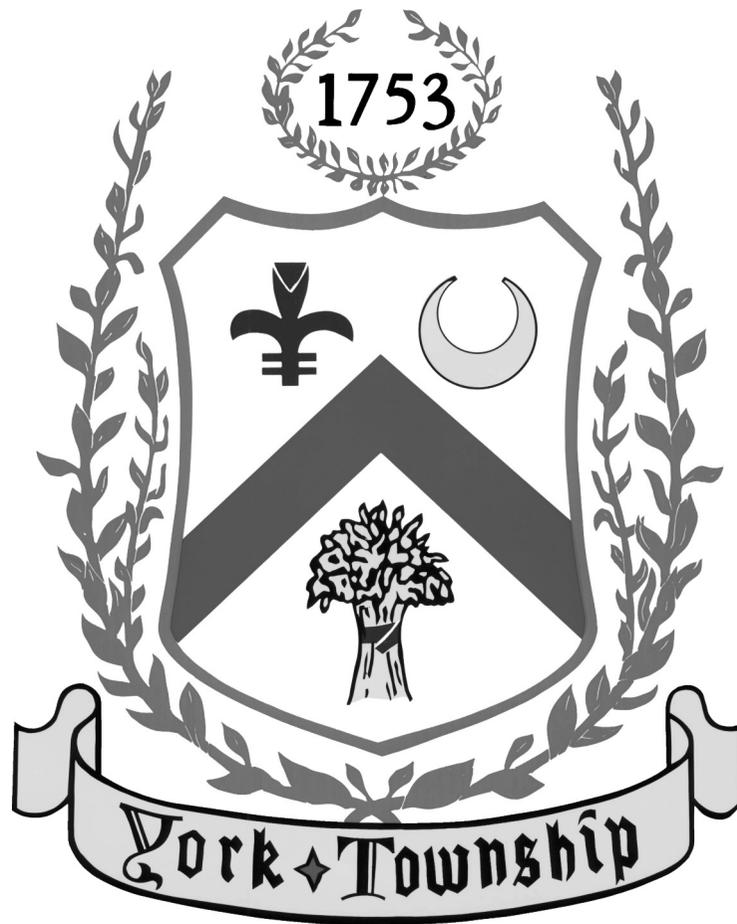


York Township



Celebrates 250 Years
Of History

A
HISTORY
OF
YORK TOWNSHIP
1753 - 2003

FORWARD

In celebrating the 250th Anniversary of York Township, no story could be completed without a record of the first 250 years. This information could not have been compiled without the help of many people who encouraged and assisted our efforts. This information has been gathered to the best of our knowledge.

Many residents have supplied us with their memories, news clippings, personal narratives and photos for this 250th publication. To those residents we offer our thanks. Their articles have enabled us to reach back through time.

The 250th Anniversary Book Committee

Special Thanks to

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Proclamation

YORK TOWNSHIP 250TH ANNIVERSARY 1753 - 2002

WHEREAS, the Township of York was created by a petition to the County Commissioners in 1753, four years after the County of York was formed, and after various petitions resulted in the formation of the adjacent Townships of Windsor and Spring Garden, reached its present size of 26.4 square miles in 1822; and

WHEREAS, the fields and meadows of the township, worked by generations of farmers, craftsmen and tradesman, predominantly of German origin, but also including English, Scottish, Irish and Swiss, provided substance and raw material for the growing York community; and

WHEREAS, its advantageous location and accessibility to both the city and various travel routes, excellent schools and diversity of worship, and its rolling topography, forest and open spaces has become an attractive and desired area for suburban residence and commerce; and

WHEREAS, the civic, economic and spiritual foundation of the York Township community that has been cultivated by generations of families will be sustained and nurtured by current and future residents, because simply put it is a "good place to be"; and

WHEREAS, the recognition of 250 years of community development is a notable event and is reflective of the efforts and support of countless volunteers, businesses, organizations, and local officials and representatives.

NOW, THEREFORE, WE, THE COMMISSIONERS OF YORK COUNTY, PENNSYLVANIA do hereby congratulate the residents of YORK TOWNSHIP as they celebrate their Two Hundred and Fiftieth Anniversary and wish them success and offer our appreciation to the men and women who serve this municipality for their dedication and invaluable contribution.

GIVEN this day in York, in the Commonwealth of Pennsylvania, on the fourth day of December in the Year of Our Lord Two Thousand and Two.

IN WITNESS WHEREOF, we have hereunto subscribed our names:

BOARD OF COUNTY COMMISSIONERS





Christopher B. Reilly, President



James F. Donahue, Vice President



Shirley L. Glass, Commissioner



Charles R. Noll, Administrator

CHAPTER ONE

250 Years York Township



250 YEARS OF YORK TOWNSHIP

York Township, in celebrating its 250th Anniversary, looks back over the years of growth and development since being formed.

No house, road, field or farm contained the forest covering the area in the beginning of York County. Even Indian trails failed to reach the interior of this locale. With the signing of the treaty between the Indians and Penn Properties in 1736, the westward surge of settlers brought the township its first inhabitants. By 1763, the Indians had been wiped out by the white man's disease and inter-tribal warfare. The twenty Indian survivors had been slaughtered by an angry mob who had been spurred on by some recent atrocities by an unrelated tribe. The early settlers were all farmers of German, Irish, Scotch and English descent. Their occupation gave the township its character and reputation in agriculture.

The First Court of York County appointed Caleb Hendricks as Constable of the area in 1749. York Township was formed in 1753, four years after the construction of York County in 1749. Hellam Township was the original designation for most of the land in what is now York County. In 1753, York Township-including much of what would become Windsor and Lower Windsor Townships-was divided from Hellam Township.

The petition presented to the York Court requested that "Hellam Township be divided by a line of Stony Ridge, running across the valley to the next ridge of hill on the south side of Grist (Kreutz) Creek Valley and also eastward along the last named ridge to the Susquehanna River. "

SUB-DIVISION OF THE TOWNSHIP-WINDSOR IN 1758 LOWER WINDSOR 1838

In April 1758, a session of the York Court received a petition to divide York Township into two, the newest township to the East to be known as "Windsor Township" as follows:

"Upon the petition of sundry of the inhabitants of York Township to this court setting forth that said Township of York is large, therefore is inconvenient for the Constables supervision and Collectors of Tax, were not divided as they ought to have been and praying that the Township may be divided more equally or if that cannot be done, that the Township of York may be divided."John Shultz, John Schryack, David Hunter, Michael Bard, and William Sprenkle were appointed as viewers.

The township size was then again reduced by the formation of Windsor in 1759 and Spring Garden Township in 1822; portions of each were taken from York. By 1783, the township contained 128 homes, 94 barns, 456 male and 437 female occupants , and 9 mills and 4 distilleries.

It contained an estimated area of 30,309 acres under settlement. The population in

1880, exclusive of the boroughs, was 2,379, with 144 foreigners and 3 blacks. In 1883 there were 614 taxable inhabitants and a property valuation of \$879,264. Many of the residents were living in the Tri-Boro section. These densely settled portions were incorporated into boroughs -Dallastown in 1867, Red Lion in 1880 and Yoe in 1893. By the early 1900's the population grew to 2,793.

York Township contained much valuable farm land that was drained by branches of the Codorus Creek ("Rapid Waters" to the Indians), where there were a number of mills. The York & Peach Bottom Railway crosses it on the East, Northern Central Railway on the West, and by the Chanceford and Baltimore Turnpikes. (Queen Street and South George Street.) The east end of the township contained extensive deposits of ore which was used in charcoal furnaces with large amounts shipped by various companies. Farmers in the western section grew mostly fruit, while farmers in the southern portion grew tobacco, which led to the industry of cigar factories. With business so prosperous, new businesses were needed for making cigar labels and boxes. Usually the women and children would roll the tobacco into cigars in their homes.

By 1940 the population had increased to 3,590 in the township, with most being farmers. The township began changing from a rural to a suburban character. The large lot, single family and detached house subdivisions such as Hillcrest, Hill-N-Dale, Fair Acres, Arlington Park and other low-density housing developments characterized the post-war transformation.

The tide of residential building in the 1960's experienced by York Township was part of a general decentralization of York City. One has only to realize that this involved commercial, industrial, and other functions as well. Queensgate Shopping Center and Public Water Service were examples of this trend in the township. A period underway will involve a more complete integration of York Township and metropolitan York. Increasing development of the township as an urban, rather than suburban area, has taken place. The township's broadened role in the metropolitan community will emphasize employment, shopping, recreation opportunities, and high as well as low-density housing. The population basis from US Census data in 1960 was a total of 8,506, increasing to 16,893 by 1980.

TODAY

York Township is one of the fastest growing communities in the greater York area. The township now contains an area of 26.4 square miles or 16,883 acres. According to the census of 2000, the population was 23,637 and is expected to reach 28,673 by the year of 2010.

In May 2002, new zoning cleared the way for the commissioners to consider moving all township facilities to a centralized location. The township is planning to purchase land at 300 Coventry Road for \$215,000. The plans are to construct a building for public works or a building for public works, township administrative offices and meeting rooms. The York Area Regional Police could then occupy the current York Township offices.

The early settlers were instrumental in the development of our township. These individuals were interested in developing schools, churches and business. Much of this continues today in providing needs for our families and will continue to develop over the coming years with new homes, business, shopping centers and schools being enlarged to accommodate the growth.

Although, it is impossible to predict what will occur in the years ahead, it is certain that many changes will take place. With these changes being evident, the township needs to adapt to help the community to grow to whatever might lay ahead. Our only hope is that when changes occur, the heritage of the past will remain.

TOPOGRAPHY, GEOLOGY AND MINING OF YORK TOWNSHIP

by
Jeri L. Jones

Most of us take our landscape for granted. We don't think about all of the various natural processes that have been involved in creating this landscape that makes York County so special to so many. For a moment, think about these processes which are presently affecting our surface such as weathering and erosion. To a geologist, the rocks that are buried under the surface tell a story about what this part of Pennsylvania went through including continental collisions and break-ups, volcanoes, earthquakes, invasion of a vast ocean. What would you think if someone told you that the rocks now underlying York Township were once a part of a continental shelf off the coast of ancient North America? Yes, all of the above statements are reflected within York Township.

As humans became aware that certain materials could be removed from the Earth to produce various products, the mining techniques vastly improved. From removing iron 140 years ago using hand-held tools to the modern equipment, these are also reflected in the mining history of the township.

Sit back and enjoy this section of the book as you learn what lies under your feet and how these rocks and minerals have benefited many of the citizens.

TOPOGRAPHY

We can all appreciate the beautiful landscape of southeastern Pennsylvania. Even to the un-trained eye, one can detect a change in the "lay" of the landscape from place to place. These divisions, based on type of landscape, vegetation, elevation and the influencing underlying geology are called physiographic provinces. York County lies within two provinces: the Ridge and Valley occupying the extreme northwestern corner, and the Piedmont, which occupies the remaining portion. Again, these provinces can be subdivided into sections based on the above mentioned characteristics. York Township lies entirely within the Uplands Section, which is dominated by northeast-southwest-trending ridges

separated by narrow valleys. Few flat areas are found within this section.

The highest elevation in the township is 956 feet above sea level which is located on Park Street south of Mockingbird Drive in the Park Hill Heights area. The lowest elevation of 370 feet is found along the South Branch of the Codorus Creek at the township line near Brillhart Station.

Other significant localities and their elevation (in feet) above sea level include: Pa. Route 24 near Springs Road - 950, Pa. Route 74, west of Red Lion - 920, just south of Adamsville - 880, Blymire Church - 793, York Township School - 785, Rye - 736, Yoe - 700, Adamsville - 690, Fox 43 tower - South Queen Street - 675, Croll's Church - 670, Longstown - 670, near the intersection of Arbor Drive and Hess Farm Road - 560, Benroy - 490, Lake Williams - 450.

GENERAL GEOLOGY

York County is blessed geologically with all three rock types present. Sedimentary, igneous and metamorphic rocks provide geologists clues to what it was like to live in York County millions of years ago. The oldest rocks (volcanic in origin) are just over 700 million years while the youngest geologic event are recorded in rocks about 170 million years old. Since erosion and weathering are the only processes affecting our landscape today (there are no mountain building events happening in the area), we then are living on what is called a passive margin of continental North America.

If one examines the geologic map of York County prepared by George Stose and Anna Jonas (1939), several different formations cross York Township. A formation is a body of rock having a measurable thickness and was formed during a certain time period. Due to improved technology and additional rock exposures, the geology of York Township can be interpreted in some ways differently than what Stose and Jonas saw. Nevertheless, the same formations, rock types and age can be identified.

Nearly all of the rocks in the township are believed to have formed within a large sea that migrated from east to west over geologic time. The sea was named the Iapetus Ocean. You have to remember this was prior to the Atlantic Ocean which wasn't formed as a result of the separation of the supercontinent Pangaea some 230 million years ago.

The diabase dike that cuts across the formations from generally south to north occurred during the Late Triassic or Early Jurassic period (around 180-170 million years ago). This dike is part of what is known to geologists as the Stonybrook dike. The dike only measures about 20 feet in width, but transverses the region from just west of New Freedom northward to near Elizabethtown, Lancaster County. The dike is so named due to its classic exposure in a railroad cut at Stonybrook near the Pleasant Acres rest home.

Sometimes road names indicate to a geologist a feature that may be found in an area. For example, Ironstone Hill Road in York Township; the dike crosses the road between

Hess Farm Road and South Pleasant Ave. Extended. A nickname for diabase is "iron stone" due to its hardness.

The diabase was formed as magma deep within the Earth's crust slowly migrated toward the surface. Although the magma never reached the surface in the form of a volcano, it solidified into an intrusive igneous rock. The diabase intrusion was a part of the splitting apart of Pangaea. Further west and north of York Township within the Gettysburg-Newark Section of the Piedmont, a rift valley was attempting to form that would have changed the complexion of York County. If that rift valley would have been successful and torn apart, York Township would today be a part of northwest Africa.

Due to a collision between Africa and North America some 350 million years ago, the rocks were pushed and shoved from the southeast to the northwest. Some geologists believe that some of the Earth's crust was literally pushed some 50 miles. In that case, some of the rocks could have originally formed in the Baltimore-Washington area, before taking their present position. With this "mountain building" event arose the famous Appalachian Mountains, a type of folded mountain complex. The rocks within the Piedmont province (except for the Gettysburg-Newark Section) also were folded as well as faulted.

Several faults have been identified by Stose and Jonas and later geologists working within the Uplands Section of the Piedmont. As a side note, these faults are believed not to be active today. This means that since we do live on a passive margin of our continental plate, very little pressure is being exerted. This would indicate that the possibility of earthquakes would be very low for any earthquakes to be centered in York Township. However, in Lancaster County, the Martic Line and at least one other fault have shown that enough pressure was built up to create a number of small earthquakes in historic times. Many residents may remember the April 22, 1984 "shake" felt throughout York Township. The Martic Line crosses the southern portion of the township through Yoe; just north of Dallastown; the southern end of Lake Redman into Jacobus. The only documented earthquake in York County occurred in June, 1997 near Dillsburg in northern York County (Scharnberger and others, 1999).

Because the rocks in York Township are now metamorphic, no fossils have been identified. If organic remains did once exist in the sedimentary rocks before they were changed by the intense heat and pressure, those fossils were destroyed during the process.

As far as minerals are concerned, because of the iron mining which occurred in the township in the 19th century, several minerals have been identified.

"Rockhounds" swarmed into York Township in the late 1950's and early 1960's during the construction of Interstate 83. Word spread quickly that nice clusters of limonite pseudomorphs after pyrite were found while construction workers excavated through the hill just south of the Leader Heights interchange.

As a side note, gold has been found in the East Branch of the Codorus Creek in Spring Valley County Park south of York Township (Jones, 2002). Although not plentiful, some of the gold flakes could have been carried as far north as Lake Redman.

MINING HISTORY

The removal of minerals and rocks from the Earth are quite valuable to us. When one starts to think about it, there are no inanimate objects that we have today that somehow are not associated with being removed from the Earth. We rely heavily on the "gifts" of nature to live the life as we know it today.

Although we couldn't discuss much archaeology here in York Township, the removal of raw materials from the Earth goes back at least 9,000 years. Although no rocks within York Township are good for making prehistoric tools, the prehistoric people who resided in the township either traveled to a site where good raw materials were being removed or traded for the material. Within the archaeological sites in the township some of the raw material is the metarhyolite (a metamorphosed volcanic rock) found in the Caledonia State Park/Pine Grove Furnace area of Franklin and Cumberland counties, Pennsylvania. Numerous "quarrying" sites are known in this area.

IRON ORE

The leading mineral resource in the 19th century was that of iron ore. During the late 1700's into the early 1900's, over 170 mines operated throughout York County. Limonite, magnetite and hematite were removed at these various sites and transported to furnaces both throughout south-central Pennsylvania and northern Maryland for producing a wide variety of products. Today nearly one-third of these mines have been either destroyed by urban development or land reclamation (Jones, 1993).

YORK TOWNSHIP IRON ORE

Five iron mines have been identified in York Township. In the 19th century these



operations were known as "banks". The best documentation of these banks comes from Persifor Frazer, Jr. when he completed a report in 1874 on all of the iron mines in York and Adams counties. During his survey for the Pennsylvania Geological Survey, Persifor visited each site and reported its status. The report was published in 1876. Gibson (1886) also presented some details regarding the Ore Valley area mines.

The following banks are listed in order from east to west across York Township. Information in quotes is taken from Frazer's report of 1874.

The Moser's (new) Bank is located in a wooded area east of the intersection of Cape Horn Road and Ruppert Road. Kreutz Creek is found just to the East of the wooded area. Although this bank is situated just outside of the township boundaries, it is still noteworthy and several banks existed near this operation within township boundaries. (Fig. # 7)

"It was opened nine years ago (1865) and leased by Mr. Myers of Marietta, but has not been worked for some years. The clay banks and bottoms are much covered by vegetation. The engine house is still standing, although the machinery has been all taken away. The exposure is very poor, but the ore is seen in places in the sides of the pit. The specimen obtained from this bank was a pale buff limonite, containing the other hydrated oxides of iron and much clay."

Presently, the visible pit measures about 150 feet in length with much underbrush. Some tailing piles are found on several sides of the pit. During the winter months, a foundation of the probable house can be seen on the eastern side toward Kreutz Creek.

Ensminger's Openings were reportedly about 1,700 feet southwest of the Moser's new bank (Frazer, 1876). Remnants of this bank are found in a wooded area in Bellview Acres,

immediately south of Fitz Park. Several tailings piles and shallow depressions still exist.

"The east bank was opened eight years ago (1866) by K. H. Storm and Price. It was reopened last fall, 1873, by Mr. Powell of York. It has never been properly worked. Some of the ore has been sold to Myers and to Hess. It is thought to be a "vein" by Mrs. S. Ensminger, by which is to be understood that the ore is tolerably regular and continuous."

The Moser's (old) bank is located just north of the intersection of Springwood Road and Camp Betty Washington Road in what is known as "Ore Valley." Can you guess where this term came from? This is obviously the largest iron operation located within York Township and today the best preserved. Today, the Schaefer family owns the property on which the mine stands. The bank is now water-filled and used by the family as a recreational spot as well as by abundant geese and ducks. The Schaefer house actually is built on large tailings pile. (Figure # 8)

Mr. Schaefer stated that the bank filled up with water very suddenly while the workers were relaxing under the cluster of apple trees. It was reported that the carts and mules were still in the hole when the water flooded the operation. Mr. Schaefer also remembers hearing that the operation goes as far as the Ore Valley Elementary School.

"The excavation, which is of very great size, has almost entirely fallen shut, and the sides are obscured by the wash from above, while there is considerable water in the bottom."

"The bottom is strewn with lumps, of which much is compact and lean. The length of the bank is about 250 yards, and the deepest part being at the northeast end. The amounts of lump and wash ore obtained from this bank were about equal."

This bank was opened originally about 50 years ago (1824) and worked first by the York Furnace Co.; second by John A. Wright & Co.; third by Schonberger, Musselman & Co.; fourth by Musselman & Watts, and fifth by Musselman & Sons. The total yield from the time Schonberger, Musselman & Co. purchased the bank in 1850 was 42,090 tons."

"The ore was hauled to York at about \$1.00 to \$1.25 per ton. The load weighed 3 to 5 tons. The hauling was done by John Strine, who owned an interest in the bank. It was taken out of the bank both by carts and inclined railroad. It was used by Musselman in his furnace at Marietta."

Frazer reported finding a sample containing lepidocrocite and stalactite limonite and turgite. Another specimen collected was botryoidal in appearance and covered with black glassy turgite .

"A partial analysis furnished by the Messrs. Watts was as follows: Metallic iron-40%, Silica-32.70%, Sulphur-trace, Phosphorus-1.17%, Water-8.07%, Sum-81.94%, Undetermined 18.06%, Total 100%.

Moser's (oldest) opening was located across Springwood Road from the previous bank. Today, only a wooded grove shows evidence of a possible location of a bank. No evidence of any excavations, structures or tailing piles were observed. This opening, as described by its name, was the oldest of these openings. Frazer (1876) suggests that this small pit was a part of the Musselman & Co. operation. (Fig. #10)

The final bank is not associated with the Ore Valley deposits, but is found further west on the property of the York Water Company. What was referred to as Leader's Hill is still present on the north side of Lake Williams about 0.25 mile east of Water Street. Although difficult to spot during the summer months, during the winter a pit measuring about 60 feet by 90 feet and several tailing piles are noticeable. Several threaded pins with nuts on top were also spotted during this survey. Several examples of lump ore composed of limonite can still be found in the vicinity. Also, several specimens of pyrite within the pyloric rock were also seen. Frazer (1876) reports this bank as "an old opening with no ore showing." No definite time frame could be found for this operation but one would suspect the 1860-1865 period might be a good educated guess.

CLAY

Both clay and stone have also been removed from the ground in the township. The Glen Gery Corporation - York Division, began to remove clay from the township about 50



Moser's (New) Bank (Fig. #7)



Moser's (Old) Bank (Fig. #8)



Moser's (Oldest) Bank (Fig. #10)

years ago behind what is now the Burger King restaurant at the intersection of Haines Road and East Prospect Road. At least 30 years ago, the company moved to its present site south of Camp Betty Washington Road between Mill Creek Estates Mobile Home Park and Springwood Golf Course. Here clay and rock are removed from the quarry and transported to the plant in York for the manufacturing of face brick. The quarry occupies about 52 acres, with an estimated 12,000 tons of phyllite being removed annually. This comprises about 5% of the total body mix of the York plant. It is estimated that another 50 years of resources are available at this site. The phyllite is used in brick manufacturing as a filler material. As with all mining companies, Glen Gery likes to utilize as much of the mineral resource removed to offset its expenses. The only problem encountered by Glen Gery is the present quartz. The company needs to separate the quartz from the rock and clay before use in its manufacturing process. This quarry is only one of five such

operations being used by Glen Gery in York and Adams counties for its brick manufacturing. "Because of the operations in the New Oxford and Adams County area, it is now transporting the raw materials 30-32 miles instead of 15 miles as in past years". (Mike Leidy, plant manager, personal communication.) Both Wilshusen (1979) and Berkheiser and others, (1985) mention this clay operation.

STONE

As one drives around the roads of York Township, a keen eye may spot where rock has been removed from hillsides. There are two such pits near Benroy. Both are located in wooded areas along the north side of Camp Betty Washington Road. The first is situated 0.45 mile west of Chambers Road and the second is about 700 feet west of the same intersection. The rock removed from both pits was the quartzite belonging to the Chickies slate. Blocks were obtained for building foundations, and some rock was crushed for concrete and road material in early portion of the 20th century. (Stose and Jonas, 1939)

Quartzite belonging to the Wissahickon Formation was quarried in two locations south of Dallastown. One excavation is located north of Blymire Road about 700 feet east of Pleasant Avenue. The second pit is located on the east side of Duke Street, about 0.45 miles north of the intersection with Dairyland Drive. This rock could have been removed for use as bridge piers, road material and walls. (Stose and Jonas, 1939)

Rock of the Chickies Formation was removed on the north side of the intersection of Tyler Run Road and Powder Mill Road. It is believed this rock was removed for construction as fill material for the Interstate 83 business loop. Two pits are noticeable today, particularly during the winter season with the lack of vegetation.

WARS AND DEPRESSION

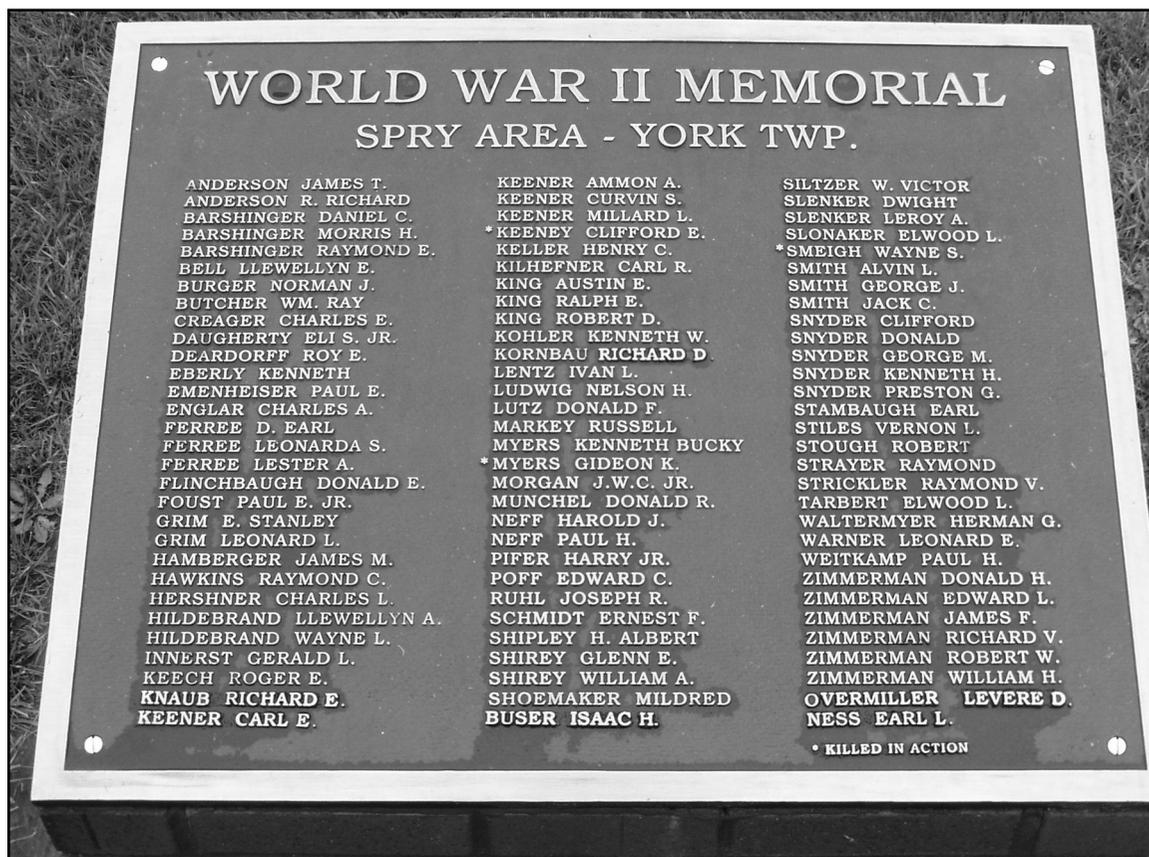
World War I started in 1914 and continued until 1918. Sixteen men served from York Township. Information was gathered from various sources, mainly through the Agency of York County, Chairman of the Pennsylvania Council of National Defense, newspapers, recruiting offices and questionnaires. The following men who served were Oscar Aldinger, Raymond Aldinger, Edward L. Anstine, Jacob C. Coxen, Jesse O. Glatfelter, Spurgeon Gotwalt, Earl E. Keech, Raymond L. Kreidler, Melvin C. Martin, Newton Ness, James Carl Schmidt, George B. Sheffer, John J. Snellinger, Millard Strickler, John Sutton and Byron C. Wolf.

During the Depression, when jobs were hard to find, there were many bums, tramps and hobos. These men moved around looking for free food or a place to sleep, most likely a barn. A bum would usually do small jobs for food. A tramp would sometimes paint or draw pictures of the farm where they were staying. This was called "Tramp Art". Today, few of these rare pictures are found. A hobo traveled with the weather, heading to the

South in winter and the North in summer. There were many hobo camps during this time. Usually the camps would be in wooded areas that were secluded so that campfires could not be spotted at night.

World War II began in 1939 and continued until 1945. A monument was placed at the Goodwill Fire Hall, 2422 South Queen Street in honor of the men who served from the township. When the building was sold, the monument was destroyed. A new memorial was placed at the York Township building on Oak Street on a smaller scale in 1995, the 50th Anniversary of World War II.

Since World War II, York Township has experienced periods of prosperity and times of turmoil. Many from the area answered the call for several armed conflicts, including the Korean Conflict that now marks its 50th Anniversary; the Vietnam and Persian Gulf Conflicts, and most recently the conflicts in Afghanistan and Iraq.



CHAPTER TWO

EARLY SETTLERS



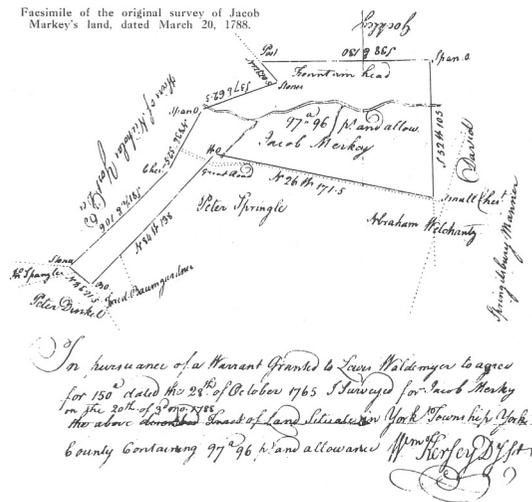
James Smith

EARLY SETTLERS

The names of the early residents in the township are some that remain today. Streibig, Leader, Kreidler, Inners, Neff, Sechrist, Markey and King. Most purchased land from the Penns as early as 1774. Their occupations varied with some being teachers, farmers, millers and cigar makers. Peter King purchased one hundred eighty acres along Powder Mill Road from John and William Penn.

The 1st Battallion of York County Militia was trained under Colonel James Smith, a resident of York Township. In 1774 he received a patent for 363.100 acres. It is thought the property was located on Sandbank Hill (Queen Street Hill) by the Queensgate Shopping Center. Colonel Smith was a delegate to Congress in 1775 and the county's only signer of the Declaration of Independence. Little is known about James Smith due to a fire that destroyed his law office and most of his papers, including those that defined his role in framing the Declaration of Independence. One of the first congressional acts to follow Smith's election was Congress' vote to stop importation of slaves. He was the owner of the Codorus Furnace built in 1765, formerly known as Bennetts' Furnace. The gravesite of James Smith is located in the cemetery adjacent to the First Presbyterian Church at Market and Queen Streets, York.

