rumble seat. This was considered in 1931 as the top of the line, and very few people could afford it for it was manufactured in the depression years; a 1929 four door Phaeton, black with yellow wheels and a 1939 Dodge service truck which was formerly owned by William Douglas. He has one pride and joy of his collection which is a 1957 Ford Thunderbird Convertible. This car is entirely white, exterior and interior. The baby of his collection is a 1965 Ford Mustang Convertible in Vintage Burgundy. This car was purchased brand new. At the present time Charlie is restoring a 1930 Model A two door Sedan.

Most of the old cars had hood ornaments, a mascot like a quail or often a motor meter which would register the temperature of the radiator.

The majority of the former cars which Charles owned were Model "A's", which were faster than the Model "T".

The Fehr's, Charles and his wife Katie (Gilbert) and their children are enjoying this hobby as a family. It is a slower pace of transportation to view our beautiful country side.

Two other owners of Antique cars are Russell Roeder of Friedensburg and Paul Keller of Long Run. Russell owns a 1931 two door Chevrolet Brougham, rare body style with black fenders and Paul owns a 1929 Model "A" blue roadster.

A vast change has been seen in the means of transportation. Today's family owns at least two cars and will exchange for a new one every two or three years.

COUNTRY STORE

Having been asked by a member of the Bicentennial Committee to write about my Father's country store, I shall recall some of the facts that may be of interest.

My Father was George Albert Nunemacher but he used the name "Albert" and was usually called "Al" or "Allie". Our home was situated in Wayne Township, Schuylkill County on the Beaver Valley Road, a road nestled between Panther Valley and Route 443, four miles west of Cressona and two miles northwest of Friedensburg. Beaver Valley Road is currently well known as Sweet Arrow Road, a name we can surmise was derived from the Indian name Swatara after the stream that flows through the valley.

After the death of my mother in 1908, and a sister in 1912, Father decided to go into business. He started with \$50.00 in cash, good business sense, determination, and a willingness to apply himself to the task. With the friendship of two fine businessmen, Mr. Morris A. Stine of Cressona and Frederick Hause of Pottsville he began what, in a few years time became a general store.

Two small rooms of our seven room home were used as a storeroom and storage room. A counter and shelves were constructed. A balancing scale, with iron weights and a large scoop were placed on a counter. A ball of string, placed into a wrought-iron case, was suspended from the ceiling in a convenient location above the counter. A supply of assorted sizes of brown paper bags was placed on a shelf under the counter as many items were purchased wholesale in bulk and had to be weighed and bagged.

Sugar, "soft white", which is no longer available; brown, granulated and powdered was sold. Powdered or confectioners sugar was packaged. Granulated was available in 2 Lb. containers (cartons) or 5 lb. muslin bags. "Arbuckle" brand of coffee beans in 100 Lb. bags was placed in a special tin bin and weighed out as needed. A large coffee grinder, red with gold trim, two large wheels with handles to turn them was used. Coffee beans were poured into the top and the ground coffee dropped into a small drawer in the bottom section of the grinder. Similar grinders are now considered antiques.

Dried apricots, prunes, raisins, and currants were bought packed in twenty-five pound paper lined wooden boxes. "Lump" laundry starch appeared in one pound cartons. Large wood-stemmed matches, which sold at a nickel for an ample sized package, and canned goods as well as most items all came through in wooden boxes. Candies such as pink or white lozenges, chocolate drops, assorted chocolates, and others were packed in fifty pound wooden pails with tight fitting lids. These were sold by weight. Tiny pink or white candies with sentimental notes in pink lettering, some heart-shaped, and "corn kernels" and other small candies were measured with glass cups which were included in every box. A penny for a cupful!! For a dime a small bagful of assorted candies could be bought. Candy in tiny tins for 1¢ each were also sold. Hershey bars, always popular, sold for 5¢ or 10¢ a bar; Hershey's kisses by the pound. "Zig-Zag" popcorn, now known as "Cracker Jacks" were always a favorite with the children and sold at a nickel a box.

Pretzels, chewing gum, mints, soft drinks, especially "Whistle" were in good demand. Cookies and crackers and other snacks from "Nabisco" were also good sellers.

During the butchering seasons, cornmeal, buckwheat flour, coriander, pepper in bulk form, salt in 5 or 10 pound muslin bags, "coarse" salt came in 50 lb. bags. It was used by some people for brining meats and also for sprinkling over new hay. Rosin, used in scraping off hog bristles when butchering was also sold. Spices were purchased in 10 lb. boxes and were sold by the ounce or pound. Molasses was kept and put up in 50 gallon wooden barrels. It was shipped from Philadelphia by freight to Cressona, Pa. Father went to the railroad station for it.

In warm seasons, the full barrel was lowered into the cellar with strong ropes and the help of several men. In the wintertime, it was kept in the storeroom. The full barrel stood on end, a hole was bored into the top and a heavy metal pump was inserted and fastened. The molasses was pumped out by turning a handle. Containers were furnished by customers.

Hardware items namely, wire nails, "cut" nails which came in 100 lb. kegs, also spikes in all sizes, nuts and bolts, screws, colanders, tin funnels, etc. were added to the line. Dry goods, bolts of apron and dress gingham, sun bonnets, aprons for women and for men, work shirts, bib overalls, cotton socks, red and blue handkerchiefs, jersey and canvas gloves (men and women sizes) were all lined up in neat piles on a display table. Notions included assorted colors and sizes of crochet cottons, darning cottons, sewing threads, needles, head or straight pins, safety pins and clothes pins! Tobacco products included cigars, small "Sub-Rosa" cigars, packaged chewing tobacco, "plug" tobacco, tins of "Prince-Albert" smoking tobacco, white clay pipes and corn cob pipes!

Summer sausage, now known as Lebanon Bologna, was sold by the piece or sliced with a sharp knife. Large thick "cakes" of cheese were cut with a special heavy cheese knife and sold by the pound.

Friday was "Pottsville Day" when a retail route was serviced in Panther Valley and up the "Fork Mountain", known now as the Gordon Nagle Trail, through Hillside, and in parts of residential Pottsville. Later in the day, shopping for needed supplies was taken care of while we were in town. In the beginning a team of mules, and later horses, and a spring wagon were used. Still later, an old Ford half ton truck was a big improvement. Toward the end of the period of business Dad purchased a new Chevrolet one half ton truck. Occasionally customers came to the store but most of the business was done by soliciting and delivering orders.

Early on Monday mornings, sometimes on foot, Dad and I covered the local route for orders. Upon our return, the orders were assembled, marked with an itemized invoice and packed into wooden boxes. Tuesday was delivery day locally. Wednesdays were Roedersville route days. After this route was established, the orders were delivered to each customer, and an order was written for the following week. On all delivery trips a large "Extras" box was carried. The "candy corner" of this box was a childrens' delight! At several farm homes, home-made butter was exchanged for groceries and sold to regular customers on Fridays. In warm seasons a large block of ice was brought from a farmer's ice storage house and placed into a metal box to preserve the butter.

Several customers were served by Dad or me walking across fields carrying heavy baskets of groceries. This was more convenient than harnessing and hitching mules or horses to the wagon. The distances varied from about one to two miles.

On several of these occasions while walking to the home of the "Chicken and Waffle Rilands", I experienced some interesting incidents. One which stands out in my memory of so long ago is while I was walking in the tree-lined dirt lane I met a Tallyho. This was a double decked ten seated conveyance drawn by four horses and occupied by from twenty to thirty passengers. There was a great clatter of horses hooves and wagon wheels as the Tallyho came swiftly across the wooden bridge, under which flowed a clear babbling stream of water. This lane was a private driveway to the barn and house.

On the Roedersville trip we stopped at Roeder's Flour and Feed Mill to buy our supply of flour, cornmeal and buckwheat flour. The mill was operated by water-wheel power and was very noisy. Two huge "millstone", the bottom one stationary and the top one rotating, were used to grind the grains. The millpond supplied water for power.