Jacob Markey in 1788 had a survey made for 97-acres 96 perches of land being a part of a 150-acre tract that is believed to be from Joppa Road to Indian Rock Dam Road. This 97-acre section was called "Fountain Head." In 1807, Jacob sold "Fountain Head" along with three other tracts of land to Frederick Luder (Leader) for \$2041.00. There is no record to indicate what disposition was made of the 53 remaining acres from the 150-acre tract. Jacob is interred in a burial plot located between Perrydell and the Keeney farm on Indian Rock Dam Road.



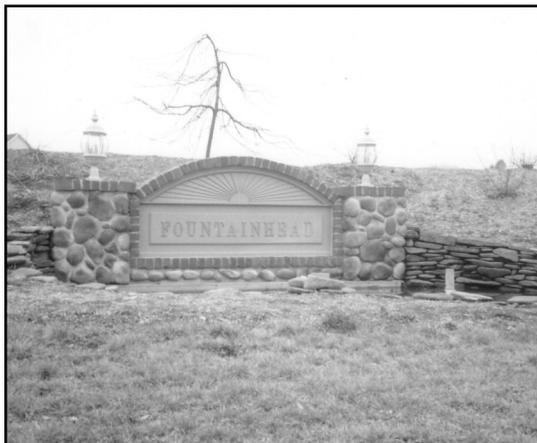
Map of Fountainhead - 1788

John Flinchbaugh was born July 3, 1819, in York Township. He was brought up in farming and followed that occupation. During the year of 1843 he married Julia Ann Flinchbaugh of Windsor Township. Their family consisted of thirteen children. John Flinchbaugh was one of the influential farmers of York Township, and no one in the township enjoyed a better reputation for honesty.

Michael Hose Sr., born in 1822, was a blacksmith in the Township. At the breaking of the Rebellion, he enlisted in Company C Eighty-Seventh Regiment Pennsylvania Volunteers and served eighteen months. He subsequently re-enlisted in Company K Two Hundredth Regiment and remained until the close of the war. His son, Michael Jr., learned the trade of shoe making that he followed for ten years, changing to carpentering for eight years. In 1882, he began the manufacturing of cigars in Dallastown.

Samuel H. Leader, born 1836, was reared on a farm in York Township. He received a common school education and taught school for three terms in the township. In 1861, Samuel married Mary Ann Naly. Mr. Leader's grandfather, Frederick Leader, was one of the earliest settlers in the township.

During the year 1850, the 3-mile house was built on the eastern side of South George Street. This was used for travelers going to Baltimore. A date found in the home goes back to 1850. The original smokehouse to the rear of this property is still standing. The fruit stand to the side of the home was built around 1890. An addition to the home was made in 1861 and is now under renovation and owned by Brian and Angie Markey. This home has been in the Markey family for many years and is on the property of the original "Fountain Head." Today, "Fountainhead" is a new development located on the western side of South George Street, being developed by Ray Markey, builder.



Fountain Head Today



3 Mile House

Dr. James Glatfelter was born in York Township and was educated at the township schools. After completing his school education he took up the study of dentistry and began practicing in Adamstown. In 1879 he moved to Dallastown, having a successful practice.

David Peter owned the property on 268 Leader Heights Road in 1860. There was a small log house next to the main building with indications that the present house may have been built over the foundation of an earlier log house. Jacob Hovis owned the farm in 1876. H. Quentin Myers family is the present owner.

A. P. Neff, born in 1839, settled in the town of Relay. He was educated in the public schools and at the York County Normal School in York, Pennsylvania. His first occupation was teaching. In 1882 he began a cigar factory. In this same year, Mr. Neff also manufactured a bedspring called "Perfect Rest." Jacob Neff operated a roller press mill. It is believed that the mill was situated on the site of what is today a chicken coop. On July 11, 1911, an area dam burst, ending the operation of the mill. George Holtzapple, a ninety-three year old resident of Relay, maintains the tail race came down the west side of the coop and flowed toward the north side of the mill owner's home. An earth dam remains on the west side of the station and chicken coop.

In 1909, George E. Holtzapple was born in the log-house on the corner of Walnut Street and Springwood Road in Relay. The parents of George, Roy and Irene Holtzapple, worked at a cigar factory in Yoe. There were several dams in the area and a trestle bridge was in the field in front of his birth home. Today the home is the residence of Michael and Jeannie Olewiler.

Washington D. Streibig was the only child of John K. and Harriet (Day) Streibig, born September 19, 1826, on the farm where he had always resided. He followed farming and received a common school education. On December 24, 1857, he married Delilah Emmel. The Streibig family is a very old one in the township. Washington's great-grandfather, George Streibig, purchased the farm from the Penns in 1774. The farm was located on Monument Drive, York Township.

Andrew Dise owned sixty acres along the Powder Mill Road. This is believed to be the home located at 1796 Powder Mill Road. Additions have been made in recent years to the original portion of the home that is thought to have been built between 1850 - 1860.

At the time of his death in 1831, the property was inherited by his son, Andrew Jr. Andrew Jr. was granted one hundred acres by the descendents of William Penn. A log home was situated in the middle of Colonial Heights between Kirch and Dew Drop Roads. Upon his death the property went to his nephew, John Walter.

The Walter Union Cemetery was located at the corner of Kirch and Roxboro Roads in Colonial Heights. It was surrounded by an iron fence. In 1993, the graves were moved to Stumps Union Cemetery at the New Fairview Church. Twenty four names and two

unknown graves are listed on the tombstone that included Andrew Dise (1794-1862) and John Walter (1819 - 1900). Roy Deardorff, a resident in the area, states at the time that the graves were moved, only the handles remained from the wooden boxes used in that time, along with the bones and the dental remains. The women were clothed in leather skirts.

CHAPTER THREE

TRANSPORTATION



Roy Deardorff

EARLY ROADS

Joppa Road, the main road from York to Joppa, Maryland, was later completed to Baltimore and became the Baltimore Pike. This was important to York County with Baltimore being the chief market place. Transportation was by rail and waterways. After some changes and relocation, the main road became the Susquehanna Trail. Joppa Road from York is now known as Grantley Road where it intersects with the Trail, and for some distance it now continues to be Joppa Road. It continued east of the Trail a short distance south, followed by the Trail to the Maryland Line. This road was built in 1741 and was the second road in York County, the Lincoln Highway being the first. In July 1752, a petition for a new road stated the earlier road from York to Joppa was too "crooked and hilly" and a good wagon road was needed over more level ground. The survey draft of 1754 shows it was to be 18 $\frac{3}{4}$ miles in length, beginning from the original Court House to the Maryland Line.

The York-Chanceford Turnpike was formed when the area residents, feeling the necessity of a turnpike to Peach Bottom, applied for a charter. It was approved in 1887. A toll was then established for usage of the road. The toll ended in 1920 when the Commonwealth of Pennsylvania purchased the road for \$47,250. This then became Queen Street, an extension from York City.

Indian Rock Dam Road, west of the township, was named from the flood control dam located on the Codorus Creek. The dam was named after the rock formation that resembles the head of an Indian. The rock formation is near the dam breast.

The road leading to Longstown was called "Plank Road." The road was so rough for the wagons that planks were laid for easier travel to the top of the hill. This is the present Pennsylvania Route 124, Prospect Street, and Mt. Rose Avenue, then East Prospect Road after it crosses Mill Creek, traveling west to east.

In 1884, a petition was made for a better road from York to Red Lion. This was called the Springwood Road named for the many springs and wooded areas where travelers would stop to water their horses.

In the year 1916, a petition was made to supply a better road for "Corner Cetch" starting at the intersection. This area is known as the intersection of Iron Stone Hill Road and Green Valley Road.

Leader Heights Road had its beginnings from the Leaders living at the corner of Baltimore Pike (South George Street) and Leader Heights Road. The name LEADERS HEIGHT was painted on the barn. Across the road was the stop for paying the toll.

Monument Drive is named after the monument that became a landmark to fruit farmers for the York Imperial Apple.

Camp Betty Washington Road more than likely received its name from the all- girls' retreat, Camp Betty Washington.

The mill situated on this road became the name for Days Mill Road, named from Clinton Day who operated the mill.

Dew Drop Road was originally called the Delaware Road that started at South Queen Street to Powder Mill Road. At the corner of Dew Drop Road and Powder Mill Road was the Dew Drop Inn.

Iron Stone Hill Road was named from the red iron stone in the area that crosses Hess Farm Road and South Pleasant Avenue.

Meadow View Drive is known from the dairy that existed in Adamsville.

Oak Road received its name from the old Oak tree that stood alongside the road. The tree was approximately 200 years old when it had to be removed. This was then carved into the statue that now stands at the York Township Park.

School Street explains its name from the old Spry Grammar School that stood from 1912 until 1967.

Mackerel Hill, the hill on what is now known as Vireo Road, received its name from the workmen surfacing the dirt road. One of the workmen made the statement, "This hill is so hot you could fry mackerel on it." From then on it was called Mackerel Hill. John Ort lived at the top of this hill and was also referred to "John Orts Hill" by some of the local residents.

Sandbank Hill, another area now unknown to many, lies between Queen Street and Hollywood Drive. In early years a sand quarry was located there; it is now a sunken garden at the Crest Condominiums.

Construction of Interstate 83 was completed in 1960, which opened the township for new development and a new influx of people. The highway made it convenient to live in this rural area with easy travel to larger cities. Plans are now underway to reconstruct the Interstate to remove "Dead Man's Curve."

PEACH BOTTOM RAILWAY (MA & PA)

by
George Hilton

The Peach Bottom Railway (MA & PA) was considered to be the middle section of forty miles from York to Peach Bottom. The line reached Peach Bottom in March 1883.

In the 1860's, promoters began formulating their plans for the Peach Bottom Railway project. Stephen G. Boyd, born in Peach Bottom, York County, became a principal figure in the project and may also be considered the founder of the MA & PA. On March 24, 1868, Boyd drafted and secured passage of a bill incorporating the Peach Bottom Railway Company. In 1871, the railroad was organized with Boyd as its president and Samuel R. Dickey of Oxford as vice president. The directors were a mix of businessmen from York, Lancaster and Chester counties. Their original scheme was to run a line through the southern tier of Pennsylvania, connecting Philadelphia to the Broad Top coal fields, or possibly to extend to Pittsburgh. A line such as this would have been a major rival to the Pennsylvania Railroad that was viewed locally as having a monopoly. The railway was to be divided into three parts. The first, the Eastern Division, was to run from Peach Bottom, Lancaster County, through Oxford, to Lincoln next to Kennett Square and then on to Philadelphia. The second, the Middle Division, was to be built from Peach Bottom, York County, to Delta up Muddy Creek to Felton, west to Hanover Junction to York or some other point where it would connect with the west line. The Western Division was intended to run through territory north of Gettysburg, cross-formidable mountains in the west and rest around Orbisonia in the coalfields. Unfortunately, their route to the coalfield was through sparsely populated areas where raising capital would have proved difficult.

York businessmen lead by Michael B. Spahr and David E. Small, hoping to secure a line to Red Lion's cigar, furniture and woodworking industries, approached the railroad directors to attract the line to York. Although a route to York created problems in connecting the line with the Northern Central, the directors accepted the offer, beginning the first stage of the Peach Bottom System. Despite the Panic of 1873, work proceeded on the Middle Division. By 1894, the grade of the Middle Division of the Peach Bottom Railway had been completed from York to Red Lion, Felton and to Woodbine, some 27 miles. The firm of Conley and Eppley had been contracted to lay track, and two men from Peach Bottom, John A. Barnett and William Ramsey, installed bridges and trestles. By June 30, 1874, the line was completed to a point near Yoe, where a station called Dallastown (below Relay) was established.

The first passenger train ran July 4, 1874. The railway's first locomotive from the Porter-Bell Company of Pittsburgh, apparently a 0-6-0 and valued at \$6000, was purchased and named Rufus Wiley after a recently deceased director. A year later, a second engine, a 2-4-0 also built by the same company, was received, named S. G. Boyd, but mysteriously nicknamed "Sookie." The line was opened to Red Lion by August, to Felton by October and to Muddy Creek Forks by Christmas, 1874. Though not yet completed in 1875, the Middle Division line carried 44,791 passengers and grossed \$22,227. Financial and engineering problems delayed progress on the tracks, but by the spring of 1876 the railway reached Delta. The road cost \$472,500 or \$13,500 per mile. Most of the cost was expended on construction, for the entire right-of-way cost only \$6,000 to \$8,000 dollars. Farmers donated land, and most of the line through Muddy Creek Valley ran through free and uninhabited land. In 1876, with the completion to Delta, the road grossed \$37,071, a two-thirds' increase. After reaching Delta, the directors were confronted with the problem of continuing on to Peach Bottom. Boyd and Zachariah K. Loucks, a director and presi-

dent of the First National Bank of York, opposed the expansion. In January 1877, Charles R. McConkey replaced Boyd as president. Boyd became active in promoting routes from Delta to Baltimore. The Peach Bottom Railway went bankrupt in 1881. Before its collapse, however, it had laid enough track to create the northern portion of the Ma & Pa Railroad and a 20-mile narrow gauge on the east side of the Susquehanna, the Lancaster Oxford and Southern.

Charles R. McConkey maintained control of the line. On March 17, 1882, he formed a new corporation, the York & Peach Bottom Railway Company. Although McConkey reached Peach Bottom in March of 1883, the line did not realize success, as there was no community ownership with the narrow gauge on the Susquehanna's eastern shore. In October of 1884, the Maryland Central Railroad went bankrupt. On December 10, 1888, the Maryland Central Railway succeeded the Maryland Central Railroad.

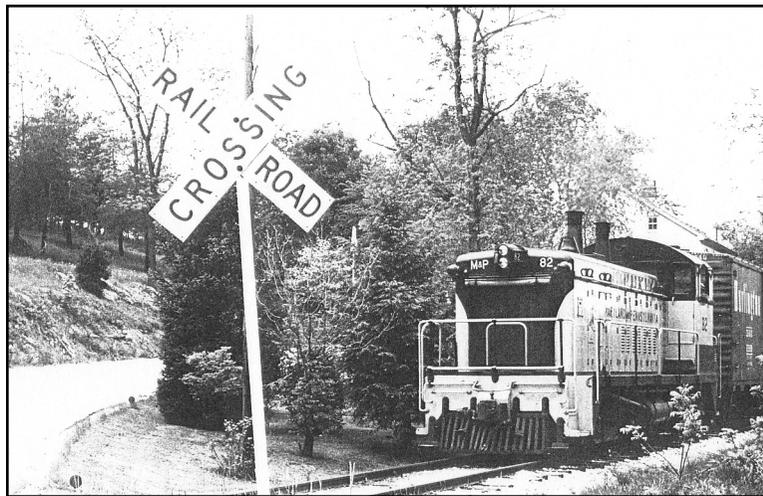
On May 5, 1891, the Maryland Central Railway and the York & Peach Bottom Railway merged to form the Baltimore and Lehigh Railroad. Unfortunately, the Baltimore & Lehigh Railroad suffered a series of accidents in the 1890's. In December of 1892, the Baltimore & Lehigh signed a contract with the Baltimore Forwarding & Railroad Company to convert the railroad to standard gauge. The following year, the Baltimore & Lehigh Railroad went bankrupt. On January 2, 1893, the Baltimore Forwarding & Railroad Company took over the Baltimore & Lehigh. The courts appointed separate receivers for the two segments of the line: W. H. Bosley for the Maryland trackage and Winfield J. Taylor for the Pennsylvania portion. In 1894, the two parts were sold at separate receivers' auctions, the Pennsylvania line to Warren F. Walworth of Cleveland (York Southern) and the Maryland trackage to John Wilson Brown of Baltimore (known as the Baltimore & Lehigh Railway). Walworth became president of the York Southern for four years. One of his greatest achievements was the standard gauging of the York-Delta line, which was completed by the end of 1895. After Walworth left in 1898, his interest was transferred to Daniel F. Lafean of York. One of Lafean's major accomplishments was the building of a branch into Dallastown. The Dallastown Railroad was incorporated on October 19, 1898.

In July 1899, the York Southern had its first big wreck since standard gauge operation began. On July 23, an afternoon freight train encountered a landslide at Ben Roy (between Ore Valley and Enterprise, now Ore Valley and the area around Billet's Garage). Engine No. 2 and some freight cars derailed. Engineer Frank Jacobs was injured. Some of the freight cars were junked, but the engine was repaired and returned to service.

In August 1899, William A. Reist, owner of the Hotel Sterling in Wilkes-Barre, proposed to build an interurban (electric line) directly parallel to the York Southern from York to Peach Bottom, where he intended to build a resort hotel. In addition, he planned to build a hydropower station at Muddy Creek Forks to generate electricity for the project. There were several plans to build interurban between Baltimore and Bel Air. These plans provided an incentive to unite the York Southern and Baltimore & Lehigh Railway. The proposal by the investment banking firm, Alexander Brown & Company, was to merge the

two lines into the Maryland & Pennsylvania Railroad. The merger occurred on February 12, 1901.

The Maryland & Pennsylvania Railroad from 1901 until the outbreak of World War I in 1914 enjoyed a lengthy era of prosperity, broken only by short-lived and minor depressions. In 1924, the railroad's engineering department computed that the line had 476 curves on 77.2-mile main line. The curves aggregated 192,261 feet, some 47 percent of the road's mileage. One hundred of the curves were sharper than 14 degrees and no less than 55 were greater than 16 degrees in comparison to the Denver & Rio Grande Western's worse curve of 12 degrees. The Ma & Pa's worse curve of 20 degrees was at the 50-mile post between Southside and Woodbine, Pennsylvania. In addition to the curvature, the line had fairly steep grades crossing twelve summits between Baltimore and York and 111 trestles and bridges. Red Lion was the eleventh summit on the Ma & Pa and also the highest point on the main line, 911 feet above sea level. Red Lion had 40 firms, most of which shipped on the railroad in the early years. Red Lion industries included cigar, furniture, coal, lumber and feed. Dallastown also had furniture and cigar industries. The route from Dallastown into York was almost all downhill with a stringent reverse curve in the valley at Ben Roy.



Crossing

Springwood Road at Ore Valley

Passenger service on the Ma & Pa provided two round trips the length of the railroad, one leaving each terminal in the early morning and starting its return trip in the middle of the afternoon. These trips were the backbone of the passenger service almost until the end, but a variety of other commutation services were provided as well. In the early standard gauge railroad days, there was a variety of passenger traffic including traveling salesmen, relatives, shoppers and various unclassified types. Sundays provided a good excursion business to Hyde and Rocks. In addition to the passenger services, the freight traffic included movements of slate from Delta, manufactured goods from Red Lion and York, and coal. The railroad experienced only one wreck on May 22, 1920. Fortunately, no passengers were harmed, and the railroad maintained its record for safe traveling.

In 1915, the Ma & Pa began its economic descent due to the creation of highways and motor vehicles. On December 28, 1917, the railroad was taken by the Federal Government during World War I and returned to its owners on June 29, 1918. Reduction of some services followed. Declines in milk traffic encouraged the purchase of smaller gas-electric passenger trains with baggage trailers. Next, the depression hit and the railroad barely squeaked along. Surprisingly, adverse weather conditions like the two snowstorms of the 1930's, the August 23, 1933 flood, and the hurricane of 1938 stimulated traffic on the railroad by means of transporting materials to repair the damages. World War II also affected the decline of the railroad.

By June 1930, the York-Delta local was halted. In 1932, one of the two Sunday trains from Baltimore to Delta was stopped. In 1935, the Baltimore-Bel Air Sunday local was discontinued. In 1937, the railroad dropped the Baltimore-Delta train, ending commuter services out of Baltimore. Weekday services were limited to the York Mail (northbound) and the Baltimore Mail (southbound), two Baltimore-York round-trip services. In December 1937, however, the Baltimore-Delta Sunday train extended all the way to York. At this late date, the railroad began the first Sunday passenger service north of Delta in its history. The Ma & Pa operated train enthusiast trips from 1935 to 1947. Theft and vandalism stopped this practice. By May 4, 1947, Sunday passenger service was discontinued. On October 1, 1951, passenger service was reduced to one train per day. In May 1954, York-Baltimore freights were discontinued. Likewise, on August 31, 1954, passenger service was discontinued.

Toward the end, Emmons Industries, which used the railroad for car-building and car-leasing operations, and ties from trackage between York and Red Lion were sold to a scrap merchant on September 22, 1986, and removed. Today, the Ma & Pa Railroad Heritage Village at Muddy Creek Forks stands as a testament to this exciting history and affords a new generation a glimpse of an era fast disappearing.

THE NORTHERN CENTRAL RAILWAY

In 1828, a charter was granted by the Maryland legislature to construct a railroad from Baltimore through York County to York Haven, Pennsylvania. This was then called the Baltimore and Susquehanna Railroad. The Pennsylvania Legislature refused the construction, thinking the railroad would help Baltimore take over the Susquehanna region. A compromise was reached in 1829.

During the year of 1832, the Pennsylvania Legislature approved the York and Maryland railroad. The Baltimore and Susquehanna railroad bought the York and Maryland railroad and decided not to build a line to York Haven as originally planned. The Wrightsville, York and Gettysburg Railroad was then organized. The Baltimore and Susquehanna then controlled the line between Baltimore and Wrightsville. An unfortunate train wreck took place in 1854. The Baltimore and Susquehanna lines were then taken over, forming the Northern Central Railway.

The Northern Railway was one of the oldest in the country, having been completed from Baltimore to York by 1838. The Howard Tunnel, the nation's oldest, was opened for traffic in 1838. By 1868, the tunnel was rebuilt for a second track. According to records, a Mr. Feizer, who lived nearby on a farm, was the first man to pass through the tunnel. In the area of Crolls School Road, during the Civil War, a local farmer would take his cattle to the furthest corner of his property, away from the railroad, to hide from the Confederates coming through by train, as they were known to steal the livestock.

The railroad was ravaged during the Civil War and eventually leased to the Pennsylvania Railroad as part of its far-flung system throughout the Northeast. The railway from Baltimore to New York was the only line to pass across Pennsylvania in a north-to-south direction, completed in 1871. This contributed greatly to the material interest of York County. The line was successful, although not without heavy losses. Always used mostly as a passenger line, it was past its prime by the 1960's and went into bankruptcy June 21, 1970. After Hurricane Agnes inflicted major damage in 1972, the railroad was abandoned. The Commonwealth of Pennsylvania rebuilt the line in 1985 for freight service. When that business failed to materialize, the line went dormant again until 1996. At that time the County of York, owners of the line, leased it to the Northern Central Railway, a new company named after the original operator. The firm operated a dinner train service known as the "Liberty Limited," named after the famous Pennsylvania Railroad streamliner.

Several years ago the line ran trips out of York City. These trips were stopped when the county and Emmons Transportation, the owner of the 2-1/2 mile of railroad into the city, could not reach an agreement for the purchase of the line. Officials of the line viewed access to York as an important part of their market place. Ridership stagnated after the York service was cancelled.

During the operation of Liberty Limited, approximately 75,000 passengers used the train. Each Christmas season it operated a family-oriented experience based on the famous children's book Polar Express by Chris Van Allsburg. Presently, other than the rails, few remnants of the Northern Central 19th Century railroad remain. The last train for passengers ran September 2, 2001. Today, the York County Heritage Rail Trail stretches along side of the railway.

STATIONS ON THE PEACH BOTTOM AND NORTHERN CENTRAL RAILWAY

RELAY STATION: Relay Station lies north of Yoe along the remains of the Maryland and Pennsylvania Railroad. A short distance from Springwood Road, Relay was a siding station (having an extra track for switching freight) on the Maryland and Pennsylvania line. The siding track was removed in 1949. Today, the slate roof station is the home of Robert and Pat Thompson, 380 Fruitlyn Drive, Dallastown, PA. The station also housed a post office and general store. Relay Station derived its name from the freight being relayed over the hill to Dallastown from this area.

North of the Thompson home stands the remains of a chicken coop that is located on the site of what was once a feed mill roughly between 1920-1940. The first floor of the feed mill was composed of fieldstone. Three freight doors had horizontal siding. The second floor had horizontal wood (German) siding. The west side was for boxcar loading and the east side for wagon loading. The mill had a brick chimney and a slate roof.

On the east side of the feed mill, directly across the street, was the mill owner's farmhouse. The residence is currently the home of Joe and Missy Gugino, 365 Fruitlyn Drive. Recently, an addition to the north side of the home has been added.

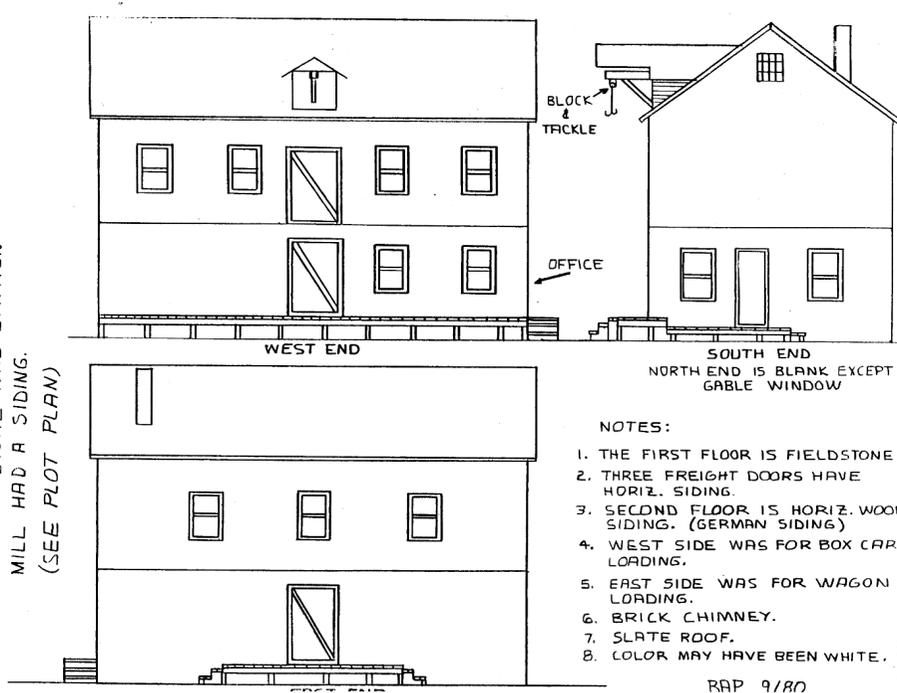
SPRINGWOOD PICNIC STATION: The Springwood Picnic Station was on the Peach Bottom Railroad above Relay, south of Ore Valley. Initially, this station may have been a simple wooden platform for picking up and dropping off passengers. Plans for a proposed station were discovered, but there is no indication that the station became a reality.

Early origins of the Springwood Picnic Station are shrouded in mystery. The park was situated on the west side of the Peach Bottom Rail Road, slightly above the junction of Chapel Church and Springwood Roads. It was a wooded hillside, but the stream at the foot of the hill was a shallow brook of clear water, fine wading for the children. An 1886 Delta postcard shows a lovely lattice pavilion positioned on the curve of the railroad. A 1913 Maryland & Pennsylvania Railroad insurance policy noted that it paid \$600 on a pleasure pavilion, \$100 on a cookhouse and \$50 on a springhouse; however, it is uncertain if this was part of the insured property. Mr. Carl Snyder II, a local resident, noted that there are steps remaining in the area that indicate ascent routes to the park and believes that the park had a ball field on a flat area of his land. Mr. Snyder stated that there are many trails on his property left by loggers who brought horses and wagons uphill to get logs for the steam engines. The land is steep, so the ascents had to be done gradually.

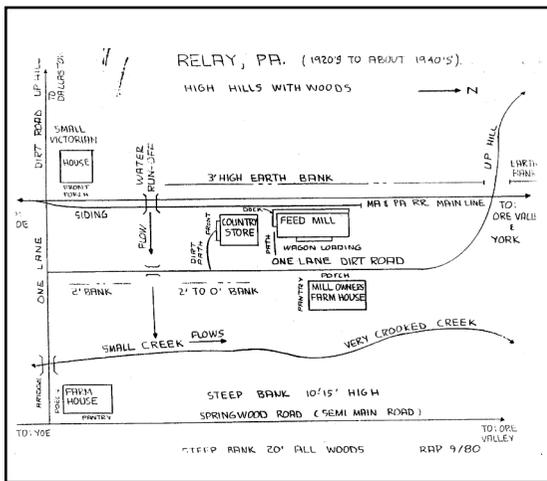


Relay Station

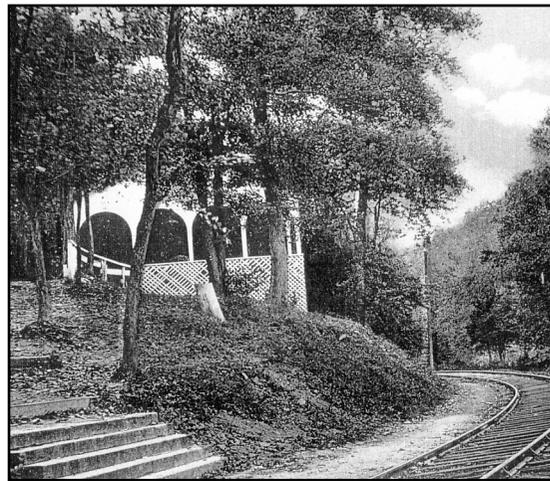
FEED MILL AT RELAY, PA MA & PA R.R.
COUNTRY STORE WAS STATION
MILL HAD A SIDING.
(SEE PLOT PLAN)



Feed Mill Relay



Relay PA Map



Springwood Picnic Station

ORE VALLEY STATION: Traveling north on the Springwood Road, above the Springwood Picnic Station, are the remains of the Ore Valley Station. The house with bluish shutters, west of the railroad tracks, was the station. The station portion of the building was accessed through the track-level doors in what would be considered the basement of the building. This was a voting place for York Township's First District. James B. Raby owned this station home.

J. B. Raby purchased the Ore Valley property in 1911. On the south side of the house was the Ore Valley Stiles Mill that was in a deteriorating condition when the structure was acquired and therefore was then dismantled. Across the road from the house is a stone wall constructed by his son, William Raby. The stone wall is made from the remnants of the Ore Valley Stiles Mill. The mill known as Little Codorus, Funks Rim, and Mill Creek was along Mill Creek that flowed into the Codorus Creek. The Stiles Mill was stone with frame gable ends. It had a wooden overshot waterwheel, probably made by millwright Ben Strickler who lived nearby. A 40-foot wood flume extended from the mill to the mill-race. According to Walter Raby, the meadow at Heindels Road was dammed so the water ran down the tailrace to the mill. The road at one time went under the flume. Albert Stiles was noted as being a proprietor of the saw and gristmill, a merchant, a depot master and a postmaster. Records indicate that Stiles owned the mill from February 19, 1867 to April 2, 1909. Stiles died on June 21, 1910. Products produced by the mill included flour, feed and lumber. The last run may have been in 1903 by Joseph H. Stiles. An intriguing story concerning the Raby's will peak the interest of contemporary movie buffs. James and his bride sailed from South Africa for New York via England aboard White Star Lines. When their ship stopped in the Canary Islands, the newlyweds read of the Titanic's scheduled voyage to New York and cabled ahead for reservations. Arriving in England, it was found that outbound shipping had been halted due to a coal strike. After sea travel resumed, White Star Lines contacted the Raby's, asking if they would care to give up their passage aboard the Titanic for tickets on the Olympic. Tired of waiting, it was agreed to



Stiles Mill



Ore Valley Station

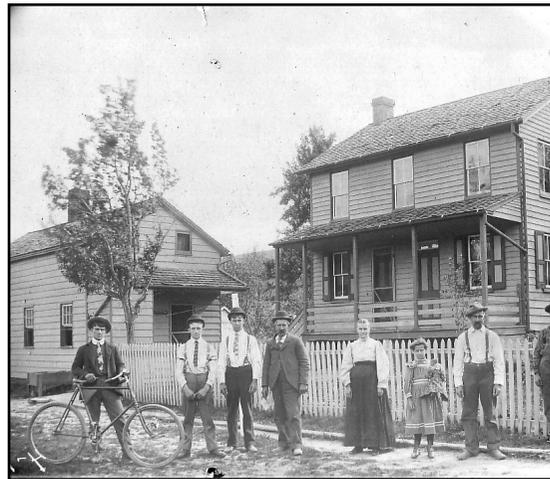
exchange the tickets. On their arrival in New York, the Raby's received word of the Titanic's demise. They never learned who received their tickets or what fate befell the recipients.

BEN ROY STATION: Next to Billet's Garage on the south side stands a home that was the Ben Roy Train Station and Post Office. The Post Office was located in the basement of the home. On July 23, 1899, or 1900, a landslide caused an impressive accident on the York Southern Railroad, creating quite a stir in Ben Roy. This area was a bustling industrial center. Today, few of the original buildings remain, but the ones that do remind us of Ben Roy's unique history and the people's ingenuity.

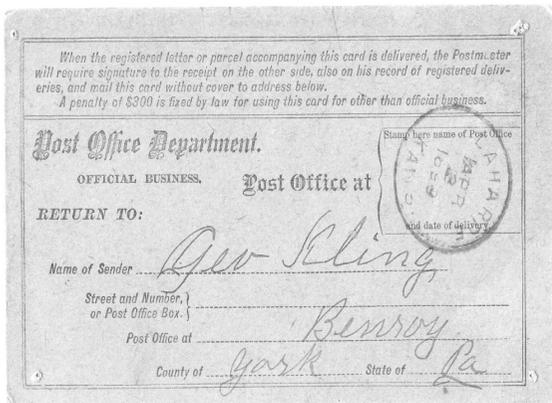
Benjamin F. Strickler founded Ben Roy, located on the Camp Betty Washington Road. Ben Roy was named after Benjamin, but the origin of Roy is uncertain. This is now the location of Billet's Garage. Mr. Strickler was the Postmaster from 1885 to 1914. According to a quote from the history of York County, "In 1885 (B.F. Strickler) was



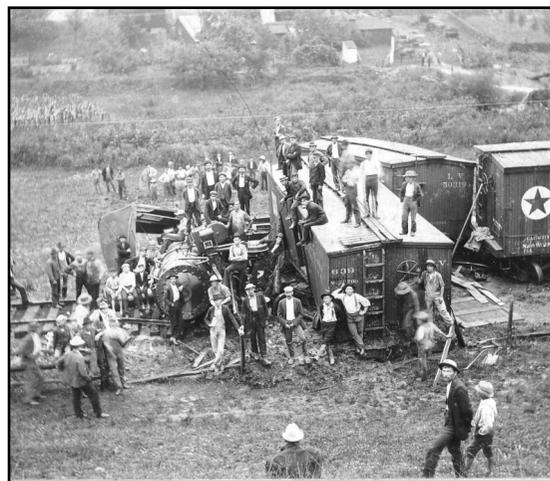
Barn/Benroy Billets Garage



Train Station & Post Office



Post Office Receipt



Ben Roy Train Wreck

appointed Postmaster of Ben Roy (a town which he himself founded) an incumbency which he has ever since retained under both Republican and Democratic administrations." Prior to 1885, the Post Office was located at Tilden, now Longstown. The mail had to be picked up at the Tilden Post Office. The address was York Route # 6, and later changed to Camp Betty Washington Road, Red Lion, PA.

Benjamin F. Strickler stood at the head of one of the leading industrial enterprises of York County, being the manufacturer of the "Success" tobacco-scrap machine, cigar-mold presses and various cigar manufacturer's supplies and specialties having a well-equipped plant in the village of Ben Roy. Known as one of the representative businessmen of his native county, he controlled a large and far-reaching trade. As a citizen he was markedly public-spirited and progressive, meriting high esteem in the community. Born in Windsor Township, York County, on November 9, 1844, he was a scion of one of the sterling pioneer families of the county.

The early education for Mr. Strickler was received in the common schools of York County. He continued his attendance at school until 18 years of age. Entering an apprenticeship at the trade of a millwright, Strickler became a thoroughly skilled artisan, continuing to follow this trade as a vocation for many years.

As a boy, Benjamin established a machine shop in his father's woodhouse. In the woodhouse he manifested such a distinctive mechanical ability that his father showed his practical appreciation by erecting and equipping a good shop on the home farm. At this shop he turned out a great deal of excellent work. Later, Mr. Strickler erected a larger shop for himself with better facilities a short distance west of his present plant, and there he carried on the business for nine years. The enterprise had grown in such scope that it was expedient for him to again increase the facilities. He sold his shop and purchased 15-acres of land with good water power from Peter Williams and erected his fine shop. The building was 56 feet by 45 feet in dimension and three stories in height.

In the manufacture of the various products of the factory, Mr. Strickler employed a corporation of ten skilled mechanics. The superior excellence that the patent machines and devices turned out gained a trade that extended into the most diverse sections of the Union.

The "Success" tobacco-scrap machine was invented and patented by Mr. Strickler. It was a great improvement over other devices used for handling scrap tobacco, being economical in operation and turning out the best class of work with maximum facility and expedition. Mr. Strickler worked ten years to perfect the machine and to secure his letters of patent. On March 5, 1901, he received his patent. The machine was manufactured in various sizes for operation by steam and hand power. Cigar manufacturers in the Union and Canada met it with the highest endorsements.

His plant included a well-equipped foundry and a modern, improved general machine shop. Saw and gristmills on the property were conducted in connection with the manufacture of his specialties.

A man of marked business acumen and of progressive ideas, his ambitions were not only confined to his personal ends, but to worthy measures and enterprises in the general welfare of the community. With unqualified allegiance to the Democratic Party, he was called to serve in various township offices, including those of assessor and inspector of elections.

In addition to Benjamin's successes, his son Charles E. Strickler became noted for manufacturing the Yorktowne Sun Dial. Taken from an old-time sundial used on a Tennessee plantation, the dial was corrected to give the sun time for the vicinity of York, Pennsylvania. The dials were manufactured in the foundry at Ben Roy. Today, the Yorktowne Sun Dial may be viewed at the Dallastown Union Cemetery near the gravesite of Charles Strickler.



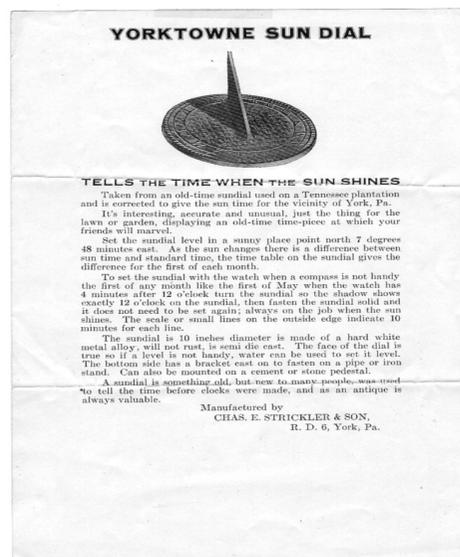
B.F. Strickler



Foundry Scrap Machine Shop



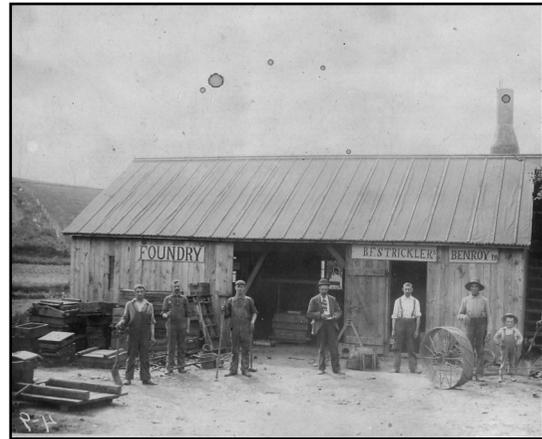
Scrap Machine



Sundial



Cigar Factory & Foundry



Strickler Foundry

ENTERPRISE STATION: The Enterprise Station was the last railroad stop in York Township. According to local residents, this station was located at Allen Road between the new Chestnut Hill development and Camp Betty Washington Road. The train tracks intersect Allen Road at this junction where another railroad platform was constructed. The railroad line continued through Spring Garden Township at the Plank Station and entered the City of York.

BRILLHART STATION: Located along the Northern Central Railway, five miles south of York, Brillhart Station saw the first train pass through in 1838. The Iron Bridge and Railroad was the hub of Brillhart Station. This small area contained several stores and a blacksmith shop owned by William Aldinger, a shoemaker. In 1928, the blacksmith shop and home were destroyed by fire. In the year 1897, Edwin Minnich, an early businessman, kept a large warehouse that housed his extensive stock of farming implements, one of the largest of its kind in the county. Mowers, rakes, wagons and plows were among his inventory. Mr. Minnich was also a traveling salesman for a leading Silo manufacturer. The large brick building, which is still standing, housed the station, post office and store. Tickets would be purchased here to ride the train to York. Coal bins were along side of



Brillhart Station

the building, and coal would be unloaded from the train. Mr. Victor Aldinger, a 98 year old descendent of William Aldinger, was born in the home at 2416 Tunnell Road.

In 1987, the century-old bridge over the railway was removed. This was located on Days Mill Road. When the road was icy or snow covered, it was a struggle to drive up the bridge, approach and turn onto the bridge. Cars would often bounce over the bridge because of driving too fast for the incline of the hill. When the bridge level was reached, gravitational pull would bring the car down fast. The bridge was used as an overview for trains carrying deceased Presidents en route to burial places. It is believed that President Warren G. Harding was one of the deceased to pass through.

The King and Queen of England with their two daughters were some of the many dignitaries to pass through. Four state troopers were the security. Pennies were laid on the tracks and flattened by the Press Car that was first, with the Royal Family in the second car. President Franklin Roosevelt also traveled through Brillhart Station and stopped to view the site of the proposed Indian Rock Dam. The first telegraph poles were thrown off the train that came from York in 1848. A pole was thrown off every 300 yards, and one wire put on, a wonderful sight in this day. A freight train coming through struck a heifer belonging to James Robinson. The train was derailed, knocking off the northwest corner of the bridge with the engine and cars landing in the creek. The York Water Company owned an extensive roller process close by.

THE STREET RAILWAY

Many who remember the Trolley are left with a good amount of nostalgia. The trolley seems to represent a time when people were less hurried than the way they live today. The Street Railway played an important part in the development of Pennsylvania and was a favorite to many. Well-maintained routes ran through the valleys and hills of York Township countryside.

The first York and Dallastown Electric Railway Company was founded on June 21, 1893, to build a southward line. However, unable to obtain funding, the lines were fore-stalled. In 1901, construction contracts were given for the York and Dallastown Railway to organize into the York and Dallastown Electric Railway. Construction began in 1901. In 1904, the syndicate had gained control of the York and Dallastown Electric Railway. A single fare was 5 cents, or a passenger could buy a pack of 25 tickets for \$1.00 or a pack of 6 for 25 cents.

A story involved a lady apprehensive of the safety of the trolley, asked the conductor, "If you placed a foot on the track would you be electrocuted?" His reply was "Not unless you place your other foot on the electric line above at the same time." In January 1939, the public was notified that buses would be substituted in place of the trolley beginning February 5th.



Street Railway

YORK BUS COMPANY

The York Bus Company purchased 34 Model 27-5 buses operating in York and outlying suburbs between 1939 and 1970. The Dallastown-Red Lion route ran through Violet Hill and also South Queen Street through Spry. The Bus Company also carried newspapers and sometimes packages to be delivered along the way.

In the beginning of the early 70's, York County was without public transportation. By 1974, through a grant from the Federal Government, York Area Transportation Authority (YATA) was formed, providing service to York and the surrounding areas.

The York Transportation Club was formed in the late 1970's until 1980. This enabled transportation for senior citizens and people with disabilities. In the year 2000, this was renamed to Rabbit Transit.

Rabbit Transit serves eight routes serving York and surrounding suburbs and two routes serving Hanover. It provides county-wide van service, Park-and-Ride service from Queensgate to York Hospital, employment and special event shuttles.



Rabbit Transit

CHAPTER FOUR FARMS



Emory Grove Farm

RAAB FRUIT FARM

The Raab Fruit Farm, 209 Fruitlyn Drive, Dallastown, has been family owned for over two hundred years. The farmland dates to Pre-Revolutionary War times from a 1774 deed by John Penn, nephew of William Penn. It originally started with thirty-nine acres, raising grain and cattle. Jane Raab Lehman is the sixth generation to maintain the farm.

The great-great grandfather of Jane was clearing wood on the land now known as Susquehanna Gardens when he hit himself with an axe while chopping down a tree and bled to death. James W. Raab, Sr., the grandfather of Jane, hated farming but loved counting and banking. He worked at what is now the Mellon Bank in Dallastown. Prior to working at the bank, he was a teacher and taught in the Raabs' one-room schoolhouse. The farm began to suffer under his care until his oldest son, P. Joseph Raab, took over the farming. He had learned farming at the Yoe Orchard Company under Sam Smith. Raabs Farm eventually increased to three hundred acres until 1958 when a portion was sold to Susquehanna Gardens. In the 1930's, the bank asked P. Joseph to take over the note. He eventually changed the farm into growing fruits and vegetables. This continued until 1994 when P. Joseph Raab retired at the age of eighty-four. At this time, Jane and her brother, Joseph Byron Raab, became keepers of the land. In 1998, Byron passed away, leaving Jane the sole keeper of the land. P. Joseph died in 2002.

Jane was able to find a way to protect the land from being developed. The Internal Revenue Service values property, not according to farm-producing profitability, but at its highest use value, namely as individual family dwellings. This would mean part of the farm would have to be sold in order to pay taxes. The Farm Land Trust preserves and brings the tax base down, which was an option for Jane. There are some stipulations to the Trust in the respect that some of the property must remain open air with only one additional house built on the property as well as no other buildings to be added. The roads must be gravel rather than macadam. Whoever should inherit the property would need to comply with these guidelines.

Jane's future goals are to continue offering the farm as being family oriented where families may visit and pick produce together and learn about farm life. They offer October tours for individuals as well as Scouting and other groups. Jane desires to be known as a "farmer with the widest variety of Pick-Your-Own," wanting the farm to be a learning experience for everyone. "Farming is a gamble," she maintains, due to Mother Nature, prices, and cheap imports entering the country. At one time, there were forty-acres of apples, now reduced to twelve-acres due to the amount of imports. A small farm such as Raab's is unable to meet the demands of large-scale wholesalers, leaving Jane to concentrate on retail and "Pick-Your-Own" marketing.

Jane's father, P. Joseph Raab, was instrumental in the development of Nixon Park that was owned by Bob Hoffman of York Barbell. Mr. Raab asked Mr. Hoffman if he would donate some parkland if Richard Nixon became President. Nixon, of course, won the election and the land was donated with the stipulation that it be named Nixon Park.

MOSER FARM

Springwood Road meets the Camp Betty Washington Road at the Ore Valley one-room school. At this junction, Camp Betty Washington Road travels over a serpentine section of macadam heading toward York, PA. Presently there is a curved road in front of a small farm pond on the right side of the road. The farm properties on the right and left of the pond were owned by the Wagner and Wineka families, but have since been sold to developer Ken Stoltzfus. As a developer, Mr. Stoltzfus has consolidated, once again, what was once in part the Samuel Moser plantation in the 1700's. In 1769, the Moser farm property was approximately 128-acres and 51 perches valued at 713 pounds. After Samuel's death, the property passed to his successors. Samuel Jr. was given the dwelling and land forever. Salomey, his beloved wife, was given the use of a large garden, small meadow, two rows of apple trees, pasturing for her cattle and creatures and her mare. In 1760, there was ore mining on the farm. The ore was taken to the Codorus Furnace.

Currently, Mr. Stoltzfus' attempts to develop the property have been stalled due to the fact that a cemetery lies beneath a portion of the property. The Moser Cemetery is considered a historical site, as there is one Revolutionary War soldier interred in the plot. It is believed that Samuel Jr. was the Revolutionary War veteran. Plans to laser the property may reveal evidence of the cemetery's existence. It is uncertain if Samuel Sr. is buried in the cemetery. The ground is clay and bodies could be preserved. Nails and buttons should show up on laser images.

Ben and Eli Wineka removed the gravestones because the cemetery was in disrepair. The rest of the stones were discarded in the woods; however, in 1949 they were unable to locate any of these. The farmhouse was very original with horsehair and lathe walls, coal oil lamps and a pump in the kitchen.

MEADOW BROOK TURKEY FARM

William Fitz, the first commercial turkey farmer in York County, on this one hundred ten-acre farm started the Meadowbrook Turkey Farm in 1925. Mr. Fitz and his son, Clair, were noted for raising broilers. By 1956, the Fitz father and son team raised four batches of 16,000 broilers a year, grew 2,500 to 3,000 turkeys, and maintained a laying flock of some 2,500 birds. Pigs were a farm commodity and cattle enjoyed plenty of good permanent pasture.

Two modern broiler houses, one being 160x36 feet (two story) and the other 182x36 feet (one story) accommodated all the broilers raised on the farm. Eastern States white 19" overlap roofing and aluminum stripping beneath the roofing was used in the broiler houses to keep them cool during the summer. Hot water brooding pipes were used in the houses, allowing both houses to be serviced with a single kerosene furnace, thereby cutting down on the time required for checking temperatures and the maintenance of equipment. Extra ventilation in the newer broiler house was achieved by turning concrete blocks sideways. These ventilation openings were high enough to provide a constant flow

of fresh air and yet were high enough above the floor to avoid chilling the chicks. In 1955 it took 2.76 pounds of feed to produce one pound of chicken meat. In later years, the farm began producing turkeys and became known as the Meadowbrook Turkey Farm.

The turkey business with their own flock continued until 1952 when Clair felt they couldn't do justice to both breeding and marketing. Clair, who also constructed the dressing plant and refrigeration room, built every poultry house on the farm. In 1963, Clair Fitz fell from a fifty-foot roof of a silo he was painting onto a concrete floor. He was then permanently disabled with injuries from the fall.

The farm is located at 1755 Camp Betty Washington Road and listed as a Century Old Farm in York County. The farm still remains in the Fitz family.

DAVE GABLE FARM

Along Honey Valley Road at a farm owned by Dave Gable are two tunnel-like structures. The tale for this is that at one time this was a still owned by Winfield Markey; however, this has not been confirmed. The structures are unique in that mortar is placed in between each small brick.

FITZ BROTHERS FARM

Locataed off the Springwood Road in York Township is the farm of the Fitz Brothers. The farm is more than 100 years old and was originally owned by Howard and Anna McDowell Fitz, later owned by their son, Howard, Jr. The farm is presently owned by Marlin Fitz and operated by his sons.

The original acreage was 93-acres. In 1960, when Route 83 was constructed, the road separated the farm that encompassed the area that is now South York Plaza. Four Fitz generations have continued to work the farm.

DEMPWOLF FARM

The Dempwolf farm encompassed an area from Owen Road to Hollywood Drive to Queen Street. In the year 1861, the land was owned by Reuben and Mary Fry. Carolyn and Amanda Myers became the owners in 1890. Amanda married Edward Schaszberger and upon her death her share went to Edward and their two daughters, Nellie and Annie. Edward died on March 9, 1921. His shares went to the daughters, Nellie and Annie. Annie Schaszberger married Reinhardt Dempwolf who had a son, John A. Dempwolf. John Allison was the caretaker who lived on the farm, followed by a Mr. Swift. The original plan for a portion of this property was to have single-family homes, but it was divided, and a portion went for apartments and the remainder for the Queensgate Shopping Center. This was the first shopping center in York Township and second to the York County Shopping Center in East York. The Dempwolf House at 2033 South Queen Street (formerly known as Sand Bank Hill) was designed by Reinhardt Dempwolf (plans dated

November 19, 1929) of the Dempwolf Architectural firm and has been continuously owned by a Dempwolf since it was built in 1930. The original lot was 3.9 acres at the time of construction. A small area of 2.8 acres was parceled out for road construction and easement. The present owners are John A. Dempwolf, Jr. and his wife, Beverly A. Dempwolf.



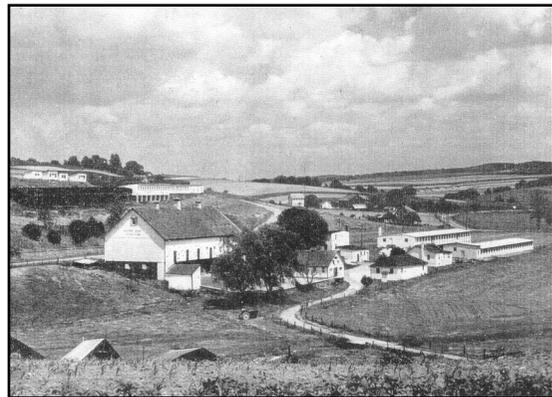
Raab Farm



Raab Farm



Marlin Fitz Farm



Meadowbrook Turkey Farm



Dempwolf Farm



Dempwolf Home

HANTZDALE FARM

In the year 1812, part of a land grant from John Penn was purchased. Owners included E. C. Grevemyer in 1844, Jacob and Ann Gotwalt, 1847, with the mansion house built in 1848. John Evans purchased the land in 1863 which he operated as Central Nurseries. Mr. Evans was a prominent member of the York County Bar for a period of fifty-four years. While a student at the York County Academy, Thaddeus Stevens was one of the instructors who induced John to take up the study of law. John was admitted to the bar in 1822. One of the members of the examining committee was James Buchanan, a leader of the Lancaster Bar. For a time, Mr. Evans became editor of the "York Republican." He was president of the York Water Company for many years and a director in the York National Bank. In 1870 the land was owned by Frederick Sakemiller and by Milton Sakemiller in 1910.

Emma Jane Householder Hantz was born and raised on a farm in Winterstown. After her marriage to Charles Edward Hantz, she operated a bakeshop in the front of her husband's plumbing shop on West Market Street, York. Emma Jane missed being on a farm, so in 1912, using her bakeshop profits, she purchased Hantzdale Farm, 145-acres bordering Tyler Run Road. This later was known as the Snyder Farm. She managed the farm with farmhands, at first growing corn, wheat and potatoes. In 1920, the original barn was destroyed by fire. In 1937, Emma Jane Hantz died, leaving the farm to her only child, Rebecca Hantz Snyder. After her death the house and land were rented to John Thompson.



Hantzdale Farm



Hantzdale Farm

Charles S. Snyder, husband of Rebecca, remembered taking the trolley to the farm on weekends. In the fall they would butcher in the summerhouse, using the fireplace for the boiling in big kettles. Upon the death of Rebecca Hantz Snyder in 1973, the land went to her two sons, Charles Edward Snyder and Stuart Hantz Snyder. In 1961, the farm became Hantz Enterprises, Inc. The current descendents decided to develop the farm with a goal to become a premier condominium community. In 1996, The Villas on the Lake started to be developed.

COPPER BEECH TREE

John Evans, the owner in 1863, planted the Copper Beech Tree as he developed a nursery along Tyler Run Road. The 148-year-old tree was cut down in 1993 due to disease. This was then the location of the Aldersgate Church, which was a portion of the original land of Hantzdale. Members of Aldersgate Church decided to memorialize the tree by turning it into a sculpture. A statue of the "Good Shepherd" was created from what remained of the beloved tree. The tree was 80 feet tall and had a spread of 55 feet and a girth of 15 ½ feet. The deed from Hantzdale was specifically written to protect the copper beech tree. The statue was completed on May 6, 1994. The beautiful shape of the tree created a logo for Hantz Enterprises, Inc

The statue became decayed and was dismantled by May 2001. A new mold was made and concrete will be used to construct a new statue. When finished, it will have a wooden appearance. Hopefully, the statue will be completed and placed on the lawn by late fall of 2002.

FAIRFAX FARM

In 1855, Augusta Shenk built his home on what is now called Fairfax Farm. The farm contained 35 acres of all fruit trees. In later years it came under the ownership of Henry Fahs and passed on to his son, Clayton. Henry Fahs also owned two other farms in the area, one being at the corner of Monument Drive and South George Street and the second, Fair Acres, located on the southwest side of South George Street. In 1959, Robert Toomey became the new owner of Fairfax Farm. At that time an addition was made to the home and a pond was added. A plaque remains in the attic dated to 1855. It is thought that a house was first built on the location of the pond. Recently the farm came under new ownership.

FAIR ACRES

In the year 1936, the son-in-law and daughter of Henry Fahs, Mark E. Keeney and M. Elsie (Fahs) Keeney, moved into the home at Fair Acres. D. Gladfelter was the owner in 1860. The farm was approximately fifty acres. Around 1944, Mr. And Mrs. Keeney started the development of Fair Acres along South George Street. Mark Keeney got the idea of the banquet hall when the women of his church were looking for a place to hold church socials inquired about using the small building on his property. Mr. Keeney then decided to remove this building and to construct a larger one to accommodate and hold banquets on special occasions. From 1946 until 1982, the Keeneys served private and public dinners. The holidays were open to the public when a family style dinner was served. Mother's Day would bring crowds of about 600 people. Mrs. Keeney had a bakery in the basement of the home and made the bread, pies and cakes for the banquets. They made their own apple butter in large copper kettles outside. Mrs. Keeney attended market in York, selling her baked goods, some of which were fastnachts and crullers.

Anna (Keeney) Lehman, daughter of Mark and Elsie, recalled moving into the home that was then believed to be one hundred twenty-five years old. There is a spiral stairway with a mahogany railing from the first floor to the attic. The farm had two ponds, and in the winter many of the neighbors would come to the farm for ice-skating and a fire would be built. Anna and Edwin Lehman were the first to use the banquet hall for their wedding reception of 300 guests and returned to celebrate their 50th Anniversary. The name Fair Acres originated from the farm as Fair Acre Fruit Farms and was then reduced to "Fair Acres." Mark Keeney, Jr. is now the owner of the farm.



Mark Keeney/Henry Fahs



Fair Acres

PERRY DELL DAIRY FARM

Harry L. Perry purchased a farm in 1922 of approximately 100-acres on Indian Rock Dam Road called Perrydell Dairy Farm. In 1928 Harry's son, Howard, became the owner, followed by George and Roger Perry in 1957. The farm is now operated by the 4th generation, Tom and Greg Perry. In 1870, Harry Perry traveled to the Black Hills to search for gold. For his journey he carried a small pistol for protection. Years later, not wanting this gun in the home, Mrs. Howard Perry threw it away in what she thought would be a safe place, an old unused "outhouse." In later years, George, with the help of his son, found the gun. After cleaning the rust and grime away, it is now framed and hanging in one of the homes.

The Perry's mainly grow corn and alfalfa as feed for their dairy herd of 150 milking and 150 dry-stock. The farm now contains 220 acres. Instead of sending their milk to a proprietary, they sell directly to consumers coming to the farm store. The milk is fresh every day. George and Roger were practicing limited tillage before the word was invented, making up their own system to practice the kind of soil conservation that would be suitable for the rolling land. Perrydell is an Official Tour Location for York County. In October a public Fall Festival is held.



Perrydell

MARKEY/KEENEY FARM

David Markey built this farm located on Indian Rock Dam Road in 1866. The farm consists of 116 acres and has been in the family for four generations. The acreage was put into contour strips to reduce soil erosion. Crops are succession planted in order to keep the vegetables coming to market throughout the growing season. Paul and David Keeney, great, great, great grandsons of David Markey, are now the owners. The family of four plant and harvest with some seasonal help. They sell all of their produce in the local Farmers Market. In addition to the vegetables, they also grow an abundance of gladiolus in the summer. Prior to the opening of the York Markets, Mr. Markey took his produce to the "Open Market" held in Continental Square. The latest addition to the home was done in 1900. The farm is listed as a Century Old Farm in York County.

MILLER PLANT FARM

Howard and Kathryn Miller were the first owners of this farm located on Indian Rock Dam Road. They were followed by Jacob and Ada Miller. A portion of the home is a log house with many additions over the years; it contained six bedrooms. In 1928, the newest section was added, and the first greenhouse was constructed by John and Betty Miller. The farm then became the Miller Plant Farm.

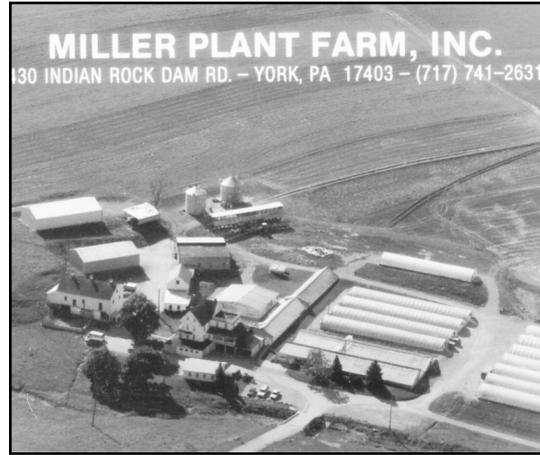
By 1984, the farm produced 100,000 potted plants and nearly a million vegetable and other transplants a year. It now produces 200,000 potted plants with less vegetable and other transplants. The challenges today are to introduce new growing methods of plants and various new varieties. They also attend the local York markets.

The butchering was done in the basement kitchen where "Grammy" cooked meals for over 100 people on a regular basis. Mrs. John Miller continues this tradition by cooking for the help of about 15. Their family meals serve about 45 persons

It is said that William Penn signed a treaty with the Indians under an Oak Tree in the vicinity of Millers Plant Farm and the railroad crossing. This has not been verified.