When delivery trucks began coming our way, we added bread to our growing list of items. I think it sold at eight to ten cents a loaf. One January weekend, after a very heavy snowfall, there was no delivery of bread on our rural road. Dad and I took a small sled with a box tied on top of it and walked two miles one way to pick up our order of bread which had been left at a general store in Friedensburg. By this time a telephone, for which we had waited quite a while, had been installed. It was a crank type wall phone. A list of "rings" was kept nearby.

Kerosene was sold for use in lamps and also for use in some farm tractors. Eventually, gasoline and motor oil was used and had to be pumped out by a hand crank. A kerosene burning bracket lamp, with reflectors and fastened to the wall near the counter, was used during the first years, then Coleman gasoline lamps and a Coleman gasoline burning lantern were introduced.

Receipted invoices were strung on a wire and hung by a nail. No filing cabinets in a small store! An under-counter cash drawer, which could be opened only by a combination of finger pulls was an improvement over the cigar cash box which was originally used. The combination was changed occasionally and had to be memorized.

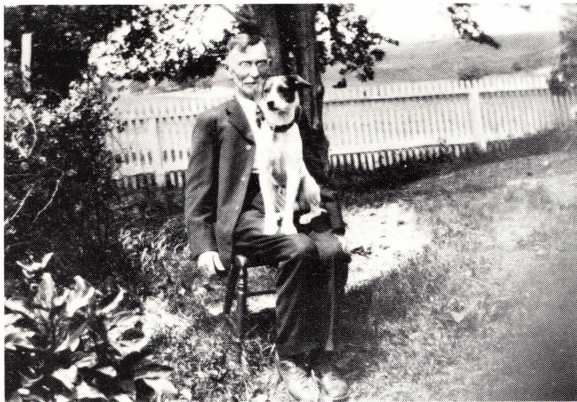
"Grand Union" products were eventually added to our stocks. A one pound can of baking powder, plus a very nice premium of perhaps a decorated metal tray or a glass or china dish, or a choice of other useful premiums were a special offer, both for only fifty cents! Tickets, which could be exchanged for premiums were given with other purchases in the Grand Union Line. Some of the items sold included spices, coffee, cocoa, tea, chocolate and miscellaneous grocery items.

Dad and I operated the store for approximately the last six years of the business. He was gratified with the steady growth during those years.

In the summer of 1926 Dad sold his fourteen acre farm along with a fully stocked General Store.

Times certainly have changed during these last fifty years!

Laura Nunemacher Ziegler



GEORGE ALBERT NUNEMACHER & MICKEY



THIRTY YEARS OF HORSEMANSHIP

Floyd and Frances Koch and their three children, Beverly, Ronald, and Terry of Skyline Farm, Schuylkill Haven, R. D. 2, may well be credited with bridging the gap between adults and teenagers.

In 1965 the Kochs were responsible for organizing the first 4-H Horse and Pony Club in Schuylkill County. In a very short time the club had 48 members. The Kochs provided a small meeting place on their property where the group met regularly for instructions on how to ride and handle horses properly. Club members came from Pottsville, New Ringgold, Suedberg, and various other areas of southern Schuylkill County. It wasn't long before the Kochs were asked to assist in organizing another horse and pony club for youngsters in Andreas. The young

people in these clubs were from 10 to 20 years old. Members of 4-H clubs learn by "doing", not only by verbal instruction and by watching others.

These clubs form the youth education program of the United States Department of Agriculture and are administered under the general direction and assistance of the Schuylkill County Extension Service and its agents. Membership of the 4-H Clubs in the United States now totals 2,000,000 boys and girls.

Over 380,000 volunteer leaders serve in promoting these clubs and the 4-H motto, "Make the best, better."

The activities of these 4-H Clubs included breakfasts, two day rides, district and county horseshows, visiting large stables in Lancaster County, hayrides, holiday parties, and numerous other affairs.

The first horse show the 4-H Club attended was in Danville, Pa.

Many lasting friendships and acquaintances have been made throughout Pennsylvania by traveling from show to show on week ends. These shows included Pennsylvania National Horse Show in Harrisburg, Pa., the Spring and Fall Shows in Quentin, Pa., and the Spring Show in Devon, Pa., plus the State 4-H Show held at the Farm Show Arena in Harrisburg.