MARKEY/KEENEY 1866



MILLER PLANT FARM

LEADER FARM

George Leader purchased a sixty-eight acre farm for \$4,000.00 at the corner of Leader Heights Road and the Baltimore Pike (South George Street) in 1889. At the top of the hill across from the barn was a tollgate with a fee of five cents for usage of the road. The Baltimore Pike was then a dirt road with storm ditches. Wagons would get their wheels stuck in these ditches, giving the horses a breather while the wheel was removed.

After the death of Susan Leader, George remarried Mabel Freed, a schoolteacher. At this time Ben J. Leader, brother of George, asked to have an advertisement painted on the barn for his Furniture Store in Jacobus. It was agreed for this to be accomplished with the stipulation of having "Leaders Height" painted with it. The Height originated from the height of the hill. Sometime later, Henry Leader purchased these three-foot boards with the painting intact. Having no place to store them, he gave them to his brother, George M. Leader. George had them restored and reassembled and placed on the barn of his farm in Hershey, PA.

Guy A. Leader, the only son of George and Susan (Myers) Leader, was born in 1887. Guy attended a one-room school, continuing his education at the York County Institute. At seventeen he taught all eight grades at Jessop School in York Township. In the year 1909 he married Beulah Boyer. A chicken business started in 1913. Guy pioneered blood testing in the chicken industry. In 1923, he placed an incubator in the basement of his home, later buying an electric hatchery. Guy purchased two more pieces of the Robbins Hatchery equipment which controlled temperature and moisture and produced 23,000 eggs a week, bringing the chicken industry out of the barnyard. His home at this time, a

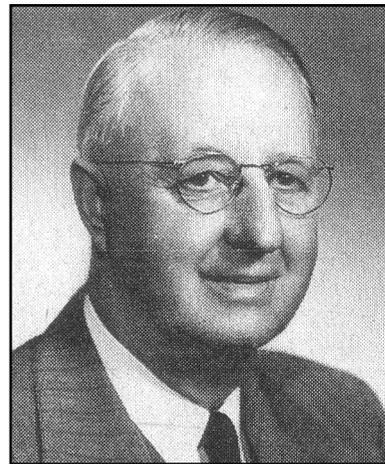
small two-bedroom bungalow, was located on Pine Grove Road, claiming to have the only outhouse with a flush toilet. Mr. Leader had hooked up sewer pipes connecting to a septic tank. This home became too small for his family, so in the year 1934 they moved to the stately brick home on Leader Heights Road that is now the location of Peoples Bank. The Leader Farm was the first in York County to be recognized for contour farming, a new concept that attempts to pin the raindrop where it falls. Guy A. Leader found an advantage to such farming. The birds ranged on grass strips between rows of corn, enjoying the corn shade but causing no damage to crops. The chicken business continued until the 1950's, selling eggs to farmers and an average of one million chicks to farmers in York and Lancaster area. In the 1930's and 1940's, Yorkers would travel down Queen Street across Leader Heights Road viewing a sea of white dots - the Leader chickens.

After the death of Senator Henry Lanius, Guy Leader was elected to serve the remaining one and a half year term of Mr. Lanius. Guy was re-elected for a second term as state senator. Mr. Leader also served on the York Township School Board.

In 1984, the Leader Farm continued in the form of "Guy's Hatchery" on thirty-eight acres of Leader land at 100 Leader Heights Road. The hatchery was operated by Guy Jr. and shut down September 18, 1987, ending a part of local history. At one time the farm encompassed fifty-two acres on the north and south sides of Leader Heights Road. Everyone in York County knew the Leader farm. George Leader, son of Guy, became a state senator in 1950, then governor of Pennsylvania in 1954. He was given the name "Honest George".



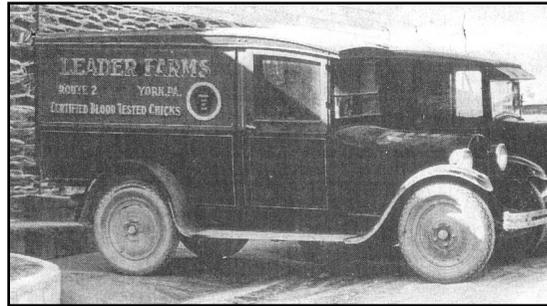
First incubator



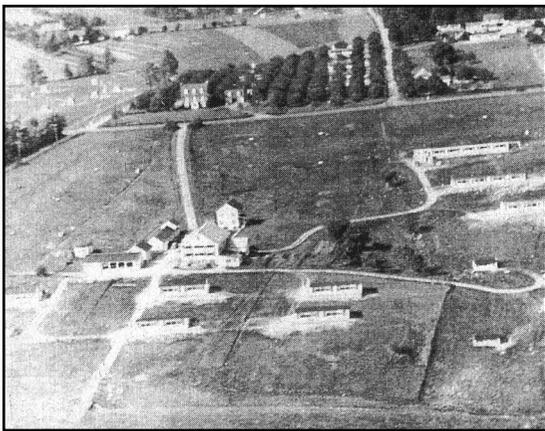
Guy Leader



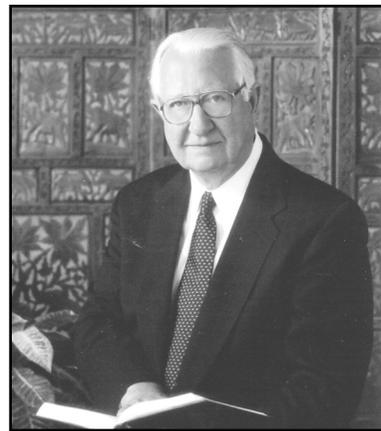
Homestead



Mid 1900 Leader Trucks



Aerial View Leader Farm



Gov. George Leader

A portion of the Leader Farm is now the site of Country Meadows built in 1992 by the Leader Family Corporation. The son of George and Mary Jane Leader, Michael, is the CEO, with the rest of George's family involved in operating the corporation. The facility offers independent and assisted living for the elderly, with two hundred sixty-five beds. Susan Hovis, granddaughter of Guy Sr., is the assistant administrator.



Country Meadows

GODFREY FARM

The present owner of the farm at 2324 South Queen Street is David Godfrey. The date the home was built is unknown. This was a log home that is the front of the house with the peak of the roof added later. The deed to the property dates back to 1845. Edward Streibig was the previous owner in the very early years. Paul Godfrey, the father of David, purchased the farm around 1929. Additions have been made to the home in recent years. When the harvest season came and thrashing was to be done, water was carried by hand to the help in pails. There were springs coming out of the hill and from there water was pumped to a cistern with pipes that ran into the butcher shop and barn. Drinking water came from the springhouse.

GROVE FARM

The farm located next to the Godfrey's at 2326 South Queen Street was the home of Emory and Mabel Grove. One of the few windmills remaining stands on this farm. If there was no stream on a property, a windmill would be used to pump water from a well or a spring. The water would be stored in a concrete cistern. Water flowed down to the barn and house by gravity as needed.

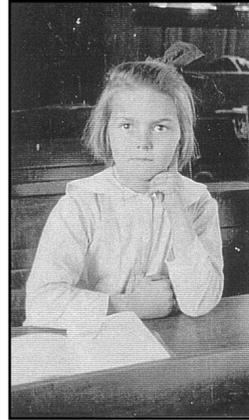
Edward was a long standing member of the Goodwill Fire Company from 1930 to 1953. The farm consists of 52 + acres that was sold in 2002 for the amount of \$3,625,000.00



Grove Farm



Emory Grove



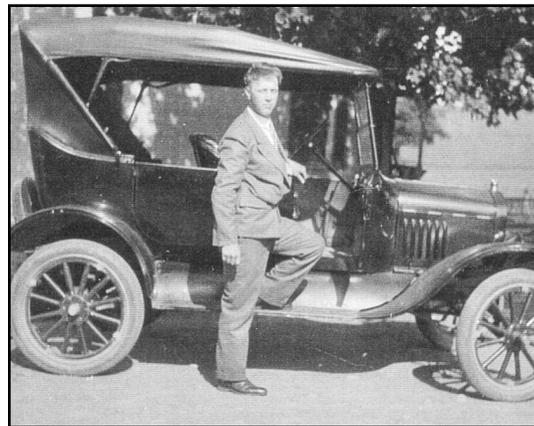
Mabel Grove



Grove Windmill



Emory Grove



Emory Grove

BACON FARM

Charles Grove purchased 85 acres in 1910 and operated a dairy farm. His two children, Robert and Ada, delivered milk in the area in 1939. Kathryn, the youngest daughter, began helping to deliver until 1947. Charles Grove died in 1959.

In the year 1947, Wilson C. and Carrie R. Bacon then purchased the farm in the area of South Park Street in the township. This continued to be a dairy farm that bottled and sold its own milk.

Wilson and Carrie discontinued the bottling business. Their son, Vernon Bacon, operated the dairy until 1952. Wilson and Carrie moved to the farm in October of 1952, selling the milk to the Meadowview Dairy in Adamsville.

Due to governmental regulations, the business and cattle were sold in 1960. The Bacons then farmed the land, growing tomatoes and other crops. They also raised cattle, horses, and chickens.

As a child, Dave remembers his duties of helping to milk the cows every morning before school and after school. He was responsible for many chores that were necessary around the home and farm. During school days Dave would walk to Main Street to Tyson store for the bus.

The Bacon farm was a gathering place for the boys in the area. In summer they could drive around the farm with the tractor. Standing on the back of the tractor with one of the boys driving, Dave got his foot caught in the hydraulic corn cultivator and broke all five bones on the top of his foot. He was taken to the hospital where a cast was placed on the foot, ending his summer fun.

In the year 1970, the family developed a portion of the land into building lots. Three of the streets carry the namesake of Wilson, Carrie and Kirsta. Kirsta is the grand-daughter of Wilson and Carrie, and the daughter of David and Carolyn Bacon. Kirsta was three when the streets were paved. When the township installed the street signs, Kirsta noticed that her name was misspelled (Krista). She called the township, asking that the correction be made. The spelling was changed.

Carrie Bacon died in 1993, and Wilson died in 1995. The estate then sold the farm to the grandson of Wilson and Carrie, Scott and Jennifer Taylor.



Wilson Bacon

CHAPTER FIVE MILLS

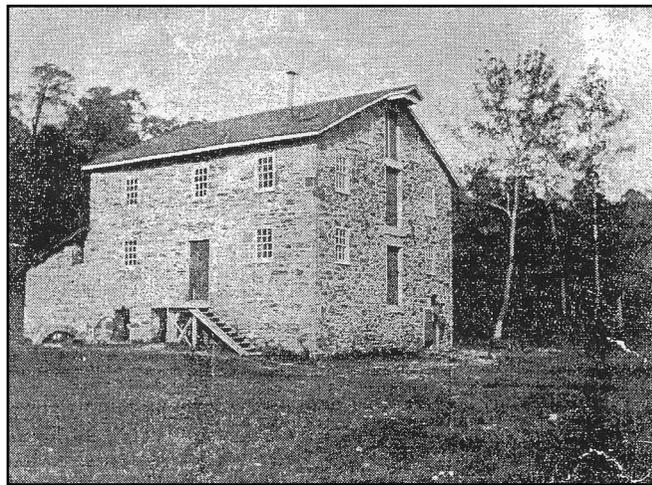


Dietz Mill Stone

MILLS ON THE CODORUS, MILL CREEK, AND TYLER RUN

Located on the South Branch of the Codorus was Gross and Sprenkle Green Valley Mill, most commonly known as Days Mill. Yost Kuhl built the mill in 1819 as a flour and gristmill with two 48-inch Burnham turbines which were built by Norrish Burnham of Glen Rock, PA. Flume walls indicate that an undershot wheel or possibly a breast wheel was used. The stone walls were not straight but purposely curved to increase strength. In December 1824, Yost Kuhl advertised a public sale of the four story mill and sixty-acres. John Sprenkle owned the mill from 1839 to 1866, processing flour, grain and feed. It then contained thirty-six acres, four perches. No evidence is found that Gross was a part owner, however, he was of the business. Clinton H. Day operated the mill from 1898 to 1918, which was owned by the York Water Company, with four flour rollers in the basement. In 1918 to 1922, Harvey Grimes owned the mill, processing flour until 1919 when the entire inside burned out, leaving only the stone walls. Ira C. Zeigler rebuilt the mill in 1924. It was equipped with only feed and cider operations. The mill ceased operation in 1932. It was then later sold to William Root in 1946. Scott and Jennifer (Myers) Taylor bought the Days Mill in 1984 for the stone to be used to build a home near Winterstown.

The York Paper Mills was situated on a branch of the Codorus, about three miles



Days Mill 1928

southeast of York. The manufacture of paper was begun at this place. Later, the mills were owned by W. Irving Clark and superintended by F. P. Marshall. The last owners manufactured different varieties of tissue paper cut of jute and hemp. The jute was obtained from the East Indies, only the lower part of the jute stock was used for paper; the upper was valuable for bagging and ropes. The thread of this paper was formed by water combining with the pulp of the material used. The mill produced 12,000 pounds a day, operating day and night. Manufactured paper was shipped directly to the consumer. The paper mill ceased to operate in 1892. At the same place a factory was started for making fertilizers, largely phosphates.

Yost's Mill on the east branch of the Codorus occupies the site of a mill that was built

in 1752. The Indians, with wonder, came to observe this improvement over their slow and imperfect method of grinding corn. Henry Sence was the first proprietor of this mill. Jacob Yost owned the mill for about twenty-five years, and at his death it became the property of his son-in-law. In 1820, a pious Quaker named John Thomas successfully taught an English school among the Germans near Yost's Mill.

Keystone Grist Mill, more commonly known as Sprenkles' Mill, was built in 1781 on the western branch of the Codorus. Peter Sprenkle operated the sawmill from 1810 to 1883 as a gristmill. It contained three Keystone double rollers, producing six to twelve barrels per day of flour. The mill was known as Keystone Mills or Codorus S Fine Sprenkle and Company. Howard Bear owned the mill from 1895 to 1943 when it was sold to USA Flood Control. In 1924, the mill was still standing with machinery inside and finally torn down in 1946.

Keystone Woolen Mill and Cotton Factory along the Codorus was an important industry in the Township. In later years it became a sawmill. Henry's Mill, located up stream, as well as Kreidler's down stream, were other old mills.

OLD MILL CABINET SHOPPE/RIDERS MILL

Heading north on the railroad line, following Camp Betty Washington Road toward Mt. Rose Avenue (Plank Road) lays the Old Mill Cabinet Shoppe, which was operated as a cider press from the 1930's to 1940. The mill was known as Riders Mill and later as the most common name, Bowser's Mill. The original date of the building is uncertain. Two dates, 1850 and 1895, have been located on the structure. According to the current owners, there is evidence that the building caught fire. After the fire, the mill may have been revamped with a turbine. The fire may account for the two dates.

Mr. Rider is considered one of the first owners, and it is believed that he may have



Riders Mill Cabinet Shop

built the mill. Milton Austin, an area property owner, remembered mill stones lying outside the upper end of the mill. He thought Rider had them set up inside on runs for flour and feed. In Rider's time, the first water wheel was an overshot. The mill was sold to Israel Bowser, a Dunkard minister. In 1946, daughter Caroline Bowser and her husband, Martin Austin, inherited the property. The original Bowser property was thirteen to fifteen acres, and Israel Bowser lived in a white frame house across from the mill. Mrs. Austin sold the property in four parts: Dwelling house, land on that side of the road to Ernest Yost in 1946, lower three to four acres to Fitz Aluminum and Brass Company, upper two to three acres to Milton Austin, mill and two to three acres to Clair Meyers. In 1974, Clair Meyers owned the mill. Mr. Meyers originally intended to make cider once again and to have some kind of snack bar or restaurant. As of November 17, 1974, the mill was used for storage. Carl and Bess Naylor now own the mill. The property now includes the mill cabinet shop, log house, and a classroom for teaching chair making.

At one time there was a dam at the mill and Mill Creek flowed next to the structure. Later, the highway department moved the creek about fifty yards away from the mill and road. The mill is two and one-half stories; the first floor is stone and the rest frame. In 1919, Martin Austin ran the last mill run by waterpower. In 1951, the last run was with an electric motor and gasoline engine.

Located on the Camp Betty Washington Road near Riders Mill is a 1790 log house from Altoona, PA. The log house is actually two log homes together. It was a sophisticated house for that time period with a dovetail construction. The house logs are 32 feet long. The little house is from Seven Valleys, Walter Hatchey Road. A corner post log house, the construction is mortar and tenon, (the end of a timber cut). It is more Swiss than German. The small shed behind the log house is from Henry's Tire Service on Queen Street and Leader Heights Road. The springhouse on the property is from the Rosenmiller Farm on Grantley Road.

YORK POWDER MILL

Close to the central section of the township, York Powder Mill was once an important industry. This gunpowder mill was built in 1870 by T. E. Brainer Co. along Tyler Run. M. S. Johnson was superintendent of the mill. Rockdale Powder Company was the last owner and became incorporated in 1901 with a capital of \$175,000. It was advertised by that company as "the only independent powder and dynamite company in the United States." The mill was ultimately torn down.

FRANK DIETZ MILL

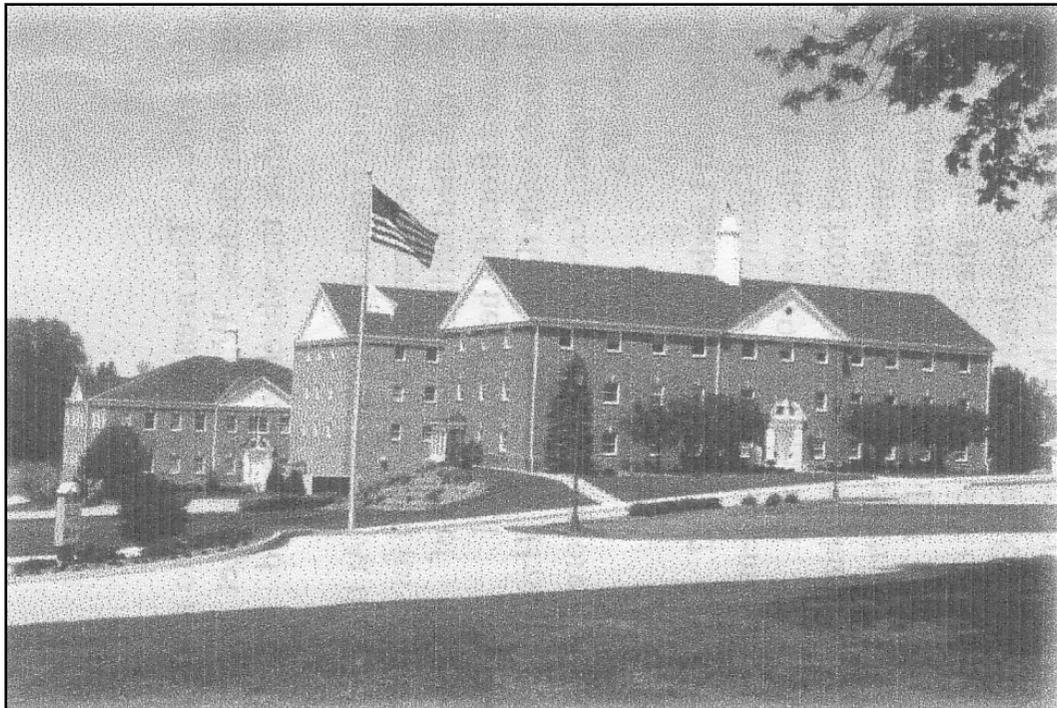
Frank Dietz, born in 1847, operated a saw and flour mill. He began milling in 1868, learning the trade in Spring Garden Township. He was known as the processor of the best waterpower in the township. This mill, being south of York on the Baltimore Pike, was known as "Loucks Mill." The property consisted of 96 acres. He maintained a large trade in York, Jacobus and Loganville for his flour. Near Dietz's Mill was a dwelling house, for-

merly owned by Abraham Yost, built in 1762. This is believed to be the large yellow brick home that stands along the Susquehanna Trail (South George Street extended) near Lake Redman. In the yard of this home is a large mill stone from the mill. The property is now owned by the York Water Company.



Dietz Mill - Property York Water Company

CHAPTER SIX BUSINESS



Glatfelter Insurance Group

HOLLYWOOD/ALYCE CIRCLE

Jeff and Marcia Boettcher state that their home at 1480 Camp Betty Washington Road was built in 1851, which is as far back as they could locate in the deeds. The home has been in the family for 56 years. They believe the area around the home was called "Hollywood." The home has brick ovens which they continue to maintain. They believe the home had been a bakery at one time. John Martin was a possible previous owner. At Alyce Circle, Mr. Boettcher claims there is a stone arch under the road, but does not know the significance it might have had. He also claims that there might have been a station stop behind the home.

JOHN HILDEBRAND BLACKSMITH SHOP



John Hildebrand Blacksmith Shop



John Hildebrand Home

Almeda Sanders who resides at 1697 Camp Betty Washington Road states that her home was built in 1874. The building against the barn was the blacksmith shop of John Hildebrand, who was her adoptive father. Mrs. Sanders remembers the times John would give her a note containing his order for things needed at the shop. She would take the train and sometimes the trolley to York to purchase the necessary supplies at the square and then would walk to the Railroad Station near the Wire Cloth to return, and someone would meet her to take her home.

MAILMANS/QUEENSGATE SHOPPING CENTER

Stanley H. Mailman, founder of Mailman's Department Store, opened his first store in the then new Queensgate Shopping Center in 1962. Mr. Mailman introduced in a major way what we call today discounting. He was a pioneer in the retail industry.

Stanley Mailman and Steve Masters of New York joined together in 1956 and opened Masters in York. Since the business was a success, Mailman decided to go on his own with the Queensgate store. He sold appliances, televisions, electronics, jewelry, luggage and beauty supplies. The store operated under a business agreement with S. Grumbacher & Son of the BonTon, which sold clothing and accessories in the Mailman store. At one

time, Mr. Mailman had the largest grossing business in the county, providing jobs for 200 people.

Stanley Mailman was born on March 20, 1928. He was six years old when he began working in his parents' meat market in Baltimore. He graduated from City College High School in Baltimore and attended the Johns Hopkins University and the University of Alabama. He later served in World War II. Mr. Mailman married Evelyn Hollander on March 6, 1943. They had two children.

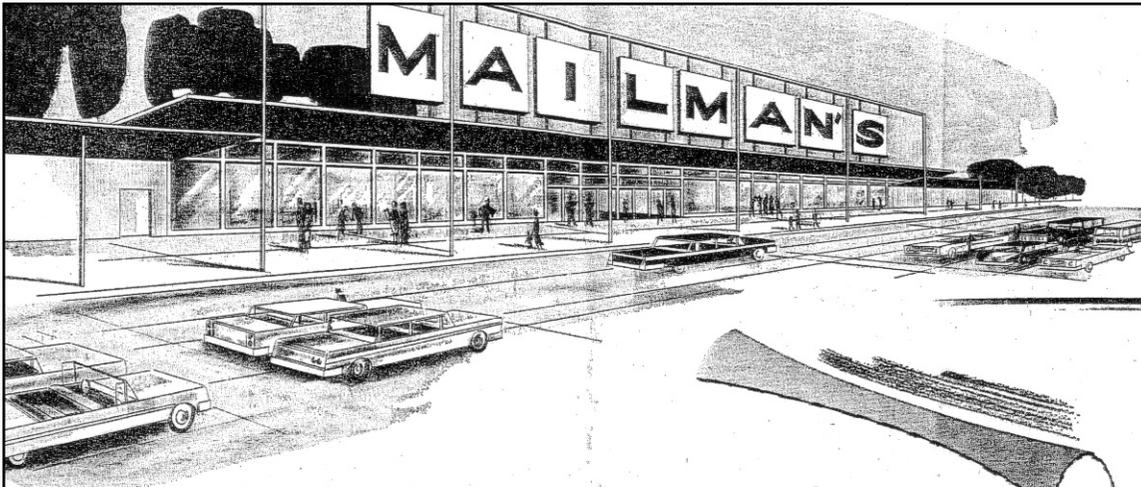
The Mailman-Grumbacher relationship ended in 1988. Two years later the store went bankrupt. The store closed December 1, 1990. Mr. Mailman died in 1998. "Everyone loved him," Evelyn Mailman said after his death.



Mailmans

SPRINGWOOD NURSERIES/IMPERIAL APPLE

Jonathan Jessop purchased 253.110 acres in 1800 settling in the township in 1784. This property covered an area between the Baltimore Pike and Joppa (Grantley) Road. In 1820, Mr. Jessop had a nursery farm "Springwood Nurseries" where he raised young apples. His attention was called to a seedling found on the farm of John Kline in Hellam Township. This apple tree had some faults, but also had great possibilities as a storage apple. Mr. Kline noticed apples that had fallen from the tree in autumn could be recovered under leaves in spring and were as fresh as the day they dropped. Mr. Jessop grafted a stem from this seedling on another tree thus propagating a new variety. In his orchard he planted one of these trees and when it began to bear grew to what is now known as "The York Imperial Apple" in 1855. A New York nursery listed this as one of "the most wanted Antique Apples." It stores well, the fruit medium to large, flesh firm and juicy, color yellow brushed with pink. One objection is the peculiar oblique form that makes it difficult to pare on a machine. The apple sold for fifteen cents each. It received national acclaim for its texture, taste and ability to last through the winter. The apple was originally called



An Open Letter to the York Area Shopper

You will be hearing much about MAILMAN'S, and you will be asking questions. Here are the answers to the most important questions:

What is MAILMAN'S? A completely new kind of store.

It's a SUPER DEPARTMENT STORE with prices way below regular retail.

What Will MAILMAN'S offer you?

- Quality merchandise at unbelievably low prices.
- One-stop shopping: A new complete department store with 78 departments of quality merchandise at budget prices, even a Tire and Car Service Center.
- Free parking for over 1,000 cars.
- Your satisfaction guaranteed or your money refunded.
- Convenient shopping hours daily, Monday through Saturday 10 A. M. until 10 P. M.
- Friendly store atmosphere . . . locally owned and operated.
- Quick, easy self-selection shopping with competent Sales Personnel available when you want them.
- Shopping carts for your convenience (with room for the baby!)
- Each department actually a store within itself.
- All of these advantages and CREDIT TOO!



Bring the entire family. Wear your casual clothes. It isn't necessary to go home for your lunch — have it at our new, modern Snack Bar.

There never was such a store, and it opens in York on

THURSDAY, NOVEMBER 1st AT 10 A. M.

Watch for our ads in tomorrow's papers.

MAILMAN'S SUPER DEPARTMENT STORE
Queensgate Shopping Center
South Queen St. and Springwood Road
YORK, PA.



S. Clip the coupon below.

MAIL THIS COUPON TO OPEN A MAILMAN REVOLVING CHARGE ACCOUNT

PRINT YOUR NAME AUTHORIZED BUYERS
 ADDRESS
 CITY STATE
 HOW LONG AT PRESENT ADDRESS? OWN [] RENT [] BOARD [] PHONE NO.
 FORMER ADDRESS (IF LESS THAN 2 YRS. AT PRESENT ADDRESS) HOW LONG
 HUSBAND EMPLOYED BY ADDRESS
 HOW LONG? OCCUPATION?
 WIFE ADDRESS

JUST SAY "Charge it" ON
MAILMAN'S
REVOLVING CHARGE ACCOUNT

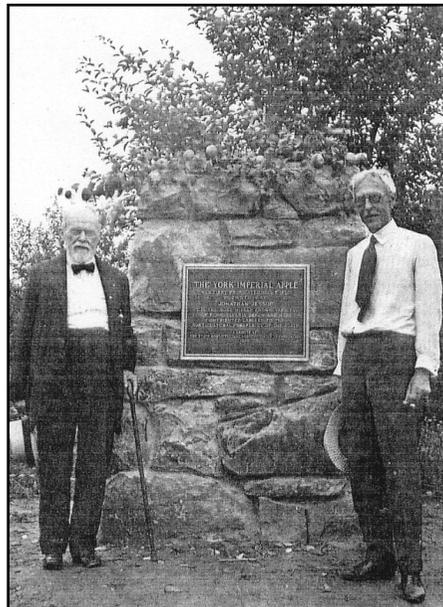


Opening Advertisement

"Jonathan's Fine Winter Apple" and later described as "The Imperial of Keepers."

At the death of Mr. Jessop, John C. Schmidt purchased the farm. At that time plots were laid out for various orchards and about three thousand trees were planted, the first being planted in 1912. Mr. Schmidt was asked by the State Horticulture Association for permission to place a monument on the site. Mr. Schmidt then erected a small monument of native stone near the site where the York Imperial apple was propagated. The monument was dedicated August 18, 1920 and became a landmark to fruit farmers everywhere. On September 10, 1958, the farm was sold in different acreage amounts to various people. Dr. Thomas Bauer was one of the new owners.

Mr. Jessop had an establishment on West Market Street, York, where he made an eight- day grandfathers' clock. Floods destroyed this store in 1817. In 1965, Mrs. James Chalfont purchased the clock in working condition. Being a member of the Society of Friends, Mr. Jessop attended the Friends Meeting House (Quaker Meeting House) on East Philadelphia Street in York. He was chastised by this organization for singing the worldly song of "Bonnie Doon" and was willing to make amends for his outrageous behavior. Records show that he was forgiven.



Dedication of Monument Jonathan Jessop,
grandson of Jonathan Jessup & John C. Schmidt

APPLE HILL MEDICAL CENTER

On October 1, 1984, Paul Keiser, President of York Hospital, brought William H. Kast, Vice President of Development, into the York Hospital family. One of the first projects of Mr. Kast was to fill the need in York County for a free standing outpatient surgical center and a facility offering outpatient services. Dr. Thomas Bauer suggested a unique medical mall concept to the hospital. The mall would contain physician's offices and hospital outpatient services under one roof. Dr. Bauer offered the land he had purchased some years ago. He agreed to sell the land with the stipulation that all doctors would own their own offices. The York Hospital Board of Directors bought this 26-acre orchard in 1985 from Dr. Thomas Bauer. Apple Medical Center with York Hospital and its medical staff became a reality. Today, Apple Hill Medical Center stands as a testimony to Dr. Bauer's foresight on the property that once produced the world-famous York Imperial Apple. Over the past 15 years the "Medical Mall" offers condominium office space for doctors and dentists, as well as a Cancer Treatment Center. The first building opened in 1988 with construction continuing over the years. Later, a 37,000 square foot office center was completed on the same campus. In 2000, the adjacent land of 15 acres was purchased with no further immediate plans. The monument from the Springwood Farm was dismantled, and the brass plaque is placed inside the Apple Hill Medical Center on the lower level at the bottom of the monumental staircase, opposite the food court.

A good reason to visit the Medical Center is to see the 184-piece international art collection. The Apple Hill quilt was designed to celebrate the completion of the Center and was quilted by a group of Amish women. Green bar grids symbolize the apple tree. The apple logo at the center of the square was designed for the medical center. It commemorates the propagation of the York Imperial Apple. More quilts in the Medical Center were commissioned and stitched by Amish and Mennonite women from nearby communities.