The Koch's youngest son, Terry, took the State Championship 4-H Award in Western Equitation and Western Trail Classes in 1968 and 1969.

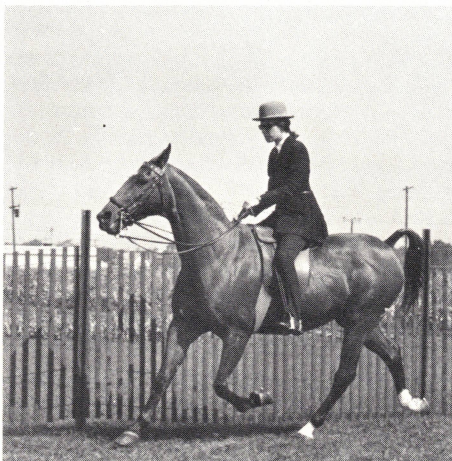
Although the Koch children are now reared and only Terry, aged 24, is still at home, they still spend a great deal of time attending shows and will again put their 18 year old horse "Sundance" into competition. He will be transported in his new red van to the shows to compete and hopefully to bring home trophies and ribbons as he has done in the past.

The Koch children were well instructed and trained and they participated in shows long before the 4-H Clubs were organized. They started "showing" at the ages of 4, 5, and 6 when the competition was against adults as there were no children's classes at that time.

The parents and children alike loved working together as a family and they feel this has done much for the children and has taught them many good basic principles in dealing with various individuals in these projects.

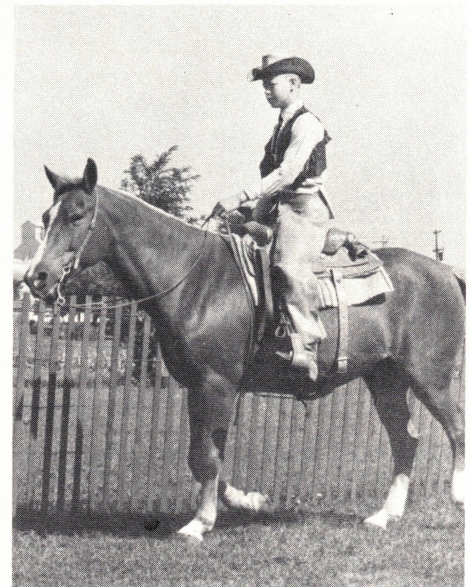
The Koch farm at one time had 21 horses and ponies which were trained for shows and also used for the family's own interests. The tack room displays 100 trophies and 400 ribbons, the result of many successful years of "showing". Registered quarter horses and American saddlebreds were some of the breeds which competed in such classes as Barrel Racing Events, Western Equitation and Pleasure and English Equitation and Pleasure.

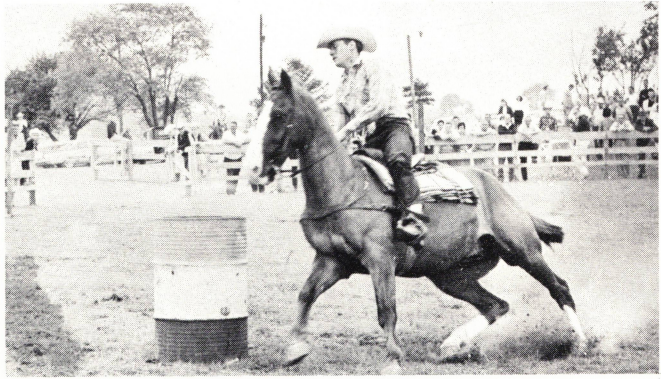
Thus Wayne Township has been well represented in the activities of 4-H Horse and Pony Clubs and through the endeavors of the Koch family of Skyline Farm many young people have had the opportunity of being a part of this great organization.