Apple Hill Med Center

HOVIS GREENHOUSE

Raymond and Mary (Leader) Hovis started a greenhouse on Leader Heights Road in 1951. Mr. & Mrs. Hovis had a variety of potted as well as fresh cut flowers and arrangements. In the holiday season people passing by could spot through the greenhouse windows the bright red color shining from the large supply of poinsettias. The flower business continued for forty years before the Hovises retired. Previously, Mr. And Mrs. Hovis were schoolteachers. Mr. Hovis served on the School Board of Dallastown. They now make their home in Country Meadows. Mr. Hovis has a wonderful memory at the age of ninety-four, while Mrs. Hovis maintains her sense of humor at ninety-two.

ARTHUR GLATFELTER INSURANCE AGENCY

Arthur J. (Art) Glatfelter's career started in the insurance business in 1947 in a local general insurance agency. He later became the founder and president of his own agency with a staff of 50 employees.

Art Glatfelter is a native of York County, born in Loganville, Pennsylvania. He was educated at Loganville Elementary School and William Penn High School. In 1942, he enlisted in the United States Marine Corps. In 1952, Arthur Glatfelter opened his insurance agency, a one-man office in Dallastown that would eventually grow into Glatfelter Insurance Group and become among the top 15 agencies nationwide. In 1966, he moved his business from Dallastown to 2449 South Queen Street, Spry. His business was still relatively small, with only four employees, when the insurance agency started an innovative and expansive venture in the insurance field. That year Glatfelter wrote his first policy especially designed for the needs of volunteer fire companies. He developed and marketed a comprehensive program which remains to this day unique in the insurance area. In 1972, he moved to Security Drive and in 1976 to 191 Leader Heights Road. His present location is 183 Leader Heights Road. He is a charter member of the YMCA Men's Club of York.

Mr. Glatfelter was chairman of the Highway Committee of the York Area Chamber of Commerce and elected to its board of directors in 1972. Art Glatfelter was appointed to the 60-member Council of Small Business of the United States Chamber of Commerce, and also served on the board of directors of the International Association of Fire Chiefs Foundation. He is a highly respected member of his community, active in numerous business and community organizations. Glatfelter credits the success of his agency to the special effort of his employees while serving the important needs of their clients.

WARNERS DAIRY

In the late 1890's Wallace Warner was one teamster who took his trade between Red Lion and York and was as well known by those who lived along the way. This was common to those who knew him to see his huge wagon and a six head team. A stranger would gaze in wonder at this twelve year old boy and the skill he mastered. He was known as

the best among all teamsters. For Wallace Warner it was just a job of hauling building materials from the county seat to the masons and carpenters in his area.

In his teens Mr. Warner was quite fond of horses and knew for the rest of his life that he wanted to work with them. A tale told by his son Don Warner was of taking his team up Sandbank Hill (Hollywood Drive) where he encountered another man with his team refusing to climb the hill. Wallace gently walked up to the stubborn horses and began talking softly and patting them gently. He then took the reins and shouted "NOW" - the horses then proceeded to climb the rest of the way.

One day a dream came to Wallace to have a business of his own that included horses. It would be a milk route, and he could drive his horses. Before daybreak one fall morning in 1903, Wallace Warner, nineteen, awoke, determined to follow through with his dream. He did his usual morning chores and after eating a hearty breakfast, walked to the kitchen cupboard and selected the shiniest tin dipper. He then went to the spring house to examine several cans filled with milk. Hitching his mare to the buggy, he drove by the spring house to load the cans of milk, placing the dipper beside him.

Without a word to anyone and having no idea where he was going or to whom he would sell his milk, Wallace Warner was on his way to following his dream. He was making his first milk route that was destined to become a thriving business in the area of Red Lion. This was not an easy task, with wars and depressions, but Wallace was determined to succeed.

The milk can and dipper soon became a larger one with a brass spigot at its base. By this time Wallace had married and had two sons, Earl and Jess. The two boys would run to the customers' doors and return to the wagon with empty pitchers to be filled with milk or partly filled, depending upon the value of the coin they received from the customer.

The glass milk bottle was a great improvement, but brought more work for the family. The bottles needed scrubbing and scalding every day; they also needed to be filled by hand and then capped with cardboard caps.

In 1924, with a solid foundation was the time for the younger boys, Earl and Jess, to take over. A complete dairy plant was established at First Avenue and Franklin Street in Red Lion. The milk wagon and horse gave way to three motor trucks.

Eight years later, in 1932, a partnership called W. B. Warner & Sons was established. Earl and Jess, dreaming of a larger, more modern dairy, built an ice cream department and dairy store by the year 1935.

New equipment and facilities were added over the years, including a banquet room, pasteurizing room, laboratory, a large garage and ice cream refrigerator. During this time, in 1937, Don Warner, the youngest son, gave up a career in music and became a partner in the dairy.

All ice cream ingredients were laboratory tested; mixes rechecked before freezing and batches kept small to insure freshness. The mix was then sold under the Duncan Hines name.

During the years of 1947 to 1950, the dreams became realities. The business that started with a horse and buggy, a tin dipper and a can of milk, became a corporation. With the engineering skills of Earl, the construction of the large modern plant was located on the original Warner family farm, complete with a dairy bar and a banquet room. The dairy bar served sandwiches, platters and fountain service seven days a week and was managed by the daughter of Don, Virginia Warner Tietbohl. The banquet room could accommodate 200 guests and contained a "picture window" through which the whole dairy process could be viewed. Even at night, with a set of push buttons, the spectator could push a button to illuminate the corresponding machine.

The capacity of the dairy was approximately 5,000 quarts of milk, hourly. All the milk came from local herds, controlled by the dairy. Newspaper ads featured a monthly flavor as well as their specialties- Popsicles, Cho-Cho, a malted milk bar, Lily-Dilly, and a five cent water ice sold under the Howdy Doody trademark. Tours were given of the plant, followed by a film on dairying and a free ice cream treat.

The Warners had many firsts - the first to serve homogenized milk, liquid-tight, air-tight bottle caps, ice cream on milk trucks, chocolate milk, educational tours for school children and a plant which was "fly-proof", with no doors from the processing room to the outside. The business covered an area to Maryland, Lancaster County and York County.

The Moving and Storage business started in 1943. A 14,400 square foot building was constructed in 1965. The building contains 366 container vaults. This equals 750,000 pounds of storage. With PUC/ICC rights in 48 states and Canada, they transport new furniture and household goods. They are now a world wide agent for North American Van Lines.

Four generations of Warners have been involved with the business including Donald's son, Donald H. and grandson, Steven P. Warner, operating the moving and storage business. In 2003 the Warner family will celebrate 100 years of service to the community.

At one time the business had two airplanes and its own airport. One plane was used for towing banners, and the second to bring in visitors and to visit other plants, searching for new production ideas. Don Warner was a private pilot with 3,785 hours.

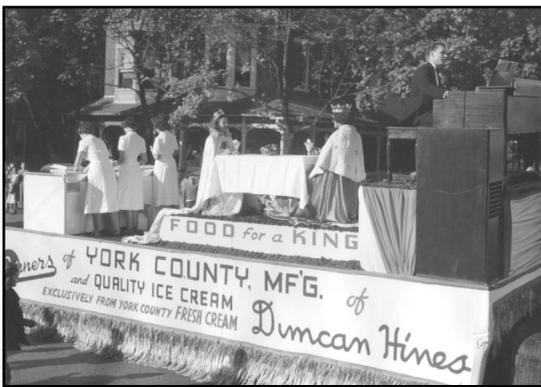
Don Warner, semi-retired, travels in his motor home and continues his hobbies of music, tennis and boating. He has played an organ program continuously since 1950 on radio and television and has been organist for 70 years at Bethany United Methodist Church in Red Lion.



Warners Golden Anniversary



Dairy Truck



Parade Day



Warners Moving & Storage

BUSINESS OF TODAY

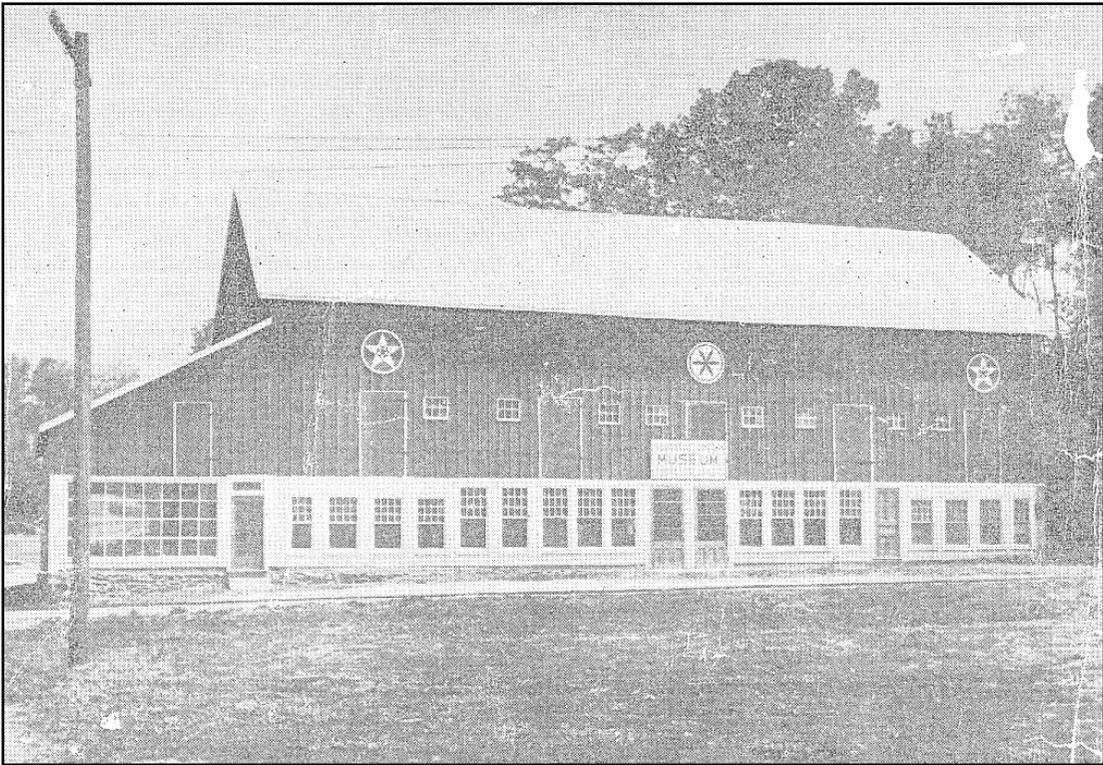
Today, new construction of homes, businesses and shopping centers are appearing, with our schools being enlarged to accommodate the growth. There are approximately 830 businesses in the township.

Country Inn Suites, Comfort Inn and Heritage Hills Resort are the motels in York Township. Southern Pennsylvania Bank, 2055 South Queen Street, was the first bank in the township and became known as the "Bank in the Round." Today this is known as the Allfirst Bank. Other banks in the township include Commerce Bank, Drovers Bank, First Union, Waypoint, Northwest Savings, Community Bank, Citizens Bank, Farmers First, Peoples Bank, and York Traditions Bank. A few of these banks have additional branches throughout the township.

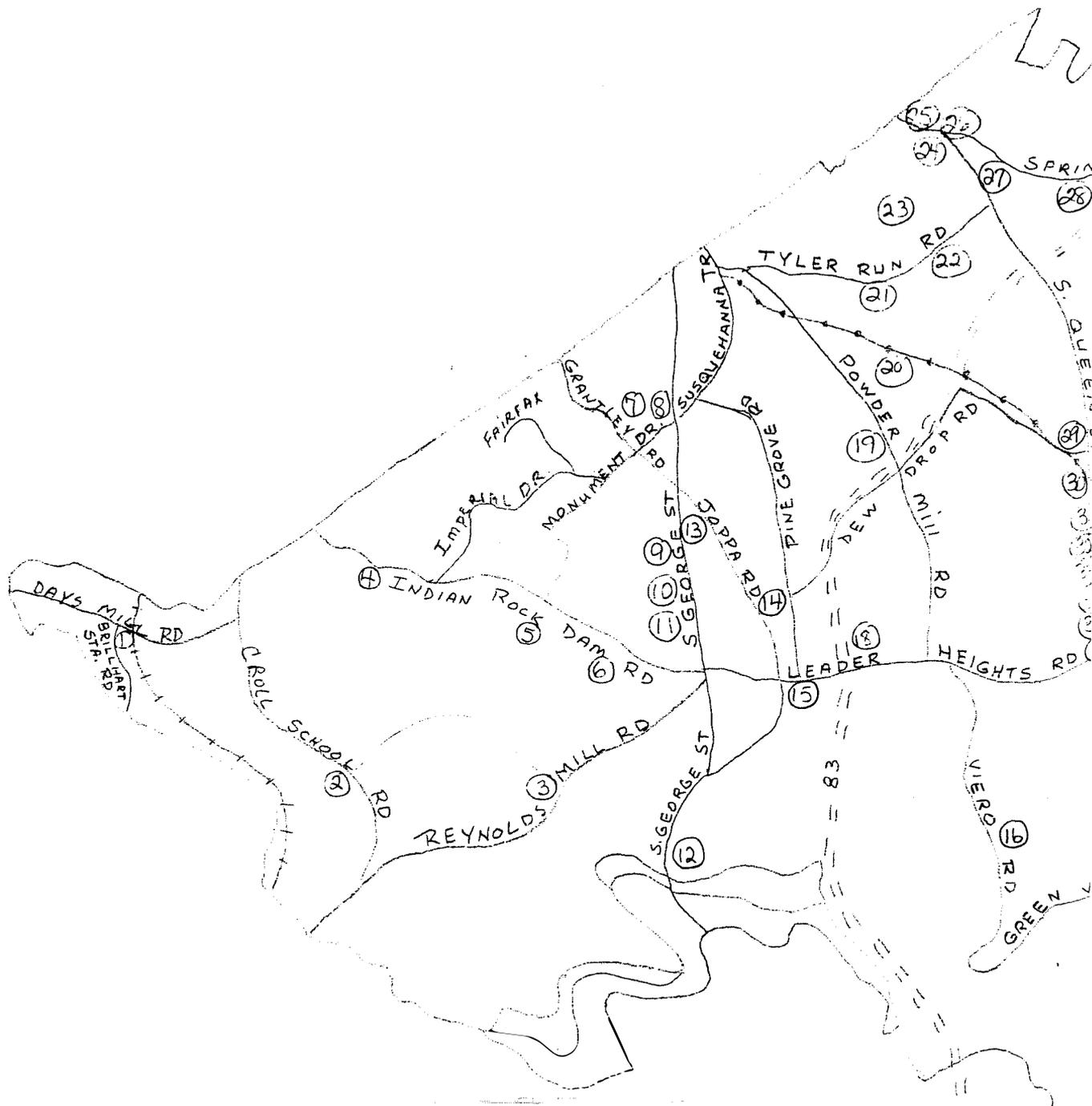
The locally owned full service gas stations have now become self serve mini-markets, convenience stores, and used car lots. Food chain super markets- Weis, Giant, and Shurfine- have taken the place of our small "Mom and Pop" grocery stores. Fast food restaurants, as well as other eateries, have taken their place in the township. Mini-malls, shopping centers, medical facilities and businesses have moved into the open areas of land. The fast-paced life of today has been made easier with the new conveniences.

CHAPTER SEVEN

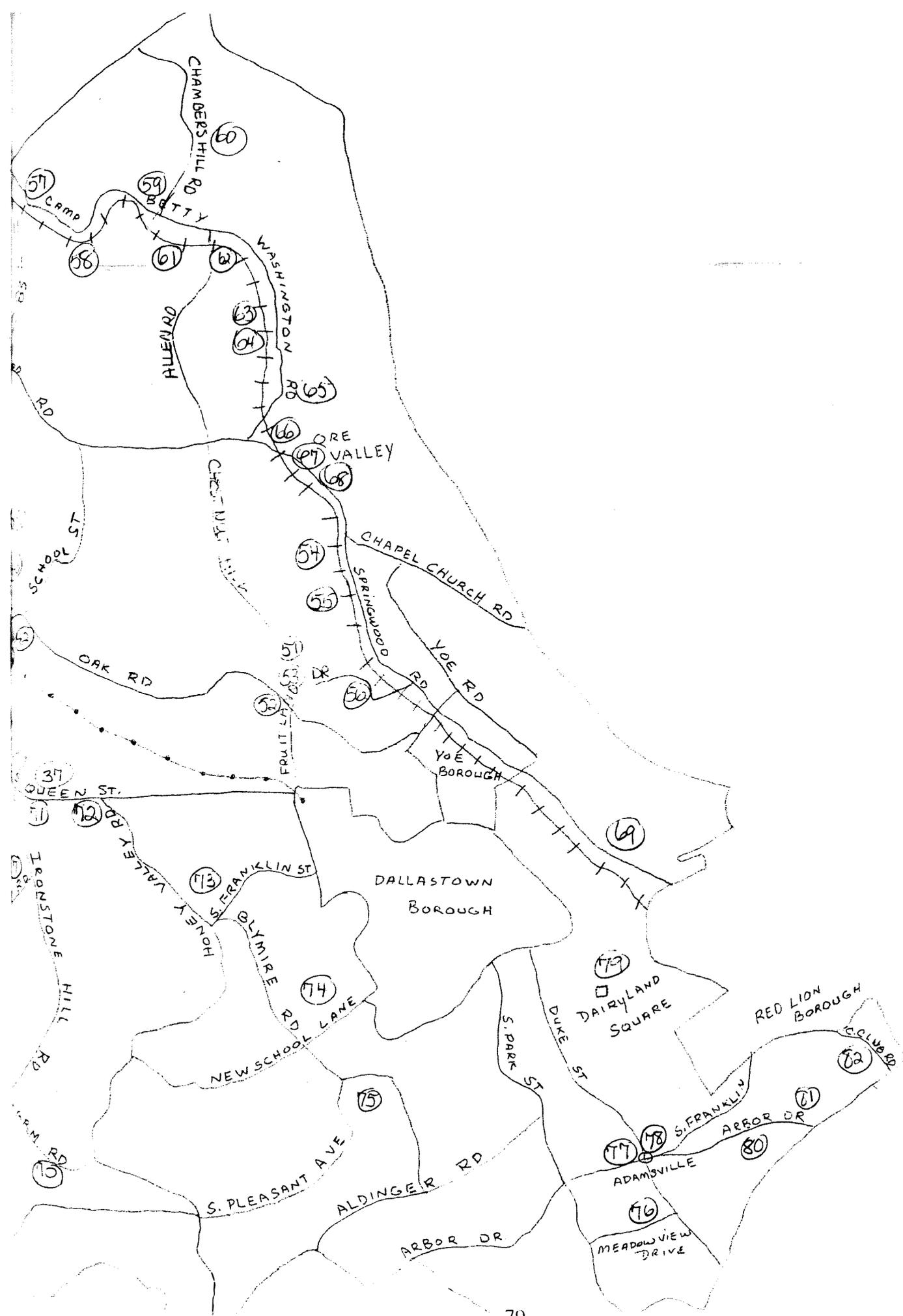
ARTS, PARKS AND RECREATION



Progressive American Museum



+++++ - Railroads
 - - - - - Street Railway



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52. Raab's School
53. Raab's Farm
54. Springwood Picnic Grove
55. Springwood Park
56. Relay Station and Mill
57. Boettcher Home
58. Rider Mill and Log House
59. John Hildebrand Blacksmith
60. Mark's School
61. Meadowbrook Turkey Farm
62. Enterprise Station
63. Benroy Station
64. Peter Williams' Homestead
65. Moser Cemetary
66. Ore Valley School
67. Ore Valley Station/Raby Home
68. Stiles' Mill
69. American Progressive Museum
70. Hess Farm
71. Welsh Hotel
72. Sprenkle School
73. Keener School
74. Dallastown Middle/ High School
75. Blymire Church
76. Meadowview Dairy/Kline Weavers
77. John Snyder Blacksmith Shop
78. Stiles' Store
79. Warner's Dairyland
80. Hofferite Church
81. Adamsville School
82. Red Lion Country Club

PROGRESSIVE AMERICAN MUSEUM

On June 13, 1965, the David Smith Barn on West High Street Extended opened as the American Museum and Gardens between the boroughs of Red Lion and Yoe in York Township. A number of springs furnished water for the several pools in the garden, one of them being approximately one acre. The museum was designed to portray changes in American industry and life. The exhibit included primitive implements used in various crafts together with improved equipment designed to portray changes in American industry and life. Crafts represented by implements were farming, dairying, food production, woodworking, blacksmithing, tinsmith, gunsmith, wagon making, shoe making, meat processing, harness making, broom making, flax and wool processing, spinning and weaving, basket making, cigar making, flour and feed milling, candle making and soap making. Lifestyle articles like buggies, sleds, household equipment and Indian relics were also on display.

The Progressive American Museum or the Laucks Museum was owned and operated by the Historical Society of York County. The museum was operated by the society for the benefit of the public and as part of its general work, supported through membership and public help. Essential assistance in the operation of the Laucks Museum came through an auxiliary of service clubs and organizations. The magnificent collection, approximately 3,000 historical items, housed in the museum was from the late Samuel S. Laucks, Sr. as a private hobby that he pursued for over twenty years. Samuel Laucks graduated from Ursinus College and attended the University of Pennsylvania Law School. In 1912, he became an instructor at Syracuse University and later resigned the position to engage in a law practice in York County. During his 40 years as an attorney, he also served a term as a state legislator and an assistant attorney. He authored *America At the Crossroads* and edited the *Jubilee Book* on the occasion of both the fiftieth and seventy-fifth anniversaries of the founding of Red Lion borough.

In 1955, the museum was first publicly shown during Red Lion's Seventy-Fifth Anniversary. Mr. Laucks died in July 1955 at the age of 69 years. In 1956, through the generosity of the Laucks family, the museum, collection and grounds were given to the Historical Society of York County. The property deeded to the Society was a barn, three smaller buildings, a tenant house, a pond and a picnic grove. The Laucks Museum Collection was transferred to the Colonial Valley Corporation, Menges Mills, and was officially opened to the public on June 27, 1965. The Spring Grove National Bank bought the 109-acre Colonial Valley complex for \$1,555.00 at a sheriff's sale. The collection was returned to the Historical Society.

SPRINGWOOD PARK

Springwood Park, a famous recreation spot during the 1920's to 1950's, was located south of the railroad bend north of Relay and Yoe. Today, the only remnants of this exciting place are a house and the cement remains of the pool, bathhouse and filtering system. Our earliest indication of the park's origin was found in a letter from Dorothy R. Boyer to the York Dispatch.

In the letter Ms. Boyer notes that her grandfather, E. B. Miller, owned Springwood Park in the 1920's. Her mother was married in the ballroom. Mr. Miller lived in the big stucco house and later sold the park to Horace Spangler. In 1939, a new owner acquired the property and maintained the park until it closed after the summer of 1954.

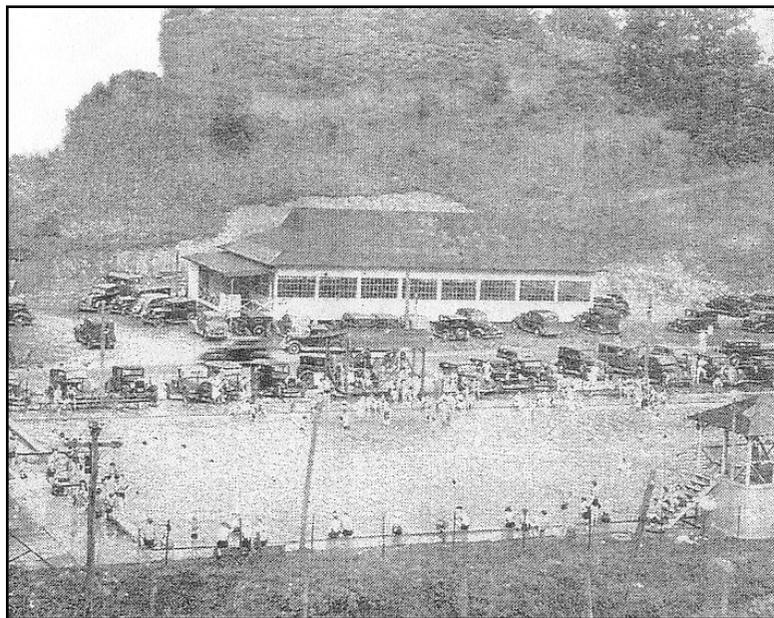
Several modes of transportation were used to travel to the park. Allen Myers stated that at one time, "for 10 cents you could take the Ma & Pa Baltimore train and it would stop there and let people off and return about 7 P.M." During the war years, the Maryland & Pennsylvania Railroad was the preferred transportation. A load of 50 to 100 people was not uncommon. Cars were also used, and a hot day would bring several hundred people to the park. In the years of 1927-1928, Thorma Pentz with her parents and friends, would pack her brother's express wagon with lunch and walk from the 900 block of South Pine Street, York, to the park on a Sunday afternoon. Mrs. Pentz remembered her father saying, "We got there by following the railroad tracks."

Springwood Park featured a swimming pool that was 125 feet long, 75 feet wide and 6 feet deep. One unique feature of the pool was its sloping sides. In the 1930's, James Botterbusch was a lifeguard at the pool. "The pool, I think, was the only one with sloping sides. Every Wednesday evening we would empty and scrub the pool and fill it back up. We built a dam across the stream that ran along side of the pool. We stayed up all night to pump water back into the pool." Springwood water was noted for its purity. The Maryland & Pennsylvania Railroad transported the water to Baltimore for use in office buildings. The pool also was noted for its purity of water. Donald E. Leonard recalled at the age of twelve, spending the entire summer of 1943 working at Springwood Park. He did many jobs including cleaning the pool. According to Mr. Leonard, "I would push the broom while the pool drained. As we swept the pool we would find pennies, nickels and maybe a dime or two that we were allowed to keep. When the pool was filled, I remember so well how cold it was. It was filled with the cold water from the streams and wells." Mr. Charles Daugherty remembered walking with his buddies from Dallastown to Springwood to clean the pool. Mr. Daugherty recalled using stiff bristled brushes while another man followed behind rinsing with a heavy stream of water. For their efforts they were allowed to use the pool anytime. The pool had a sand filter and was drained and refilled weekly.

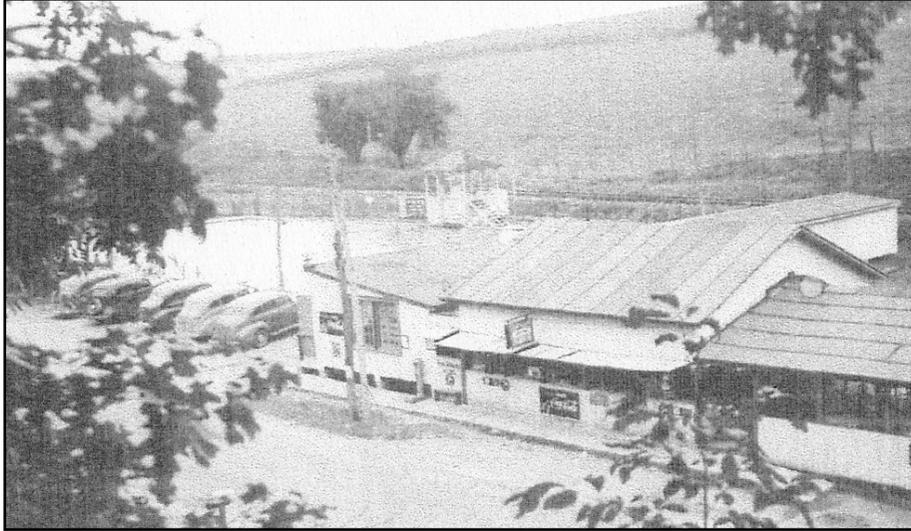
The park offered concession facilities, an eating porch and picnic tables along the roads and in the woods. Lifeguard James Botterbusch claims, "If you did not wish to make your own food we sold a lot of hot dogs, hamburgers, French fries and sodas. That's when things were only 25 cents a piece." The park had a game room with pinballs and various other games, a jukebox and bingo stand. Donaline Shelley Cable stated that her parents, Edward M. and Edna M. Shelley, operated the bingo stand at Springwood Park in the early 1940's. The park had a stage for bands to play during the day. Across the street from the pool was a windowed dance hall approximately 75 feet by 100 feet. Many large bands entertained at this site. According to Mr. Botterbusch, "Saturday nights we would have square dances and we would pack the place." James Botterbusch remarked, "I think we had the first outdoor movies every Sunday night, which were free. We built a movie

screen on the hillside and people would pull in and watch the movies." South of Springwood Park was a small movie theatre operated by Reuben Swords.

Several park attendees recall a skating rink in the 1920's. In 1933, a flood destroyed all of the buildings except the stucco house. In 1945, a new cement amusement building was built. The park was a favorite for company picnics. The American Chain Company, York Safe and Lock and others were frequent users. Employees of the Black & Decker Company in Towson, Maryland, would arrive on flat cars pulled by an old Ma & Pa steam engine. Eventually the park was closed because the filtering system was condemned, and it would have been too costly to put in a new system. There is some speculation that the dance hall was cut into quarters, moved to Lancaster by an Amish man, and was supposedly used as a tobacco shed. The house was used as a residence. The first floor was a living area. There was a screened porch but it is not the same porch that is on the house today. A large room was added on the south side for private parties and later for bingo. Although the park officially closed to the public after the summer of 1954, bingo games and picnics were accommodated for several years thereafter.



Springwood Park 1900



Springwood Park

CAMP BETTY WASHINGTON RETREAT / GIRLS FRIENDLY SOCIETY
(The Influence of Spring Garden Township)

Camp Betty Washington was developed, managed and supervised under the sponsorship of the Episcopal Church of the Harrisburg Diocese. The Girls Friendly Society was a national organization. The leaders were the guiding factors in its growth and acclaim as a spiritual and character building organization. Reverend Paul S. Atkins, Rector of St. Johns Episcopal Church, York, PA, and Bishop James Darlington, head of the Harrisburg Diocese, were strong backers of this organization. They persuaded Mrs. J. Charles Heiges of York to become Diocesan President. She proved to be a strong, dynamic leader and developed a very active senior branch of girls ranging in age from twelve to twenty. Girls from all denominations were eligible to belong.

The Girls Friendly Society was a national organization. Once a year a formal church service was held when the girls joined the organization in a religious ceremony. Mrs. Heiges visited other branches to encourage growth of the Girls Friendly Society, seeking zealous leaders for other branches.

In the early spring of 1923, a farm was rented in the river hills of York County. A country school located close to the farm was known as "Burnt Cabins", so the first camp received the name "Burnt Cabin." In the summer of 1923, the first girls' camp was started. There was no money available, however, Mr. & Mrs. Heiges collected enough to buy some army surplus materials. Tents were used for housing eight girls each. This camp contained tennis courts, a swimming pool, and a pony belonging to Harry K. Heiges, who also helped with the entertainment for the campers.

The first camp year came to a very abrupt end. The camp was innocently polluting the drinking water for the Borough of Marietta, Lancaster County. The water company of

Marietta paid the Girls' Friendly Society to disband. It was then that Mr. & Mrs. Heiges began looking for a new site. Twenty-seven acres of land along Mill Creek in York Township, that is now the Camp Betty Washington Road, was opened to the Society to be used as a retreat. S. Forrest Smith, who may have been involved with the railroad, donated the land. Mrs. Fahs Smith, a member of St. John's York Congregation, was willing to back the project. Mrs. Smith, a descendent of George Washington, suggested naming the camp "Betty" after the sister of George Washington.

Tennis and volleyball courts were again built. The girls enjoyed the concrete pool and appreciated the warmer water for swimming. Tents were used for sleeping for about two years. In 1926, a dormitory was built to replace the tents. Later the camp purchased the adjoining property with a larger porch. One end of the porch was enclosed with canvas and a chapel was established. Camp Betty Washington could now boast of a very fine chapel with furnishings acquired from Yeats School, Lancaster County. When the camp disbanded, years later, these things were sent to Mt. Carmel.

The goal for the camp was to win Camp Betty Washington letters in dark blue with a white background. A number of points were won by daily activities and athletic feats.

In August of 1933, a flood destroyed some of the utility buildings at the camp and almost completely ruined the swimming pool. Mr. & Mrs. Heiges preserved and rebuilt the necessary buildings. They had given seventeen years of their time and efforts and felt they were no longer physically able to continue. Kathryn Heiges Graybill and husband Robert volunteered to help for one year, hoping for a replacement to manage the camp. The Camp Betty Washington Camp went out of existence in 1940.

HERITAGE HILLS GOLF RESORT

In 1987, Martin Derose, with two partners, proposed the idea that became Heritage Hills Golf Resort and Conference Center. In 1988, construction for an 18-hole golf course began on a one hundred forty-five acre tract located between East Prospect and Camp Betty Washington Roads. This included a clubhouse with banquet accommodations for 350 people, a lounge, patio, snack bar and pro shop.

SPRINGWOOD GOLF CLUB

The Springwood Golf Club officially opened in May 1988. This semi-private country club, open to the public, features an 18-hole course on Chestnut Hill Road. The ballroom and library can accommodate 225 guests. It has a driving range and two putting greens, a pro shop and meeting rooms. The Golf Club is presently owned by M & T Bank, Buffalo, New York.

JEWISH COMMUNITY CENTER



Six Million

During 1910, the Jewish Community Center opened in one room at 27 West Market Street, York, PA. As the organization grew it moved to different buildings which provided larger facilities. In the 1950's, the JCC purchased the building at 120 E. Market Street, York. After years of use, this building was beginning to deteriorate. In 1980, a decision was made to look towards a building in the suburbs to meet the needs of not only the Jewish community, but for the general community as well.

A tract of land was purchased in 1983 next to Temple Beth Israel. The opening of the JCC was on October 1989 at 2000 Hollywood Drive, York, PA. The center offers programs, activities, classes and swimming.

The unveiling of the Holocaust Memorial Sculpture, "The Six Million", was held May 4, 1997. The 20 x 9 foot wall sculpture, fashioned in clay, then cast in resin and painted, portrays an endless sea of men, women and children as they step from the darkness and horror of the past into the light of the world today. The sculpture can be viewed in the center's main lobby.

DEER CLUB COTTAGE

On the western side of York Township at the intersection of Powder Mill Road and Susquehanna Trail (South George Street) was a Deer Social Club named Deer Club Cottage. This club sat high upon the hill where it overlooked the city of York. In 1910 it had fifty three members of the Rescue Fire Company. Electricity was secured from the trolley line and a large cemented reservoir collected the water from a spring that was piped into the building. The club was located on a tract of land known as "Wilts Sprouts", now known as Wildwood. The building was 2 1/2 stories in height.

LAKE WILLIAMS & LAKE REDMAN



Lake Redman

In 1895, land was acquired on the South Branch of the Codorus for a pumping station and a cleaner source of water. Two years later the first water from Brillhart Station was pumped into a reservoir. The first impounding dam named Lake Williams was completed in 1912. It took fourteen months and two hundred-fifty workmen to build. The lake covered 170-acres and held 900,000,000 gallons of water. It was 660 feet long and 50 feet high.

In 1950, they began planning for a second impounding dam, upstream of Lake Williams named Lake Redman. This was completed in 1967. It is estimated that a third dam and lake on the East Branch of the Codorus may be required by the 21st Century. A portion of both lakes lies in York Township. Water flows through a concrete channel underneath the Old Susquehanna Trail into Lake Williams. Surrounding Lake Williams and Lake Redman is the 1675-acre Kain County Park. The land and lakes were leased to the county for fifty years without charge by the York Water Company. The park is named for former president of the water company, William H. Kain, and offers boating, hiking, fishing, and nature study. These two impounding basins are another source of water for York City and surrounding areas.

YORK TOWNSHIP PARKS

Today, York Township manages 104-acres at five park sites: York Township, Snyder Park, Fitz Park, Heritage Hills Park and Shryock Field. These facilities offer picnic areas, baseball and softball fields, soccer fields, basketball, volleyball, tennis and bocce courts. The parks also contain playground equipment and horseshoe pits. The York Township building is available to rent for meetings, parties, family reunions, etc. The York Township Community Center, formerly the Wynfield Club, offers classes, tours, swimming, and before and after school programs. The center was purchased in 1987 in the amount of \$630,000.00. It consists of 14-acres located on South George Street. The goal today is to evaluate the current recreation sources and to develop a plan for the township's future recreational needs.



Snyder Park



Fitz Park



Heritage Hill Park



York Township Park Playground



York Township Gazebo



Woodcarving

CHAPTER EIGHT ADAMSVILLE



Adamsville School

ADAMSVILLE

Adamsville is a small town in the southern end of York Township. Another name given to the town was Arborville or Arbor and some might recognize "Pinch Gut." Arbor Post Office opened December 16, 1889, and closed May 14, 1904. Emanuel J. Stiles was post master. The legend for Adamsville concerns a family who moved to the "big city." When two sisters were asked where they were from they replied, "Adamsville." When asked, "How big is that?" one sister in attempting to illustrate simply pinched the skin across her abdomen.

Adamsville had a few houses, a half-dozen cigar factories, a store, a church and a school. Charles Reigart employed fifteen people in his cigar shop. During World War II, the Witmer family owned a butcher shop. The two-room school closed in 1949 and was still standing in 1996. The area of Adamsville contains many of the century old farms and farming families. Today we know these as Taylor, Hess, Stine, Grazer, Brant, Innerst and Knaper.

John Snyder, born 1787, owned a piece of land in Adamsville, but never lived there. Upon his death, his son, Adam, asked for the woods to be appraised. It is believed that this was the land where Adam built his farm. Adamsville was named for Adam Snyder, who was a blacksmith as was his son William. Martin Snyder, son of William, was the father of Lillie (Snyder) Neff. The blacksmith shop was the first establishment at the crossroads in Adamsville.

Levi Neff, born June 9, 1812, married Mary Flinchbaugh. They lived on a 103-acre farm in York Township, near Adamsville. A portion of the land borders Rt. 24, the road from Red Lion to Winterstown. They lived in a log house on the farm until Levi built the native stone house in 1854. There is a marker under the roof "L.Neff 1854." The unusual architecture features large corner stones that extend as far as the windows. Levi and Mary had eight children.

Lillie Snyder was born on May 9, 1888, in Adamsville. She married Emanuel Neff on the Neff family farm in 1912. Emanuel was the son of Levi Jr. and Susan Shaffer Neff, who were married on December 4, 1870 by the Rev. J. C. Smith, a minister of the United Brethren Church. Levi and Susan began their life together in a small house located to the back of the stone house. It is not certain when they moved into the big house. Levi's father died in 1876, so it is reasonable to believe that they may have taken over the farm at his death. Levi and Susan Neff, and their family, attended regularly at Zion United Brethren Church. At that time the church was located in front of the area where they are buried. They had nine children. Alice, Sallie, Samuel, Millard, Charlie, Ella, Emanuel, Mabel and John. Millard died when he was six of what was called brain fever, probably meningitis. They said, "He was overheated and tried to cool off by putting his head into the cold water at the end of the water trough." That may have nothing to do with the illness. Charlie died at twenty-two of Bright's disease or nephritis.

Alice's husband, Ollie Grim, had a cigar factory in the old log house over the spring. Mabel also worked there. After the death of Levi on January 21, 1912, John and Emanuel (Many) farmed for a year. On March 9, 1912, Many married Lillie Snyder who then bought the farm at public sale in 1913. Many's mother Susan, continued to have her home there and also spent time with her other children. Many and Lillie lived on the farm until 1935 when he sold 90 acres to Ephraim Grasier, whose son now resides there. Many built a home in Adamsville on Lillie's parents' land. Emanuel (Many) Neff died in 1945. Lillie died in February 2001, at the age of one hundred twelve.

Lillie Snyder Neff was probably the oldest York Countian, and perhaps one of the oldest living in Adamsville on land that belonged to her great-great grandfather, John Snyder. The farm is located at 465 South Franklin Street, Red Lion, PA.

On the property of Robert and Isabel Rohrbaugh was a small church used for religious services by the Hofferites. This group claimed that educated ministers were not an original idea of Christianity. They had no creed and used the Bible for direction. Their sermons consisted of reading selected passages from the Bible. The church was well known for the chickens that ran freely in and out. It was said that sometimes there were more chickens than people.



Robert & Isabel Rohrbaugh Century Farm



Hofferite Church

Telephones came to the area in 1918, available at Many Stiles' General Store, followed by electricity in 1925. A hook-up fee of \$125.00 could light up a house. Mr. Stiles had a 1918 Maxwell - one of the first horseless carriages in the area. In winter, when snow clogged the roads for weeks, Stiles would remove the wheels from the car to stop the tires from deflating and rest the car on wooden blocks. In 1928, the road was transformed from dirt to macadam. The township supervisors paid 5 cents an hour to residents to shovel snow from the roads.

During the Prohibition Days, 1921-1922 the government raided Foust Distillery in Glen Rock. This created heavy truck traffic loaded with barrels of whiskey that were then hidden in basements, cold cellars and even manure piles in Adamsville.

Martin Snyder donated land to the Evangelical Church that became the Evangelical United Brethren, and today is known as the United Methodist Church. The land originally belonged to John Penn.

MEADOW VIEW DAIRY

The most popular business in Adamsville was the Meadow View Dairy Farm. The dairy was originated in 1930 by Samuel O. Shaffer on his farm. The barn was used as the dairy grew. Clyde Druck delivered the cinder block from Red Lion to construct the plant. Mr. Sheffer brought milk bottling to the village, along with a dairy bar. The dairy, for which the road is named, was sold to Greens' Dairy in the 1950's. This became a prosperous business for many years.



Arbor Valley Fire Department



Meadow View Dairy



Shaffer Boys



Dairy Truck Meadow View Dairy

KLINHEIR-LOOM WEAVING

At the edge of a winding, hilly, country road in Dallastown is a cinder block building where old looms clank to produce carpets for some of the most famous homes in America. David Kline and son Patrick, who operate the looms, own Kline Family Heir-Loom Weaving. His wife Carol, and daughter-in-law Kelly manage the office. Patrick is now the president.

In 1982, Mr. Kline rented a garage on the Camp Betty Washington Road and installed his first two looms. For the first year of operation, they had no plumbing or heat. Sterling Sechrist, a long time friend from Yoe, taught David all about the Jacquard looms that used punch cards. Prior to operating his own business, Mr. Kline was employed at Tioga Mills for twenty years as a loom repairer. "Pennies, nickels, dimes, dollars" was the piece workers' song. Their paychecks reflected the amount of fabric they produced.

The first 100 coverlets made by Mr. Kline were numbered. The first one he gave to his wife Carol. The first coverlet was sold in October 1983. The coverlets continue to be spun in the same colors and designs as the original. The patterns are shipped to New Jersey where computers produce punched out cards.

During 1984, David Kline was challenged with an old carpet to be duplicated. This led to history. From this challenge he received an order for carpets for three rooms in the house of Abraham Lincoln. Carpets were also made for the homes of past Presidents, George Washington, James Monroe, Martin Van Buren, Ulysses S. Grant and Woodrow Wilson. In the beginning, he took eighteen threads from his great-great grandmother's coverlets and had them weighed to determine the thickness, then he matched them.

In 1986, he moved to his current location at 775 Meadow View Drive, the old Meadow View Dairy. Most recently they have worked on uniform fabric for a Civil War movie, "Cold Mountain."



Kline Heirloom Weaving



David Kline, Sterling Sechrist

CHAPTER NINE

INNERSVILLE / SPRY



Welcome to Spry

THE VILLAGE OF INNERSVILLE

The interesting village of Innersville (Spry) was the center of York Township. It contained 50 houses, 2 churches, 2 schools, 3 stores and several cigar factories. An impetuous growth of the town happened when the York and Dallastown Railway was completed in 1902. After the close of the Revolution, Jacob Inners moved to York Township where he became the owner of a tract of more than 300 acres of heavily timbered land. As nearly as can be determined from early data, this village was named in honor of Mr. Inners, originally known as Innersville, and kept that name for thirty-three years. In 1800, Captain John McDonald, a soldier of the Revolution, owned the land on which the town was built. The widow of Jacob Inners, Susanna Inners, kept a hotel here between 1830 and 1850, called the Union Hotel. This hotel became the voting place for many years. It was then sold to Abraham Stacks, after which Henry Grothe succeeded in the ownership of this property, followed by his daughter, Mrs. W. H. Wolf. The old hotel on 2451 South Queen Street has since been converted into apartments. The earliest of settlers were Michael and Rachael Inners, as were the Weitkamps and Keeches.

William Conway purchased 6.76 acres in 1864. He was appointed Postmaster in 1886 and held this office for seven years. Mr. Conway was also owner of one of the stores. George Snyder became the next postmaster during the Presidency of William McKinley (1897-1901) and held this position during the two succeeding presidents. According to records, the government asked to have the name of the town of Innersville changed, as it was too long, and to create one as short as possible as another post office had the same name of Innersville. A tale about the name involves the story about "Herman Weitkamp who came to the general store of Mr. Conway and said, "You better be spry about it." Mr. Conway said, "That's the name, Spry." This was around the second term of Grover Cleveland (1893-1897). Many of the early settlers had more than one business. The Fairmount Hotel that later became the voting place was situated on the southeast corner of Chanceford Pike (South Queen Street) and Leader Heights Road. This was the large brick home that has since been removed, built by Ezekiel Morrison in 1855. Mr. Morrison kept the hotel until 1860 and then erected another public house farther down the turnpike. It was here that Jesse Workinger lived when he was elected sheriff of York County in 1883. Henry Wegman owned the hotel in 1907. This later became the hotel and home of Pidgie Welsh, famous for his turtle soup in the Spry area, and continued to operate the hotel for several years. Today this is the location of the Magistrate Office on South Queen Street. Henry Wegman owned the hotel in 1907. John T. Inners was an early merchant as was Edward Ness.

William Freed had a greenhouse, H. G. Stabley had a cigar factory on Leader Heights Road and Samuel Kreidler operated his cigar factory on South Queen Street at a location now occupied by Connector Service Corporation. John Minnich, who lived in Dallastown, had his cigar factory on what is now known as Fitzkee Lane. John Weitkamp owned a well drilling business, using coal to power the equipment. William Seiple, who operated a greenhouse also located on Fitzkee Lane, later occupied the property. Eli Henry owned a cigar and box factory. Herman Weitkamp owned a sawmill, cider press, and chopping mill.

Franklin R. Sprenkle, born a twin in 1862, operated a store in 1907 that was located on the Chanceford Pike (2448 South Queen Street) and later became the operator of the Fairmount Hotel. At the time of his marriage to Elmira (Kornbau) Sprenkle, his occupation was a cigar maker. Mr. Sprenkle and spouse are buried in the Salem Church Cemetery, Jacobus, PA.



John Weitkamp Well drilling



John Minnich Cigar Factory



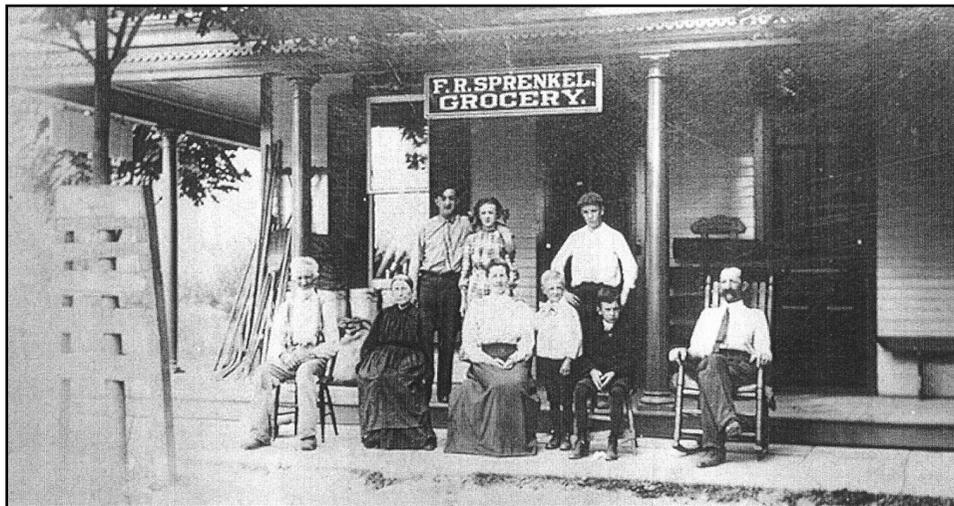
Fairmont Hotel



Franklin R. Sprenkle



Elmira Sprenkle



F. R. Sprenkle Grocery

John S. Keech came to York Township in 1843 at the age of seventeen. In 1871, he purchased 145.16 acres from the Penns. He taught school for eleven years and in 1854 was appointed County Auditor and held the office of Justice of the Peace in Spry for over one half century, ending in 1908. The year for the first Justice of the Peace was 1790.

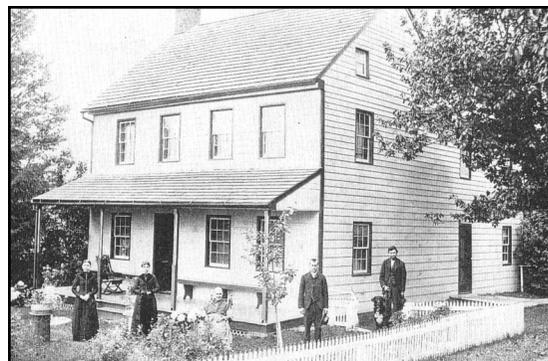
Mr. Keech was steward of the County Almshouse (now Pleasant Acres) being appointed to that position in 1869 and remaining until 1881, except for the years 1874 and 1875. He was well posted on current events and was especially interested in public schools. He was a familiar figure in the township, known for his genial smile and pleasant manners that won him many friends.

Charles Franklin, the son of John S. Keech, continued in this office followed by John I., grandson of John S. Keech. In 1958, the great, great, grandson of John S., Roger E. Keech, served as Pastor of the Otterbein Church in Spry. Four generations of the Keech family farmed this homestead. William Markey then purchased the property. The daughter of William, Erma Markey, married William Valley Peter "Pete" Stegner in 1923 when they became the owners of the farm. The farm remained in the Stegner family until "Pete's" death in 1983. The home is still in existence at 2446 South Queen Street. John S. and spouse Mary (Weitcamp) Keech are buried in Union Cemetery, Spry, PA.

At the intersection of Leader Heights Road and Chanceford Pike (South Queen Street) on the southwest corner was the home of Daniel Markey who purchased the property in 1850. There are indications that the front of the home, in earlier times, was used as a tavern. Mr. Markey was a hatterer, widely known for fine hats and could not always supply all that were demanded. After the death of Daniel, David J. Markey became the owner, followed by his grandson, Elmer Dietz. This has been replaced with Diehl Motor Company and Henry Tire Service.



Keech Farm Around 1907



Daniel Markey/Elmer Dietz Home

Henry A. Shoemaker took up his residence in York Township in 1893. His educational training was secured in the Pine Grove School in York Township. At the age of twenty-two, he entered upon an apprenticeship at the blacksmith's trade. He purchased fifteen-acres of fine land on the Chanceford Pike where he erected one of the most attractive modern residences in this section. He also built and equipped an excellent blacksmith shop, his skill as an artisan bringing his services into much demand. His land was under effective cultivation, being devoted principally to the raising of vegetables and fruits, for which he found a ready market in the city of York. In 1893, he had a cigar manufactory on his property, turning out a high-grade product.

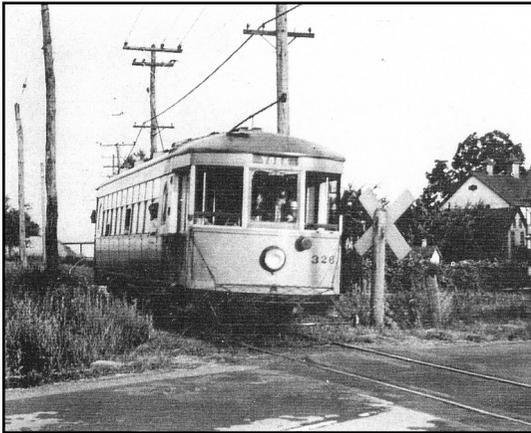
TOLL HOUSE

The Toll House was located on the eastern end of Innersville (Spry) on the northwest corner. The first tollgate opened in March, 1889. Horse drawn carts and riders would stop

to pay for the usage of this Turnpike. The fare from Leader Heights Road to York was three cents. Issac Leader sold the property to the York-Chanceford Turnpike in 1871. Charles H. Keesey was a gatekeeper for five years. Later, Henry Stabley became the gatekeeper. The toll ended in 1920, at which time Martin Barshinger purchased the property. On the northeast corner today is Tollgate Village, deriving its name from the area of the original Toll House.

THE TROLLEY

The trolley brought business to town. Lives were dependent on the supplies it delivered, the jobs it supplied, the people it carried to jobs, and the entertainment it gave to people. The newspaper would come from York on the 4:30 P.M. trolley and be delivered by Joel Myers. The cost of the paper was ten cents for the week. Mr. Myers was also known for writing the Bible from beginning to end. The trolley stations in the township were located at 1697 Powder Mill Road, York Manor, the corner of Dew Drop Road and South Queen Street, now Rutters Farm Store, and Burgers' Crossing on Coventry Road between Spry and Dallastown. One of the last stations was at the intersection of South Queen Street and McDowell Lane. On the Johnson farm around the holidays, the trolley ran into an automobile, killing the two occupants.



Queen Street & Dew Drop Rd



Joel Myers

SPRY

Driving south on Queen Street, one might pass through Spry without notice. Even some of the residents are not certain exactly where the town begins and ends.

The "Old Timers" of Spry, say that "Old Spry" begins at Spurg's, now Nicks Diner, and ends at the foot of the hill from York Township Elementary. "New Spry" runs from Interstate 83 by Square Deal Garage to Mack's Ice Cream and Alberto's Pizza. However, new signs declare Spry begins at Commerce Bank, South Queen Street to the Burger King Restaurant.

In 1934, there were two grocery stores, a gas station, hotel, several cigar factories and two butcher shops. Ness' butcher shop was located on Dew Drop Road at the now vacant Dew Drop Inn.

Small business had a way of coming and going, but always being around. For instance, Campbell Music Store was the home to a woodworking and gift store owned by Raymond Ness. The piano and organ store was once a grocery store; the laundromat a garage. The craft store was both a hardware supply store and a grocery store. One of the apartment buildings was a hotel.

SQUARE DEAL GARAGE

Square Deal Garage was founded by Kervin W. Butcher in 1934. Born in 1902, he completed the eighth grade. He chose not to follow the family farming at Leader Heights and Powder Mill Roads. Also known as K. W., he walked from that point to the Spry trolley, working at the American Chain plant on East Princess Street, York. He became a millwright, working on pulleys and belts.

During the Depression years, the workers were put on "short time," so to implement his income he started to repair cars in the garage to the rear of his home at 2421 South Queen Street in the 1930's. An auto repair facility became for rent at 2456 South Queen Street, the present home of the Spry Laundromat. In 1934, Amoco gas was added to the repair business, and the Butcher family moved into the second floor apartment. This property was sold in 1938 and Butchers' Garage was forced to move, this time to the barn owned by Lester Kreidler, close to the York Manor trolley stop. Within a year the building, now known as Nicks Diner, became available and the business in 1939 moved to this location. At this time, son, W. Ray Butcher, became a full time mechanic and the garage was open 7 AM to 9 PM. During World War II Ray was drafted in 1943 and discharged in 1946. Another move was necessary and the building was sold to Spurgeon Gingrich and became Spurg's.

Finally, Square Deal Garage found a new and permanent home at 2181 South Queen Street. The new business opened July 5, 1946, and a partnership began as K. W. Butcher and Son. The business expanded, but the Amoco gas was taken away by the Amoco Company under "Shipley Humble." Being a "mom and pop" operation, the sign read "Closed on Sunday and Holidays." That was not acceptable to the company.

In 1988, the days of self service began. K. W. Butcher retired in 1968, selling the real estate to his son. In 1995, Tim and Ruth Keeney purchased and opened the business. They are not strangers to the community since Tim's grandfather was Bill Arnold, a great baseball pitcher for Spry. Ruth's father owned Waltersdorff Appliance Store, 2426 South Queen Street.

Square Deal Garage was a gathering place where young people joined the older men. Card tables and chairs were set up and games of checkers and cards ran continuously, as did the gossip.

Long time employees are Ralph Schaeffer, 50 years; Ernie Forry, 30 years; Raymond Steinkamp, 27 years. Mello Wagaman was trained from the Vo-Tech Auto Mechanic Co-op and is an employee.



Square Deal Garage

THE SPANGLER FARM

George and Vergie Spangler were farming on the west side of South Queen Street and decided to purchase the farm on the east side of the street, an area now known as Spangler Farm. In 1926 they moved into the four-story brick house that was built in 1834. In later years George Spangler also purchased the adjacent farm owned by Edward C. Spangler. An original log cabin with an addition was located on this farm. Buildings on the Spangler Farm included a barn, chicken houses, corn barn, springhouse, an old summer house, hog pen, wood shed, out house, smoke house, and later a silo. There was also a sawmill. When the mill was sold, George purchased a Massy Harris tractor. He was also the owner of a 1927 Model T Ford.

The farm had a total of 348 acres that were completely farmed every year by rotating the crops. The farm had many different fruit trees and a large pear orchard that was beautiful when in bloom. In later years some of the land was sold to Dr. Kenneth Benfer. K. W. Butcher purchased a portion of the farm to build the Square Deal Garage in 1945.

On July 15, 1957, the lane leading back to the farm was given a name and address - 198 Dew Drop Road. In 1966, 45.877 acres were sold to make way for the new York County Vocational Technical School, now known as York County School of Technology. On November 12, 1985, York Township condemned 72.406 acres for a park and township building. It is a beautiful park with a walking trail, playground, soccer fields, baseball dia-

monds, softball field, volleyball court, picnic pavilions, etc. It is a park for the people of the township to enjoy.

A Day of Life on the Spangler Farm

As told by Marian Spangler Boekel

Arise and get dressed! In winter we would have to start the wood fire in the cook stove that was used for cooking and warm part of the house, go to the barn, heat warm water to wash the cows' udders before milking, get a bucket, milk the cows, pour it into milk cans and carry them to the springhouse at the bottom of the hill to put them in water to keep the milk cool. Then later put the cans on the truck to take to York to Beirman's and in later years to Pensupreme. Then we had breakfast, sometimes (in winter) consisting of panhaus with molasses, puddin' on bread, eggs (if we had extra that we hadn't sold), oatmeal, fried mush left over from cooked mush the evening before. In summer we would have cereal, blackberries, black raspberries or French toast and sometimes bacon. The milk would be taken to York and the rest of us fed the animals, cows, pigs, mules, chickens, and cleaned the cow stables. Then we worked in the fields except the winter when we would butcher hogs and in later years, beef cattle. We would cultivate the land, plant crops and make hay. In the summer we cut the wheat, tied it in bundles (sheaves) then bring to the barn and thresh the grain. Grain would be stored in bins in the barn and the straw used for bedding the animals was also stored in the barn. Two mules powered the threshing machine and the straw or hay was blown into "mows" and the children had to fork it even and stomp it down. We had dinner (lunch) about 1 or 2 P.M. depending on what we were doing. Then to the field again and worked until dark. After that we had to milk the cows again and take the cans of milk to the springhouse. We did all the milking of 40 cows by hand because we did not have electricity until 1946, so we used lanterns and kerosene lamps. Also, to keep our food from spoiling, we carried it to the springhouse and sat it in the cold spring water. It was then time to feed the animals and the bull would be brought out to the watering trough. The bull was very eccentric and would require help. By then it was usually time for "supper."

On the farm we raised chickens from "peeps," usually a couple thousand. When the roosters were large enough we "dressed" them (killed them, picked off their feathers and cleaned them), then took them to the Farmers Market on the corner of Penn and Market Streets in York, along with fresh vegetables from the garden. The hens were kept to lay eggs, which we cleaned and sold by the crateful. We grew the entire grain to feed the chickens and all the animals, including mallard ducks. There were times we also raised turkeys.

We always had a huge garden and a truck patch to grow vegetables like corn, peas, green beans, tomatoes, carrots, cauliflower, peppers, parsnips, onions, turnips and cabbage. Also cantaloupe, watermelon and squash in the truck patch with corn beans and pumpkins in the cornfields. We made our own sauerkraut and stored turnips in barrels for the winter. We made our own vinegar from the pears and canned as much as we could of fruit, vegetables and meat for the winter. We also made our bread, cakes, pies, root beer,

and sometimes homemade ice cream when we would invite friends and relatives. Of course it was made in the hand turning ice cream maker. We sold vegetables, fruit, eggs, and milk to the neighbors in Spry. At that time we sold milk for 21 cents a gallon. In early years, we took wheat to the mill on George Street on the outskirts of York where they would grind it for flour. We also roasted dried corn in the cook- stove oven and had it ground for cornmeal. There was a mill in the corn barn where the grains were ground to make "chop" for the animals.

We butchered hogs every winter for our meat for the next year. We sugar cured the hams and hung them in the smokehouse along with the sausage and bologna. We made all cuts of pork, smoked some, canned some and fried some that we stored in crocks in which we poured melted lard to preserve it. Also we made our "puddin" and "panhaus."

Harvest time was a very busy time. Hired men and sometimes boys would help to harvest. We cooked and fed them all to the noon meals and sometimes in the evening. There were sometimes 10 to 12 extra men. Some of the men had farms and they would trade time with our family helping us and then we would help them with their harvest. In autumn when it started getting cold we would cut the corn and put it in bundles and shocks. Later we would sit in the cornfields and husk the corn to store in the corn barn.