BEVERLY ON BUTTERCUP

TERRY ON SUNDANCE





RONALD ON GOLDIE

HISTORY OF THE LOSCH BOILER CO. (R.M. LOSCH)

Prior to 1929, a grate to burn small sizes of Anthracite coal, was envisioned by Cyrenius Losch of Schuylkill Haven, Pa. He designed and built a chain grate made of many pieces of one eighth by three quarter flat steel approximately two and one half inches long. Considerable time passed till this grate was finished as all work was done in spare time. The grate was finally finished and after a short test period was scrapped. Mr. Losch felt that he could not achieve the close air control he desired through the many crevices between these small steel plates.

He then decided to make a grate with a solid plate fire bed, water cooled, using brass tubes between two solid quarter inch steel plates to carry the air from a chamber on the bottom of the grate to the fire on top of the grate. These air tubes were spaced one inch apart on the width and partial length of the grate. Tests proved the design to be highly efficient. At this time grates operated continuously and people were amazed to see large buildings being heated by a small lazy fire.

A company was formed and was known as the C. Losch Furnace Co. and was located in one of the Berger Mills along Dock Street in Schuylkill Haven, Pa. This company started in 1930 and employed about ten men.

Internal strife forced a Sheriffs sale in 1934 and the assets of the company were purchased by Cyrenius Losch. Equipment and material were moved to a property near Summit Station, Pa., which property had been owned for some years by Mr. Losch.

The Old Monroe Strause Grist Mill was on this property and changes were made to this building to adapt it to boiler and grate manufacturing. This building is still being used by the present owners as a storage shed and is located on the south side of Route 895 approximately three quarters of a mile below Summit Station.

At this time a round cast iron grate was designed. This grate was about twenty inches in diameter and was fastened on a steel shaft that rotated at the rate of one revolution every two and one half hours on high speed. On low speed this revolution required eighteen hours to complete. Small sizes of this grate did a good job but the larger sizes, due to expansion, were troublesome. This grater was discontinued and work was started again on the flat water cooled type grate.

The first flat grate designed in 1929 burned three quarters pound of coal per one inch of grate width per hour at high rate. Changes in design almost doubled this burning rate.

Prior to this time (1935) boilers had been purchased from the Hamburg Boiler Works. Now work was started on a vertical tube boiler which gave poor results and was soon discontinued. A steel plate or fin type boiler was now designed which worked well with the redesigned flat grate.

In 1936 a new building was designed by Mr. Losch and erected by George Moyer of Cressona. The building still stands and is being used for manufacturing purposes by the present owners.

In 1939 Cyrenius Losch passed away and the plant was kept operating and managed by a brother, Raymond M. Losch, for the widow Mrs. Bessie Losch. Mrs. Losch did not want to operate a boiler plant and offered it for sale.

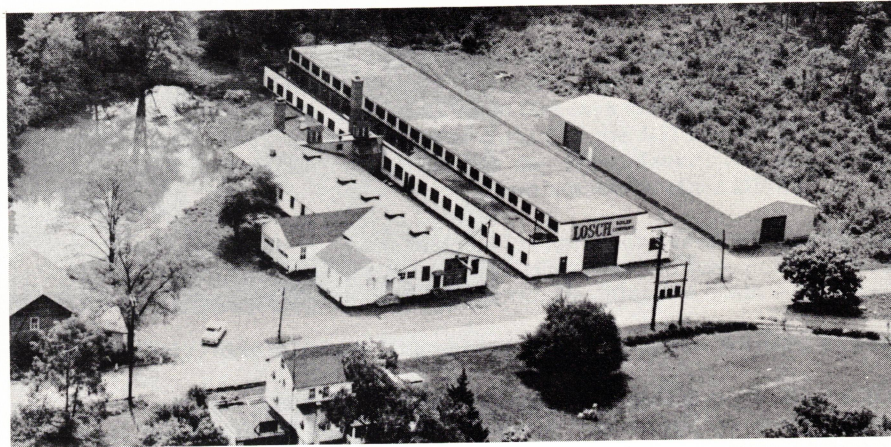
In December 1939 the assets of the company were purchased by Dominic Landro of Hazleton, Pa. Arthur P. Saylor of Schuylkill Haven, Pa; and Raymond M. Losch of Summit Station, Pa. The plant started operations as a partnership known as the Losch Boiler company but a year later was incorporated in Penna. as the Losch Boiler Company, Inc.

The war years were devoted to subcontracting on Army and Navy equipment and weldments through the Couse Laboratories of Passaic, New Jersey, who manufactured mobile machine shops for the armed forces.

When steel was again available for domestic use, work was started on a redesigned and modernized grate and boiler known as the Losch Stoker Boiler Unit. Dealers were established and the selling area was expanded to the New England States and Canada.

In 1950 additions and necessary changes were made to the grate to adopt it for conversion use in all steel and cast iron boilers. At this time the flat grate had hole spacings of three quarter inch and burned the unheard of amount of 3.7 lbs of coal per inch of grate width. Commercial chain grates could only burn twenty pounds of coal per square foot of grate area but this 3.7 pounds capacity was equal to forty four pounds of coal per square foot of grate area. A ready market was found for the units and the conversions, and business was brisk.

In 1946 a new building sixty four by two hundred thirty feet was designed and built by the boiler company employees. This was a steel frame, concrete block building with large access doors and overhead crane.



In 1952 Raymond Losch left the boiler company which continued operation under new managers until it was finally sold to the present company.

Now called Summit Trailer Sales is owned by Mr. Charles Pishock, they manufacture demolition trailers, trailer and truck bodies.

JOHN O'HARA

Shortly after the turn of the century Dr. Patrick O'Hara of Pottsville became the owner of the present Tregear farm in Panther Valley, Wayne Township. Dr. O'Hara maintained a herd of Jersey cattle and engaged in general farm operations. The farm was also operated by tenant farmers from time to time.

Dr. and Mrs. O'Hara had a large family but it was their eldest son, John, who later became a noted author. In the early part of his career he was a journalist writing for newspapers and magazines but he is far better known for his novels and short stories which can be found in bookstores and news stands anywhere in the United States.

As a young boy, John often spent weekends on the family farm and was well known to the residents of the area. Certainly those who were acquainted with him during his boyhood days could not have realized the fame that young John O'Hara would eventually achieve as one of the most noted authors of his time.

MORE PEOPLE...

PLACES...

THINGS...

POWDER MILL EXPLOSION

St. John's Union Cemetery, Friedensburg, is the site of an unusual memorial stone. Inscribed on the stone are the names of three men whose remains are buried in a common grave. The men were killed in an explosion of a powder mill near Cressona (½ mile north of Beckville). The names inscribed on the stone are:

Wm. Schropp
Born Jan. 21, 1842
Died Sept. 26, 1889
47 Yrs. 8 Mon. 5 Days

John Henry (Son of
M. and Susanna Reed)
Born March 20, 1869
Died Sept. 26, 1889
20 Yrs. 6 Mon. 6 Days

Samuel Sotzin
Born Aug. 16, 1859
Died Sept. 26, 1889
30 Yrs. 1 Mon. 10 Days

An account of the tragedy was reported in the September 26, 1889 issue of the DAILY REPUBLICAN, Pottsville and relates the following facts —

On Thursday morning, September 26, shortly after eleven o'clock three explosions occurred at the Laflin and Rand powder mill at Beckville in the Mine Hill Valley, a short distance above Cressona. Three men were literally blown to pieces and several men were injured. The shocks were felt by many people and were perceptible in the REPUBLICAN building.

The persons killed were:

Samuel Sotzin (reported as Feltzin in the newspaper), aged 30, a resident of Beckville who leaves a young widow and one child. He was an employee.

William Schropp, a young married man, a brother of Worthington Schropp, of Pottsville. He was an employee.

Henry Reed, a young single man residing at Cressona. He was employed by Edward Beck, of Cressona, as a driver, and was passing with a mule and cart at the time of the explosion. With them, he was blown to pieces. Reed came to Cressona from Pinegrove Township.

Injured were George Kipp, Joseph Kantner, Albert Zessman, and another man who were all employees. Kipp was the most seriously injured.