We carried water from the springhouse up the hill for all our water needs such as drinking, bathing, cooking, canning, cleaning and laundry. We had an engine that operated with gas hooked up to wash tubs. We heated the water in large iron kettles with a wood fire under them. We hung everything on the wash line in the yard to dry. Our good or dainty clothes we washed on the washboard. We used homemade soap that we made from lye, fat and ashes in the large iron kettles.

In winter we would cut wood and chop it into pieces to fit in the cook stove that also heated the kitchen and some of the heat would rise to the bedrooms. We had another small coal burning stove in the living room. We really only heated two rooms. In very cold weather we took sponge baths behind the cook stove. We had double wool blankets for the beds and heated a brick to put at our feet that helped to get us warm. In the winter when the snow was a couple feet deep, we would park the truck at Anderson's gas station on Queen Street and take the milk by mule and sleigh to put on the truck to go to York. Winter with snow was great when we could toboggan and sleigh down the hills and in the orchard.

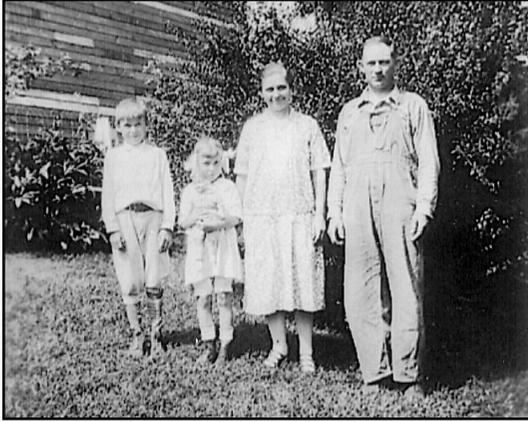
The Spangler Farm on the west side of Queen Street, later owned by Dr. Kenneth Benfer, has now been replaced with a strip mall of small businesses. GTE, now Verizon, owns a portion with the American Chain & Cable Company owning the largest portion.



Spangler Home



Spangler Farm



Edward Vergie, Joy, George Spangler



1940 George & Vergie Spangler



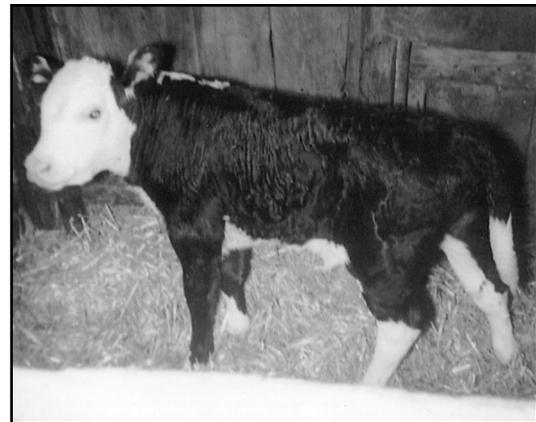
Pear Orchard in Bloom



Sleigh Ride



Edward Spangler



Eccentric Bull

SPURG'S DRIVE-IN

Spurgeon Gingerich "Spurg" and Louise Gingrich started Spurg's Drive-In in 1945, transformed from K. W. Butchers Garage at 2266 South Queen Street. Many of the local girls were car-hops. There was a backroom for dancing and a meeting place for local organizations. Pork Bar-B-Q and shakes were the favorite fare. In 1960, Sydney Gingrich Grim purchased the restaurant and continued in the business until 1990. The restaurant opened at 6:00 A.M. serving breakfast to the many locals who gathered regularly to catch up on the news of Spry. Lunch and dinner would follow until closing that was usually 8:00 P.M.

ANDERSONS GARAGE/ICE HOUSE

Robert "Bob" Anderson had an ice house to the rear of his garage, 2265 South Queen Street, now Select Used Cars. Ice would be cut from the pond in Wagman's Hollow. The ice would keep until August. Spurgeon Peeler had a cigar factory in later years at this location. Jerry Pilgrim's Texaco later occupied the garage.

KNAUBS CAKES

Pauline and Arthur Knaub started Knaub's Home Made Cakes in 1942, located on Dew Drop Road. Mrs. Knaub would always be responsible for the cake at family reunions and was encouraged to bake and attend the York markets. The cake business originated with baking in the kitchen of the home. The business eventually grew and a larger facility was needed. The garage then became the bakeshop. Many additions were made over the years and again it outgrew the building. A larger bakery was then built on Concord Road, East York. The business was sold to Dawn Foods in 1997.

BILL FERREE SERVICE STATION

In 1936, Wilson L. "Bill" Ferree, with a \$300 loan from a relative, opened an Atlantic service station at the corner of Dew Drop Road and South Queen Street. Robert Anderson, who lived behind the service station, owned the property. Bill worked from 6 in the morning until 10 each night, earning a living for his growing family.

In 1942, the Atlantic Refining Company built a new service station three doors up the street on the Kreidler property. With their son Billy's express wagon, Bill and wife Stella loaded up and moved to the new location where Bill's Service Station would be located until 1978, when he retired.

Many of the young men from Spry and nearby areas could be found working at Bill's. It was a place to work on or to wash your own car (if you were fast) between customers. Alan Diehl, Roy Deardorff, Phil Kern, Lester Ferree, Billy Ferree, Jr., Curtis Ferree, Glen Snyder, Tom Keener, Arnold Cederberg, Terry Myers, Wayne Hildebrand, Dean Ehrhart, Pete Ehrhart, Bill Descar, Joe Descar, and Chet Wise (Bill's son-in-law) were just a few of

the men who worked there. Over the years, Bill's wife, son and two daughters could all be seen manning the gasoline pumps. Wilson "Bill" Ferree passed away in December 1987.



Spurg's Drive In



Andersons Garage



Bill Ferree Atlantic



Bill Ferree Atlantic Station

RIDING STABLE

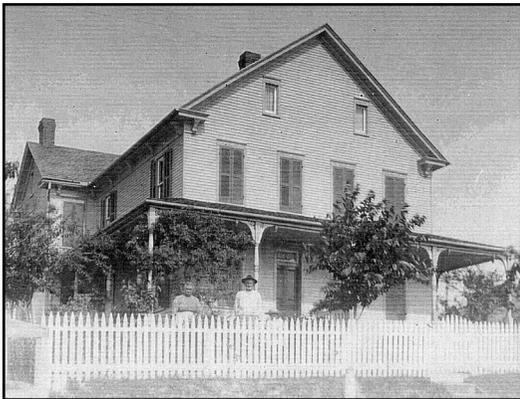
Joe Mathews boarded horses for some of the business men from York and surrounding areas, including York Townshp. They rented horses by the hour for riding. Every Saturday ten to twelve girls from the YWCA would come from York to ride. This was originally Samuel Kreidlers Cigar Factory on South Queen Street.

WINTERS HOME

The Winters' family lived in the home at 2347 South Queen Street built by Samuel Kreidler. The property had a hand dug well, lined with stone, between 40 to 50 feet deep. A 10 foot hollow piece of wood approximately 6 to 8 inches round with a rod attached was used to prime the pump. At the bottom of these "pipes" would be leather washers that would wear from use. On April 24, 1924, Kervin Crist, 24, went down into the well to repair the washers. Upon his ascent, he accidentally pulled one of the stones loose, causing the well to collapse. It took the entire day to remove the stones before he could be reached. People came from all over York County to view the site, with cars parked on both sides of the road.

Mr. Winters, eighty-seven, remembers having electricity installed in his home around 1918. A plug would be screwed into the socket, unlike the prongs that are used today. Paul remembers putting his fingers in one of these sockets and admits that he never again poked his finger in something he wasn't sure of. The telephone was installed around the mid 1920's.

The front of the homes in Spry, along the Chanceford Pike, had fences for protection from the cattle that would be driven through from the stockyard in Lancaster, going to the butchers in the area. Mr. Winters stated, "You could hear them coming from a distance."



Kreidler/Winters Home Then



Today



Deardorf Home Then



Today

FITZKEE CANDIES

Crena Fitzkee started Fitzkee Candies in 1933. She had the courage to start the business during the Depression when times were bad, and many people were out of jobs. Crena had been working at the Haines Cigar Factory, across the street from her home, banding cigars and taking them to a machine for finishing. Due to the lack of work, she, like many, was laid off. Needing work, she started making candy in the kitchen of her home. Bob, her oldest child, was five at the time.

Crena, being so successful in selling her candy to neighbors and others who heard about the delicious candy, needed more room for the business. She also had stands at City and Central Markets in York. The old barn to the rear of the house was renovated in 1935. In 1936 she hired her first employee, Theda Crumbling. The family continued operating the business out of the old barn until 1947, when they purchased the Billy Bockel home located at 2352 South Queen Street. The barn to the rear of the home was renovated and made into a candy store.

In 1975, Bob Fitzkee inherited the candy business. Fitzkee's Candy, in 2002, has ten full time employees and approximately twenty seasonal help. They now attend the Eastern Market, and supply Brown's Orchard Market and eight wholesale accounts in York and Lancaster. The store uses 50,000 pounds of chocolate per year.

Nelson Fitzkee, husband of Crena, was a York Township Commissioner for ten terms and Robert (Bob) Fitzkee was a District Justice for six years.

CAMPBELL MUSIC STORE

Bob Campbell Sr. started Campbell's Music Service in 1964 in York City. He moved his business to York Township in 1965. Originally the business was started as a string repair shop. Many customers requested that he carry instruments. He then began with the selling of instruments.

In the beginning the shop was a little room in the front of the house and the family lived in the other part. As the business grew in the early 1970's, the family moved and Bob Sr. expanded to the entire house. They now offer music lessons and have four full time teachers and one repair person. Campbell's now carry string instruments, sound systems and all accessories. Campbell's son, Bob Campbell, Jr., started working in the store in 1980. Originally this was the home of Raymond Ness, 2361 South Queen Street.

SAM KEENEY ORGAN & PIANO

Sam Keeney worked in banking and part-time as an employee of Bakers Organ Studio, 2410 South Queen Street in Spry. Mr. Baker rented the first floor of the building.

Being in the business for five years, Mr. Baker decided to sell the business. Sam Keeney, employed there for three years, made the decision to start on his own and purchased the music store. His love of music and the interest in the business lead him to open in June 1970 as Sam Keeney Organ and Piano Store, Inc. Prior to the music store this was a grocery store owned by Russell Meckley and auctioned in 1965. Mr. Meckley was also the Tax Collector for the Township.



Fitzkee Candies



Sam Keeney Organ & Piano

SPRY FURNITURE STORE

The building that adjoined Sam's Music Store was originally the Haines Cigar Factory, owned by Harry Haines. Thomas Hawk was the night watchman. Ralph Sabintino owned the factory in 1960 that was later purchased by Jack Grossman "Dog Face Jack" and became a furniture store. In 1980, Bob Morris opened a furniture store at this location, always being advertised as the "Building Where the American Flag Always Flies."

In June 1994, a four-alarm fire at Bob Morris Furniture Store destroyed the building and contents, with losses up to \$200,000. The intensity of the flames combined with the 91-degree temperature led the firefighters to work in shifts of no more than 15 minutes. Two firefighters were overcome by smoke and heat, but there were no injuries. It took ten fire companies less than two hours to bring the fire under control. After the fire Sam Keeney bought the property, making it a parking lot for the music store.

MEDICINE SHOWS

Medicine Shows were held on the vacant lot at the corner of Memory Lane and South Queen Street. A tent would be raised for the show that was held every summer, usually for three days, selling Snake Oil and other remedies. Some of the showmen would dress as Indians, which made the smaller children believe them to be the real thing. The home along side of the vacant lot was owned by Thomas Hawk. Originally this was a one-story home. In the 1920's, the roof was raised to add a second floor.

SNYDERS GROCERY

Franklin Sprenkle in the early years owned the grocery store located at 2448 South Queen Street. Later owners were Jacob and Ellie Eppley, Russell Jacobs and Preston and Ruth Snyder. This is now the location of McClanes Body Shop.

Spry was beginning to expand and a larger store was needed. Mr. & Mrs. Snyder moved their business across the street into the building that is now the craft store. This was the first store to have a Supermarket appearance by having an automatic belt which forwarded the groceries to the cashier. Eventually the store outgrew this location and the Snyders built a Super Thrift on the corner of Leader Heights Road and South Queen Street. This is now the location of Henry Tire Service and Diehl Motor Company.

ELMER KEENER GARAGE

The property at 2456 South Queen Street was originally owned by Elmer Keener who operated a service station. In the late 1920's, a second floor apartment was added for living quarters for the family. It then became K. W. Butchers garage and Waltersdorff Appliances. This was followed by the ice cream store of Robert Smith. Today the Spry Laundermat occupies the building.

M **TWO DAY** **MEMORIAL DAY SALE** **S**
 OPEN TUESDAY — MAY 30 9 to 5

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SAVE ON MATTRESSES

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NATIONALLY FAMOUS MATTRESSES

TERMS
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HOLLYWOOD BEDS Complete \$49.88	SUPER MONARCH Extra Firm MATTRESSES \$39.88	7 pc. LIVING ROOM GROUP SOFAS—CHAIR—3 TABLES—2 LAMPS Room Covers Nylon Covers Choice of Colors ONLY \$159.50	SCOOP CHAIR Highback 28 Colors, Foam Padded \$29.50
RECLINERS Nylon and Polyester Choice of Colors \$59.50	STUDENT'S DESK Walnut, Lined Desk Or Maple \$29.50	3 Tables 2 End Tables 1 Cocktail Walnut Finish \$24.88	
Thunderbird Chair "It swivels!" \$39.50	HI. BACK SWIVEL ROCKER Foam Cushions Nylon Covers \$59.95	Odd Kitchen CHAIRS ONLY \$4.88	PLATFORM ROCKERS Vinyl Heavy Duty \$19.95
2 Pc. SOFA BED Slate Bed and Chair Nylon Covers \$99.88	4 PIECE BEDROOM SUITE Walnut WALNUT \$119.88	3 Pc. SECTIONAL Decorative Colors With Cushions End Tables Foam Cushions \$159.50	NITE STANDS as is \$14.95
9x12 RUGS NYLON Decorator Colors \$39.88	Dining Room Suite Maple — Hutch Buffet, 4 Chairs, 1—Round Table, 1—Square Table \$288.50	BOOKCASES \$19.88	
CHEST OF DRAWERS Walnut or Maple Lined Top—2 Drawers \$19.88	5 Pc. DINETTE 4 Chairs 1 Table Plastic Top \$39.50 7 Pc. Set \$59.50	9x12 RUGS Linenum Irregular \$3.95	DRESSERS AS IS \$39.50

SPRY FURNITURE Store, Inc.
 2408 S. Queen St. Ext'd. (In Spry)
 Where the U. S. Flag Always Flies
 Phone 741-2781

Advertisement 1967



2433 S. Queen St.



Today



Sprenkle/Snyder Grocery

FIRST ELECTRICITY

Edward and Maude Hildebrand traveled to Erie, Pennsylvania, to view a light show. On their return home, Maude made the statement to her husband, "we're getting electric in our home." The Hildebrands became the second family to have electricity in Spry. The town Doctor was the first.



Maude & Ed Hildebrand Home First Electricity

GOLF COURSES

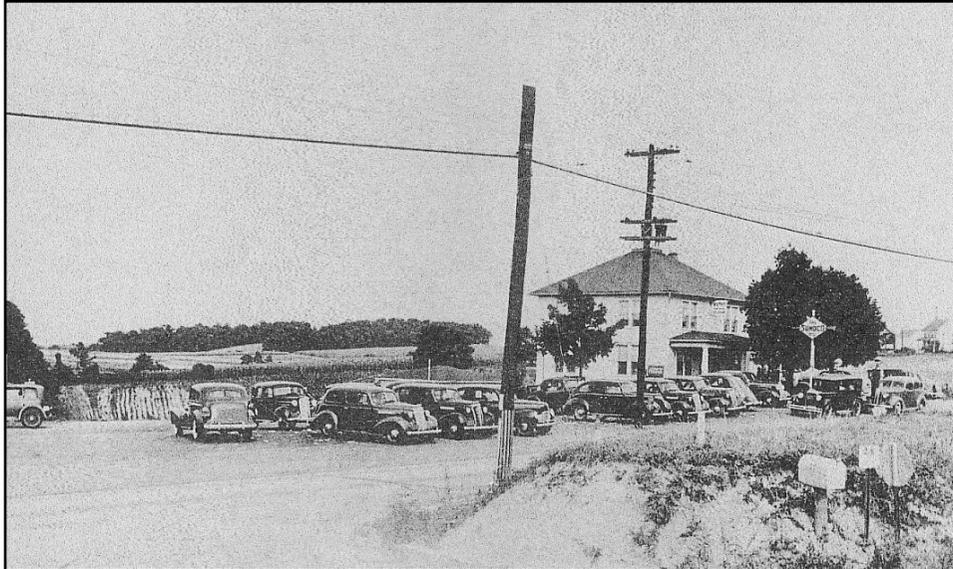
The southeast corner of Queen Street and Leader Heights Road contained the Lil' Duffer Miniature Golf Course. The area is now the Tollgate Village Shopping Center.

In the 1940's, one could play a round of miniature golf for 25 cents. This was replaced with Gross Propane Gas Company and is now the location of Waypoint Bank, 2690 South Queen Street.

MACKS ICE CREAM PARLOR

William C. and Minnie Flinchbaugh McDaniel started Mack's Ice Cream Parlor in 1935. When the cigar factories began to close in Red Lion, many workers were out of work. The grandfather had a dairy farm and began to make ice cream. Eventually the brother of Minnie, Paul Flinchbaugh, started a business on the Winterstown Road and was then followed by a sister, Minnie, who started a business in Frysville. Mr. & Mrs. Mack worked there for some time before starting their business on South Queen Street. At the age of 10, Louise Mack Godfrey would travel with her grandfather peddling ice cream to factories. Louise would make the change and her grandfather would do the dipping.

In the start of the business the ice cream parlor had a front porch. An ice cream container was put on the porch and ice cream would be served from there. A Bingo stand was in the rear of the building. After the games the people would then come to the store for ice cream. Louise would again help to make the change. Mr. Mack retired in 1953, giving each of his nine children the business for two years. David (Butch) Mack operated the business until 1988, when he then sold it to Walter Blake. Six of the children went on their own in the ice cream business after their two years ended.



Macks Early 1940



Mack's Today

SUN VALLEY SWIMMING POOL

Richard Zimmerman opened Sun Valley Swimming Pool, also known as "Zimmies," in 1954. This was the first pool in York Township. From 1961 to 1965, the pool had a wild animal display that included a mountain lion, cheetah, donkey and deer in the field. Later the animals were moved to the Gettysburg Game Park.

TREE LIGHTING

Helen Hamburger Keener, ninety four years old and a resident of the township, was given the honor of lighting the Christmas Tree on December 7, 2002. This began the celebration of the 250th Anniversary of York Township. The program also included the bell choir from Blymires Church, followed by the "Ladies of Note" from Dallastown High School. Jim McClure spoke on the historical notes of the township; Chris Reilly presented the York County Proclamation; and Phillip Briddell was the master of ceremonies. Cookies and hot chocolate were served following the ceremony.

CHAPTER TEN RELIGION



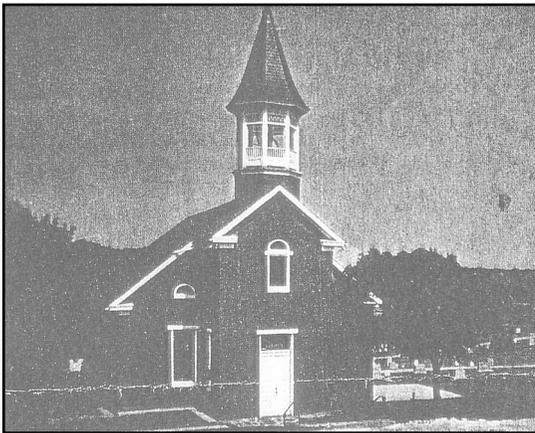
Aldersgate Methodist Church
Copper Beech Tree - Carving

RELIGION

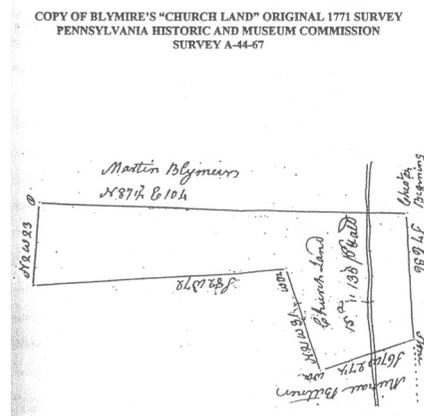
Religion has always played an important part in the life and growth of York Township. From early times, as people moved into the area, they brought their own religion. There are many houses of worship in the township, some with very early beginnings. One does not have to travel far to find a preference of faith.

One of the earliest churches in the township was Blymire's, built in 1748, followed by Spry Otterbein United Brethren church in 1860, Crolls Church and Pine Grove Church in 1880. Innersville Chapel in 1868, and Spry Lutheran in 1896. New Fairview Church of the Brethren was built in 1909.

BLYMIRE'S UNION LUTHERAN AND REFORMED CHURCH



Original Church



Original 1771 Survey

Blymire's is located south of Dallastown, familiarly known as Blymire's Church, built in 1748. This was a small log house used for church and school with the pastor serving as teacher as well. It was the only church in a large portion of the area. Some of the members traveled as far as twelve miles to worship. The religious services were strictly German and many of the pastors were German. A land warrant from the Proprietors of Pennsylvania was dated March 4, 1771. The interest was scheduled to begin March 1, 1767. This may be taken as the date of first occupancy of that property for church use. George Boyer and William Otterbein began a parish register for the church in March 1767. The church land was surveyed on June 22, 1771, showing some 15-acres 135 perches, called "Church Land." In 1886, the brick building was the third to be erected there. The present building was begun in March, 1980, and completed in November of that year. Several items from the red brick church were placed in the new building. The original church bell now rings in the new church tower. The stained glass windows, organ, piano and some chancel furniture were moved to the new facility.

The following Lutheran clergymen officiated before 1812: Revs. John Reyman

(Raiman), George Berger, and Conrad Raiman. Rev. John Herbst became pastor in 1813; Rev. George Stecher in 1820; Rev. A. Geanal in 1830; Rev. J. Harman 1848; Rev. Jacob Kempfer in 1852; Rev. John Conway in 1867; Rev. P. Warner in 1873 and Rev. E. Lenhart assumed charge in 1882.

Among the first reformed clergymen of the church were Rev. Wilhelm Otterbein, Revs. Rudisil, Jacob Friesz, F.A. Scholl, G. Hoblestein, Jacob Myers, F. Hurst, F.W. Vandersloot, and D. Gring in 1862, followed by R. Smith and Rev. Rahausser. The current pastor is Rev. Curtis Weber.

Records covering over 200 years show the need of a growing congregation for larger and modern facilities. From the dedication booklet of 1981 is the quote: "May it ever be a place of comfort for the bereaved, strength for the disheartened, courage for those with vision, inspiration for the young and hope for the aged."

INNERSVILLE CHAPEL

Rev. J. C. Smith first preached here in 1868, once every four weeks. It became a regular appointment in the York Circuit of the Church of the United Brethren in Christ. Under Rev. A. H. Rice, a new chapel was built in 1872. It later belonged to the Dallastown charge.

SPRY OTTERBEIN UNITED METHODIST



Original Church



Today

Although the year 1860 is officially taken as the beginning of the Otterbein Church, many United Brethren ministers irregularly visited Innersville (Spry) dating back to 1797. Early members were Mrs. Elias Weitcamp, Henry Wineka, John Keech, Israel Miller and their families. In 1869, an old school house and private dwellings were utilized as meeting places of worship until 1870. During this year a lot was purchased for \$25.00 and a building costing \$1300.00 was erected. It was dedicated in August, 1870. The first Pastor was Rev. J. S. Wentz. Rev. Peter Corl was the pastor in 1870, Rev. S. N. Moyer in 1886 and J. P. Koontz in 1897.

In 1895, there was a move to relocate the church building along the Chanceford Turnpike, now Queen Street, but there was considerable opposition and the move never materialized. However, it led to the planning of a new white frame building which was constructed on the foundation of the previous building with an addition on the north side. The corner stone was laid on Sunday, August 15, 1897, and dedicated the following December 5, 1897. This new building also included an entrance tower and steeple with a McShane bell which today rings in the new Conaway Bell Tower. Until 1901 the pastors of Otterbein Church were from the old York Circuit. Since 1901 the pastors have been Harry Boyer, Guy D. Fisher, S.A. Crabill, J.A. Gohn, George W. Strine, R. Byrd, J.C. Gardner, J. Lower Grimm, J. E. Francis, B.D. Rojahn. Rev. Donald Mummert is now serving as the Pastor. In the year 1904, the parsonage was erected. This was described as a brick structure with nine rooms and attic and cellar. Near the back porch was a never failing well of splendid water. The home is located on the Chanceford Turnpike and close to the York and Red Lion Trolley line, in the village of Spry. This building still exists at 2429 South Queen Street. In 1924, an addition was added to the east side of the church, utilizing moveable partitions, operated in a vertical manner rather than horizontal. This provided means to separate areas from the main sanctuary for use as Sunday School rooms. If needed they were opened for additional seating in the sanctuary. During 1939, another addition was constructed which was utilized for Sunday School classes for the younger children, as well as for a nursery. In later years, the room was converted into a choir room. An extensive renovation program in 1949 was made to extend the sanctuary in order to install a new Miller pipe organ, and to enlarge the chancel and altar areas to provide choir space. The old pump organ was used years prior to the installation of the pipe organ.

In 1956, an education unit was built at the north side of the Church. This brick structure still exists as the scout building. The old Spry Grammar School was used for a number of years and was then demolished in 1966 to make way for a new educational unit. The new educational unit was completed in early 1967 and dedicated April 16, 1967. The fellowship hall in this building was utilized as the sanctuary until a new one could be added. In 1969, the old church building was demolished with the exception of what is now the scout building. The church bell was removed and mounted on a brick planter designed solely for the purpose of displaying the bell. On January 21, 1979, a new sanctuary was dedicated and included a new Moller organ. The Conaway Bell Tower was dedicated on Sunday, May 8, 1983, to hold the old bell and to permit it to be rung again. A schulmerich sound system with carillon chimes was also included.



Pine Grove Church Then



Pine Grove Church Original Bell

PINE GROVE UNITED METHODIST CHURCH

Pine Grove Church of the Evangelical Association was located about three miles south of York, east of the Baltimore Pike (South George Street) in York Township. It was located to the front of the cemetery at the corner of Dew Drop Road and Pine Grove Road. The land is now vacant . Around 1800, Martin Conway, an Irish Catholic, arrived in York Township. He married Mary Sprenkle and they settled on a farm situated in the area of "dead man's curve" along Interstate 83, one mile northeast of the present church.

Their two sons, John and Daniel, changed the family surname to Conaway. John became a Lutheran minister and Daniel followed the evangelical movement. The center of evangelists who would become Pine Grove Church included Daniel's children, Anna Mary, who married William Henry Hess; Agnes, who married Aaron Livingston; and Samuel, who wed Priscilla Hartman.

In less than ten years the Conaway class grew and met in a one-room schoolhouse that stood at this site. It is also believed to have used Ness' school that was torn down along Leader Heights Road during the construction of I-83 in the mid 1950's.

In 1869, the Conaway class needed a church building of its own. Daniel and Magdalena Conaway donated land from the farm at the corner of Pine Grove and Dew Drop Roads and this would become the site of the Pine Grove Evangelical Church and Cemetery. The Conaways are buried in the cemetery. For many years a church picnic grove with a large pavilion stood on the south side of Dew Drop Road, a tract now occupied by the Annunciation Greek Orthodox Church. This tract was privately owned.

The cornerstone of the first Pine Grove church was laid on October 24, 1869. A simple square brick building with two front doors, one for the men who sat on the right side of the church and the other for the women who sat on the left, was constructed. A Sunday School of ninety-five members met regularly and was superintended by Rev. G. Jackson.

Members would park their buggies on the south side of Dew Drop Road. During the 1880's, new additions were made which included a vestibule and bell tower at the front and the altar was recessed to the back. Although the front addition eliminated the two entrances, men and women continued to sit on opposite sides of the sanctuary.

The first bell obtained about 1910 presently sits on the front lawn of the current Pine Grove Methodist Church. The bell called people to worship and tolled to memorialize the death of a community resident. The basement of the church was excavated before 1920 to install a furnace for heating to replace the three small stoves in the sanctuary.

The 1946 merger of the Evangelical and United Brethren denominations changed the name to Pine Grove E.U.B. Church. Another union between E.U.B. and Methodist consummated in 1968. Pine Grove Church, realizing the need for a larger Christian education facility, purchased three acres of land in April 1962, from Aaron Hess, situated on the west side of Pine Grove Road just south of the original site. Ground was broken for a new structure in April 1963, during the morning service on Palm Sunday. The cornerstone was laid July 21, 1963, and the church was ready for use the next winter.

Due to the new growth to Pine Grove, discussion for a new sanctuary was made. On September 28, 1975, ground was broken. The modern worship center with exposed natural wooden trusses can seat 200 worshipers with a choir loft that can seat 15 singers. A note burning service was held on December 11, 1994. The church purchased a parsonage at 80 Dew Drop Court in 1984. Pine Grove began 2002 with a membership of 250 and R. A. Noll as pastor.

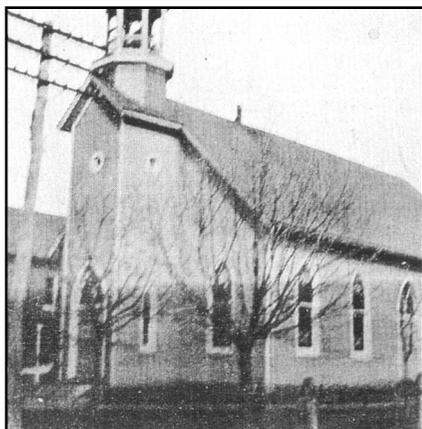


Crolls 1860

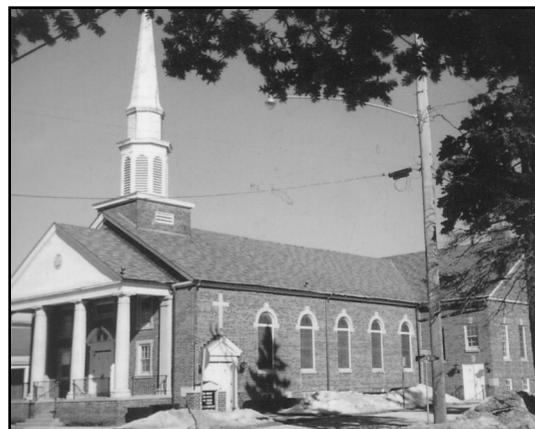
CROLLS UNION SUNDAY SCHOOL

The school dates back to 1860, located on Crolls School Road in York Township. In 1880, it was decided to use the school as a Sunday School. Charles D. Snyder, a resident of the township, has been the superintendent there for sixty-five years. This is a non-denominational church that has survived. Originally there were four or five other such

churches in the area. In the early years there were 80 members but now only 10 to 12 attend. The organization has all the secretary records since the beginning in 1880, including the deed. The building was bought from the York School Board in 1897 for \$40.00. About sixty years ago one of the members had an uncle who carved the sign on the side of the building as well as making some tables and chairs for the kindergarten. The lot with the building is one hundred feet by two hundred feet.



Original Lutheran Church



Today

CHRIST LUTHERAN CHURCH

The Lutherans of Spry attended religious services at different churches some distance away. Christ Church had its beginnings on June 10, 1896 when Rev. C. W. Baker, Missionary Superintendent of the York County began the work of organizing a Lutheran congregation in Spry. The new church was officially organized on Sunday, July 19, 1896, with thirty four charter members. Land was purchased from the Jacob Diehl farm. Ground was broken for the first building of the new congregation and dedicated on October 9, 1896.

The initial history of the congregation, like most rural churches, is a history of life in a multiple parish marked by short pastorates. The congregation originally was united with Messiah Church at Yorkanna to form the Greenhill Charge. By 1915, the Messiah congregation moved to the eastern edge of the city, and the Spry congregation became aligned with Yorkanna and Loganville. The building was totally renovated and dedicated on June 6, 1915.

In 1917, the congregation was aligned with Yorkanna and Augsburg of York. In 1919, Spry became a part of the Windsor Park Parish. In its first twenty five years, the congregation had thirteen pastors. In 1933 the congregation joined with Emmanuel of Freysville as a two church charge. The membership reached 100 and maintained this size for many years during the pastorates of Rev. Ralph H. Miller and Rev. John H. Rice. Rev.

Miller, in 1933, was the first to occupy the parsonage, which was at one time located at 2441 S. Queen Street.

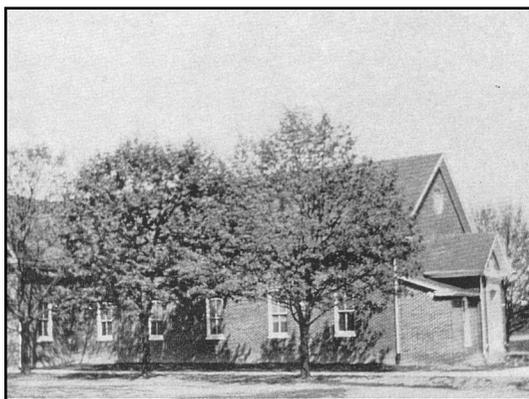
The modernization continued with the purchase of a pipe organ and tower chimes in 1947. As the congregation grew, the need for more room became apparent and on March 28, 1954, plans were approved for a new educational unit. Groundbreaking ceremonies were held on April 25, 1954. About this time the congregation became a single parish and had rapid growth of membership.

Plans were drawn for a new church structure and on September 18, 1958, the present sanctuary was dedicated. The house where the church office is now located was the parsonage beginning with Pastor Barnhart. Following Pastor Barnhart's departure in 1959, Rev. Daniel Oravec served as pastor for five years. In February 1965, Rev. Richard Kauffman served as pastor for ten years, followed by Rev. Richard Starr in 1975, who served for eighteen years. In 1993, Rev. David Swanson served as Interim Pastor. Rev. Charles H. Oberkehr served as pastor from 1995 to 1999. Rev. Karen Minnich Sadler served as Interim Pastor from 1999 to 2002. Rev. James Polanzke began as Pastor in September 2002.

On Pentecost Sunday, June 9, 1957, the last worship service was held in the old church building. The following day demolition was started in order that a larger Georgian Colonial Church building on the same site might replace this building. Harvey Sechrist had been a sexton for thirty-two years. On the final Sunday before demolition, Mr. Sechrist asked to toll the bell while the congregation filed out of the church for the last time. Through it all, Mr. Sechrist poured his heart into tolling the bell for the last time, tears streaming down his cheeks. The altar appointments were moved to a new educational unit. Everything was left behind -the building, stained glass, pews and bell.

A new stained glass window that depicts the nativity was placed in memory of and in honor of the Harris, Dehoff and Inners families on December 25, 1999. This window faces South Queen Street above the main entrance.

NEW FAIRVIEW CHURCH OF THE BRETHREN



1936 New Fairview



Today

The New Fairview Church was formerly a part of the Codorus congregation which was founded in 1758. In January 1909, the Codorus council voted to build an additional church house (Fairview House) for their growing congregation in the north-end. They chose the farm of David J. Markey. The farm included 70-acres, a log farmhouse, a large barn and a pond. Though more than 20 acres were taken from the farm in 1957 when Interstate 83 was constructed, today it continues to be a working farm.

The first buildings to be completed were the church house and shedding for horses at the north and east sides of the church yard. Dedication of these buildings was held on October 10, 1909. From 1909 to 1921 the Fairview house served as one of the houses of worship of the Codorus congregation. The will of David J. Markey, dated 1911, bequeathed the church farm to the New Fairview congregation. Sunday School was held each Sunday with preaching every other Sunday until 1921. In this year it was approved to become a separate division from the Codorus congregation and the name changed from Fairview to New Fairview. D. Y. Brillhart was named presiding elder with Michael Markey and Israel Bowser as ministers. The membership had grown to nearly 200 within the next six years. In 1927, a special council decided to put an addition to the north-end of the building. A part of the rear of the old church was to be divided into Sunday School rooms. This gave the needed facilities for Sunday School for the next twenty three years. At the regular council on December 10, 1948, it was decided to begin preaching at Yorkana as a convenience to members and friends who lived in that area. It was then decided to purchase the Lutheran Church in Yorkana on September 26, 1949, to house this congregation.

In 1962, larger facilities were needed and on October 20, 1962, council approved the building of a new sanctuary and the construction of Sunday School rooms to surround the south side of the old sanctuary. This was completed and dedicated on July 9 and 10, 1966. Part of the old sanctuary was made into a chapel. During the year of 1995, a decision was made to begin planning for a building addition to serve the youth, families, individuals and groups from the congregation. In the spring of 1997 the church council approved action to move ahead with this project. Ground breaking was held in March 2000 with the dedication taking place on April 22, 2001. The church has always been noted for its large number of children and young adults.

Ministers over the years include Donald Myers, John Miller, Murray Lehman, E. Glenn Grim, Dale Markey, Paul Bentzel, John Ilyes, Charles Hartman, and Brian Fitz.

CHAPTER ELEVEN

EDUCATION



Spry Grammar School

EDUCATION

The early township residents had a high regard for education and by the 1800s, schools and churches were built. Some of the schools also served as churches. Schools were often named after the property owner, such as Marks, Keeners, Jessop's Hengsts, Raabs, Ness', Kohlers, Shaffers, Brennemans, Sprenkles, Gladfelter's and Neff's. Others were names of small towns, Blymires, Crolls, Adamsville, Ore Valley and Innersville .

A one-room school was the common source of all educational provisions in the early days when the school year was shorter than today. Students attended in the winter months but often helped on their parent's farm in the spring and summer. These schools held all grades from one to eight, having one teacher for all grades. During 1884-85, John Fiddler taught secondary and Martha J. Wantz taught primary in the first Dallastown School. The salary was \$35.00 per month and a state appropriation of \$125.00 yearly. A. J. Hartman was president, and Adam Kohler was the secretary of the school board.

The first chore for the teacher in the winter months was to start the stove fire with wood or coal. Usually the older boys were assigned to the job of bringing in the wood or coal. The bell rang at 8 A.M. and classes began for the day. Classes were held until noon, with an hour off for lunch, and continued to 4 P.M. with a ten-minute recess held in the morning and afternoon. Most pupils brought their lunch to school and those living nearby would go home for lunch. Many of these one-room schoolhouses have been converted into private homes, business places, and in some instances, museums.

Classes in the one-room schools have long since dismissed, but the memories linger on for all those York Countains who received their early education in the "Little One-Room Schoolhouse." There were sixteen of these one-room schools located throughout York Township. They remained in existence until the late 1940's or early 1950's.

INNERSVILLE SCHOOL

One of the early schools in Innersville (Spry) was built between 1860 and 1876, located what is now 45 School Street, Spry. In 1854, the property was bought for \$2500.00. In 1875, the Common School District of York Township purchased the building and a tract of land of 43-acres for \$3300.00. It seems likely that this was either a brick or stone structure. John W. Schmidt purchased the property in 1913. In the 1920s the appearance was changed and converted into a residence.

JESSOP SCHOOL

Located on Grantley Road, the school was built in 1802. The Jessop family owned the land on which the school was built. This has since been converted into a home.

RAAB SCHOOL

Raab School, built in 1857, is part of the P. Joseph Raab estate that was originally owned by Aaron Raab. Today it contains the original flooring and blackboard. Remains of coal are found beneath the schoolhouse. The property also includes a two-seat out-house.

In 1903, James W. Raab, Sr., took the class on a hiking trip to Chestnut Hill. Needless to say they never returned to class that day.

Wilmer Godfrey lived in the schoolhouse while his home was being constructed. George E. Holtzapple, ninety-three, attended Raab's one-room school. Jimmy Steinfelt was the teacher. The school had about forty students. Mr. Holtzapple continued his education to the eighth grade and graduated. Normally this was the highest grade. The room was heated with a wood stove. At recess students played gooseball, a game that is similar to baseball. The last class was held in 1952.

CROLLS SCHOOL

Crolls School is in its original state and dates to 1860. It is now called Crolls Union Sunday School and is still being used. This school is located on Crolls School Road. During 1893, trouble at the school caused the public authorities to lock the doors against the Sunday School that met there. Settlement occurred and harmony reigned again. The congregation bought the building from the York School Board in 1897 for \$40.00 and planned to use it as a Sunday School building.

MARKS SCHOOL

Marks School was built in 1860 on farmland donated by Joseph Marks located at 905 Chambers Road. Almeda Sanders, a current eighty-five year old resident, attended Marks School at the age of five. Michael Seitz was the teacher who taught all eight grades. His wife would bring him to school in a horse and buggy.

Arlene Wineka was the teacher in 1860. Other teachers included twin sisters, Sara and Esther Gable, Mary Felt, Merle Crumbling and John Contino, who may have been the last to teach there.

In 1950, the school closed when the new Spry school, the York Township Elementary was built. An antique dealer, Mr. Baublitz, purchased the old school for the bell. In 1953, Roy and Marie Parker purchased the school from Mr. Baublitz and transformed it into a residence. They dug out the basement by hand and used blankets for partitions. Two bedrooms and a carport were added.

HENGST SCHOOL

Hengst School in its early days was also used as a Sunday School that was built in the 1800's. Mr. William Behrensen was the superintendent. It is surmised the school received its name from the Hengst Farm that was near by. Some of the early teachers were James Toomey, Lucy Snyder and Miss Workinger. Margurite Welsh taught in 1928. In later years, Merle Crumbling, Harry Hildebrand and Evelyn Richardson Garner were the teachers.

SPRY GRAMMAR SCHOOL

Spry Grammar School was erected in 1912 on School Street in the village of Spry. The building was a four-room, two-story brick structure that housed three classes of pupils in grades one to eight. The school term had been lengthened to six months. The last year it was used for school purposes was 1962. The landmark was demolished on February 4, 1967. York Township Elementary, a more modern and larger facility, was built to accommodate the growth in the area.

DALLASTOWN HIGH SCHOOL/ MIDDLE SCHOOL

Dallastown High School had grades nine thru twelve. The students of the township had the opportunity to choose between Dallastown High or York City Schools. The city school was the junior high and was available for ninth grade with the continuing of education at William Penn High School for grades ten through twelve. Students traveled the city buses or drove their own cars to these schools.

In the reorganization of the school district, The York County Plan placed the districts of the boroughs of Dallastown, Loganville and Yoe and those of Springfield Township and York Township into one administrative area. The operation of schools began in 1953 that included the high school, four elementary areas located in Dallastown, Loganville-Springfield, Yoe and York Township.

In July 1958, the school districts of Loganville, Springfield and York Township became York Imperial Union School Districts. The Dallastown Area School System operated all the schools in the area including grades 1 to 12. It was then divided into three districts, Dallastown Borough, Yoe Borough and York Imperial Union. With this change a need was then realized for a secondary school. During the first year of joint operation, 1953-1954, elementary students were in one, two and four room buildings. Some seventh and eighth grade students were in the elementary schools in some districts and in the secondary in others.

The 1954-1955 school term ended the one-room schools. By 1958, all students in grades 7 to 12 were included in the secondary curriculum. In the fall of 1958, construction began on the secondary campus. The site contained fifty-three acres with a pupil capacity of 1,575. Prior to 1959, Dallastown Area High School was located on South Charles

Street, Dallastown, now the Dallastown Elementary School. In January 1959, Dallastown Area High School opened. During the fall of 1964, a wing was started in the high school for grades 7 and 8. In 1971, the Middle School was built. An addition was made to the high school in 1976. Construction for a larger facility began on the present high school in 1998. An open house and dedication ceremony was held on December 2, 2001.

York Township has three elementary schools, Ore Valley, Leader Heights and York Township.

YORK COUNTY SCHOOL OF TECHNOLOGY

York County School of Technology began its technical training in York County in 1911 when 40 students participated in classes offered through the York City School District. By 1964, there were 265 students enrolled in technical programs and interest had grown to make this type of education available to all the districts in the county. The Education Act of 1964 provided the Federal money to provide an opportunity for the separate vocational-technical school to be built. From 1965-66 to 1968-69, while the building was under planning and construction, student's were enrolled in 13 to 17 vocational programs, which met at several locations in York County. Students were sent back to their sending schools to attend graduation ceremonies and to receive their diplomas.

In 1969, York County Area Vocational-Technical School opened at its present location, 2179 South Queen Street. Twenty-two vocational programs were offered and 1,850 students attended in 1976. The average student enrollment has been approximately 1,200 students. On July 1, 2000, the name was officially changed to the York County School of Technology. The technical school now offers over 500 career choices with fourteen participating districts from York County. Students from these fourteen districts are eligible to attend. Other students may be admitted on a tuition basis if space is available. In the fall of 2000, ninth grade students were admitted for the first time.



Jessop School



Raabs School



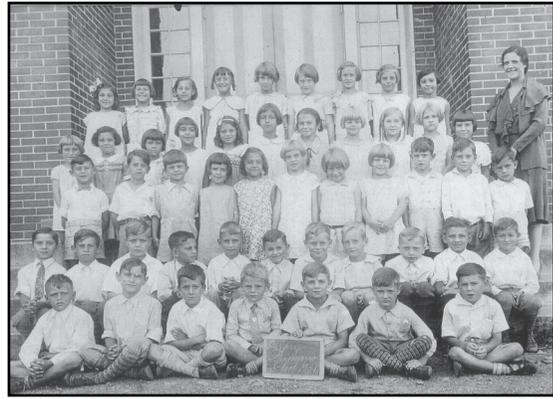
Marks School 1923
Teacher Michael Seitz



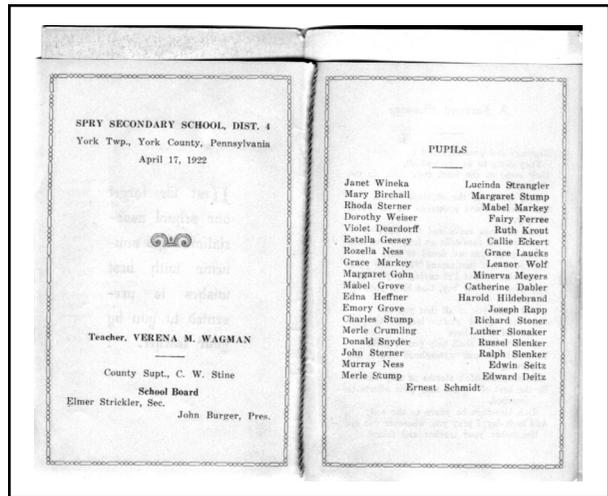
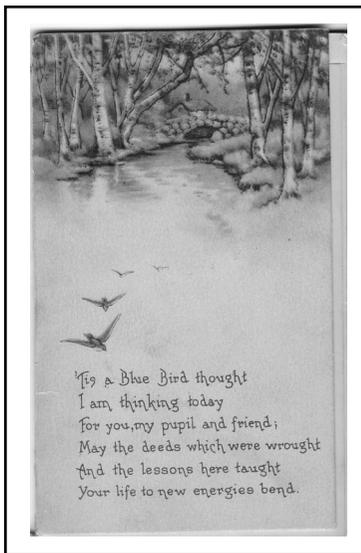
Hengst School
Teacher Marguerite Welsh



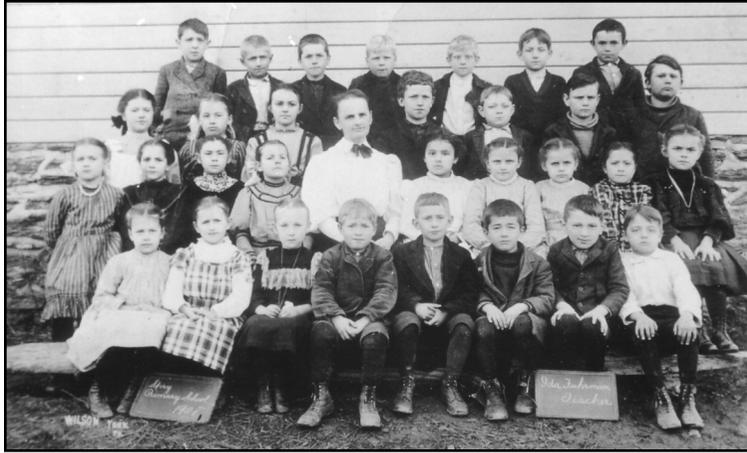
1922 Spry Grammar Teacher
Verna M. Wagman



1931 Spry Grammar
Teacher Helen Miller



Farewell Souvenir 1922



Class - 1908 - Spry School
Teacher Mrs. Fuhrman



Ore Valley School



Neff School



Ness School 1928



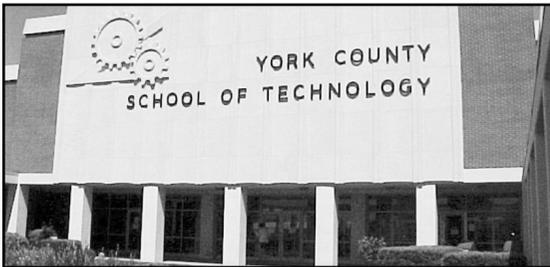
Glatfelter School 1931



Brenneman's 1915



Marks School



York Co. School of Technology



Dallastown High School



Middle School



Ore Valley Elementary

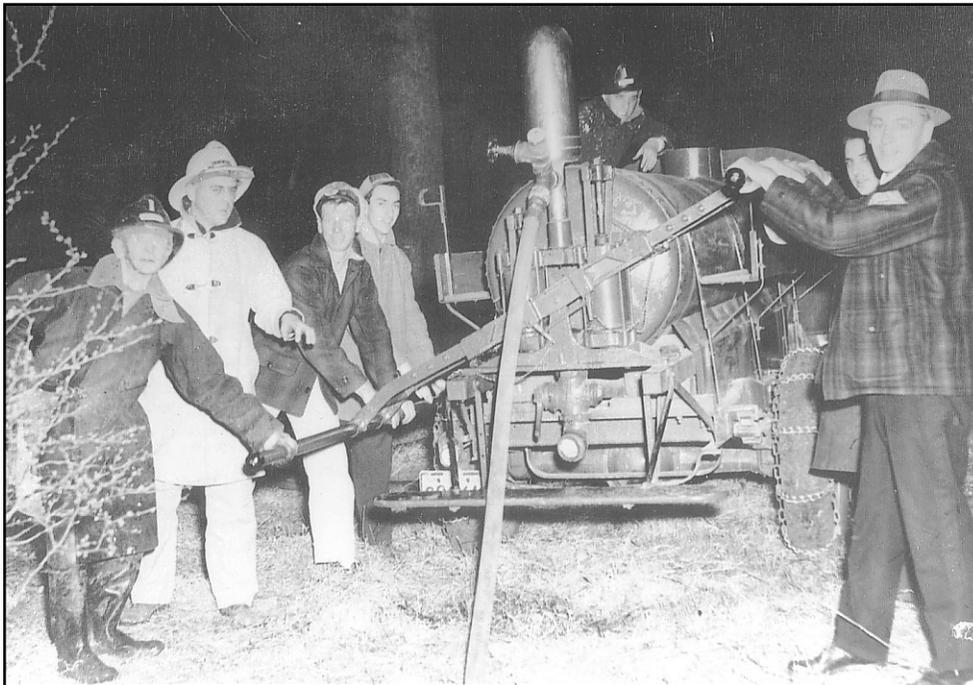


Leaders Heights Elementary



York Township Elementary

CHAPTER TWELVE ORGANIZATIONS



John Ferree, Russ Meckley, Les Ferree,
Dale Krout, Bernard Kreidler, Henry Glatfelter

ORGANIZATIONS

GOODWILL FIRE COMPANY

On February 10, 1913, a group of citizens of Spry met in the old school to discuss the organizing of a Fire Company and to obtain the proper equipment for the same. The meeting was organized by electing Samuel F. Kreidler as president, John I. Keech as secretary, and Franklin R. Sprenkle as treasure. Mr. Faust of the Fire Department of York Manufacturing Company and Mr. Waltman of York were present and addressed the meeting.

The president appointed A. J. Spahr, Elmer Markey and John Sayers to solicit for members. On February 17, 1913 a meeting was called at the band hall, and it was decided to name the company the Goodwill Fire Company of Spry. A constitution and by-laws were then adopted.

By March 24, 1913, it was decided to buy a rebuilt Howe machine and 300 feet of cotton hose. The cost of the machine was \$600.00.

On March 31, 1913, a charter was applied for and a committee was appointed to purchase ground for a fire hall. The amount in the treasury was \$36.31. The first alarm was sounded on April 26, 1913, and the fire was under control when the fire company arrived.

On September 13, 1913, the motto "WE STRIVE TO SAVE" was adopted and M. J. Deardorff was elected foreman of the company.

On March 9, 1914, a lot was purchased from Charles Ness for the purpose of erecting a fire hall. It was decided to build a building 18x30x12 feet high and Wagman Brothers were the low bidders on the brick work. Members were allowed to work out their subscription at fourteen cents per hour. The first meeting was held in the new hall on July 6, 1914. The cost of the building was \$624.45, including the cost of a bell at \$34.15. The bell rang for the first time for a chimney fire at the home of Barbara Hovis.

On September 5, 1927, a contract was awarded to C.F. Deller for a new fire hall for a price of \$8,150.00, located at 2422 South Queen Street. The two-story building maintained an apparatus room on the main floor with meeting quarters upstairs. This building was sold at public auction in 1971. The first piece of equipment was a 1929 Chevy Hand Pumper which was horse drawn until 1930. On March 23, 1931, a Fireman's Relief Organization was formed.

On April 5, 1943, permission was given to install the first siren on the fire hall. An American La France Pumper was purchased for the sum of \$500.00 on July 5, 1943. In 1947, a Diamond T. Engine 19-1 was purchased and is now in the Fire Museum of York County. A new Oren Pumper was delivered on December 6, 1948, at a price of \$9,658.30.

The Fire Company purchased a used Dodge service truck for \$662.25 and a portable pump for \$432.06 on March 5, 1951. On August 15, 1952, a new Oren Pumper was delivered at the cost of \$12,865.50.

In 1954, the company, realizing the need for more fire fighting equipment and proper housing, appointed a committee to search for a new location. By February 17, 1967, the Lehman property at 2318 South Queen Street was purchased for the amount of \$10,900. On October 13, 1967, the property of Edith Blankenstein was purchased for \$950.00 for additional parking space. A building committee was appointed in 1970, consisting of Lester Kreidler, Stewart Warner, Russell Meckley, Ralph Houser and all officers of the company. On April 12, 1970, the building contract for the new fire hall was awarded to Markey Builders. Ground breaking was held on Sunday April 18, 1971. On December 13, 1971, the cornerstone was laid and the new quarters were occupied on March 20, 1972, and dedicated on September 9, 1972. This building contained the headquarters for the police department and the township offices.

The first radio equipment was purchased in 1955 for the amount of \$697.50. The township donated the first fire chief car in 1974. This was a township police cruiser car. Numerous company members and donations of countless persons began the car's restoration work. Carl Dull was fire chief with Dale Slenker as assistant chief.

The fire company joined with other companies of York County in one central system where all emergency calls were received. Each fire company was given a station number and York Township was given Station # 19. The engines and the rescue and brush trucks were also given this number, plus another number or letter to identify each piece of equipment.

Before County Control, Grantley activated the siren for the York Township Fire Department. The call number was KG677 unit. The engine numbers were 120, 121, 122, and 125. Prior to Grantley, Fire Chief Russell Meckley answered all calls and his wife Mary called each active fireman by phone. Many times Bill Ferree would close his services station to answer fire calls.

Some of the apparatus and equipment now being used include Truck 19-1, a 1994 Fire Wolf (KME) 105-foot aerial platform, on a Spartan chassis. Rescue 19 was built in 1987 by Steeldaulics and classified as a "Heavy Rescue" by the York County Fire Chief's and Firefighters' Association. When the fire siren is activated, the first engine to go on the call is 19-3, a 1991 E-One 2000 gpm pumper with 1250 gallons of water. Truck 19-2 was the first aerial unit. A 1975 50-foot Snorkel Tele-Squire is mounted on an International Chassis. Engine 19-2 also has fire fighting equipment on the driver's side and hazardous material supplies on the passenger's side. York Township is the only fire company in York County that has two ladder trucks.

Wilbur Hartman was the oldest active member of the fire department until his death on March 22, 1995. "Wib" was the recording secretary for forty years.

Staff and Line Officers:

Chief of Department	John D. Bean
Deputy Chief	Nathan Tracey
Assistant Chief	Mark Minnich
Captain	Paul Reichenbach
Rescue Lieutenant	James Jones
Truck Lieutenant	Roger Carbaugh
Engine Lieutenant	Jonathan Kotchish
Chief Engineer	Blaine Clouse
Second Assistant Engineer	Dwaine Rosengrant
Fire Marshall	Paul Reichenbach

Administration Officers for the year 2002:

President	Paul Reichenbach
Treasurer	Missy Bean
Assistant Treasurer	Mark Minnich
Recording Secretary	Kristine Fleming
Asst. Recording Secretary	Kim Scod
Financial Secretary	Jasmin Carbaugh
Asst. Financial Secretary	Charles White
Membership Secretary	Dale Slenker
Trustee-Chairman	Blaine Clouse
Trustee	Roger Carbaugh
Trustee	George Emenheiser
Trustee	Bob Junkins
Trustee	Mike Noel
Trustee	Victor Wantland

LADIES AUXILLIARY GOODWILL FIRE COMPANY

During 1943, the Ladies Auxiliary of the Goodwill Fire Company was organized with fifty five members. Their purpose was to provide assistance to the Goodwill Fire Company through the motto "Loyalty and True Friendship." The by-laws were approved and signed by Linda J. Emenheiser, Norma J. Ayres and Nancy L. Marstellar, on April, 1992.

A person considered for membership had to be eighteen years of age, have her dues paid in full and must attend 50% of the monthly meetings or 10% of the fund raising activities per year. In case of illness, the membership shall remain until the member is able to attend. A year would be from April 1 to March 31. After thirty years an honorary membership can be attained.

A member could be expelled for breach of trust, improper conduct or non-payment of

dues. Eligibility for office would not be less than one year. Voting would be done by ballot and eleven members would constitute a quorum. Meetings would be held at 7:30 P.M. the first Monday of each month. In the event of a holiday or inclement weather, the meeting would be held the following day - Tuesday.

The organization disbanded in the year 2002 and is now trying to re-organize.



Ray Butcher, Bernard Kreidler,
K.W. Butcher & Albert Shipley



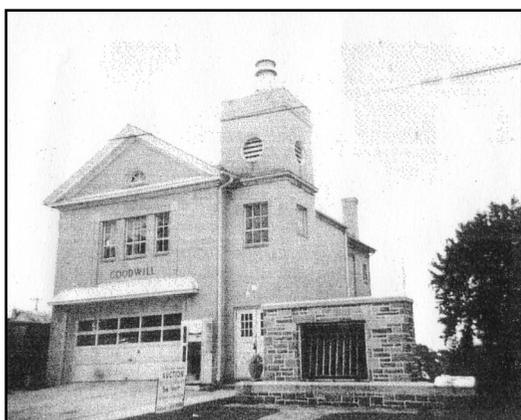
Goodwill Fire Company



Rescue



Fire Wolf 1994



Old Fire Hall

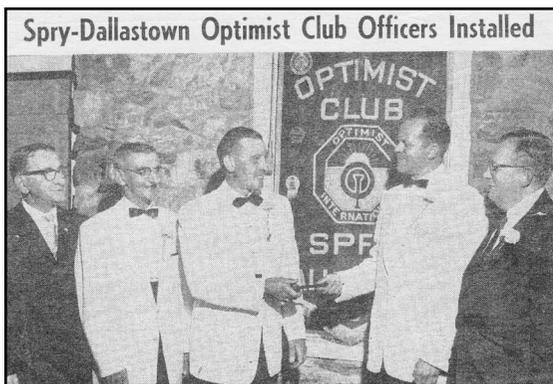


Barbara Deardorff, Harry L. Grove
Ground Breaking - 1971

OPTIMIST CLUB: Prominent men from the area organized The Optimist Club in the late 1940s. The club was instrumental in starting baseball for boys, bowling and basketball teams. The club purchased the first mascot for Dallastown High School. They were also known for building the first school shelters at bus stops for the township youth. Among their accomplishments were the first Bicycle Safety Program and streetlights in Spry. It is now known as the Dallastown-Spry Optimist Club. Their motto is "Friend of the Youth".

YORK TOWNSHIP LIONS: On June 19, 1954, the Lions held their charter meeting with a dinner party. There were thirty three members present. The first officers were President - David A. Gable, 1st Vice President - W. Ray Butcher, 2nd Vice President - Paul Fitz, 3rd Vice President - Donald Lanius, Secretary - Ralph W. E. Gable, Treasurer - James G. McDowell, Jr., Lion Tamer - Raymond E. Shirey, Tail Twister - Arthur Knaub. The Directors were Gordon L. Brown, Walter E. Henry, Paul L. Smith and Raymond Hovis. The slogan for the club was L-Liberty, I-Intelligence, O-Our, N-Nations, S-Safety. Their main charitable obligations are working with the sight impaired. They also supply baskets at Christmas for the needy, free hospital equipment, and support the Goodwill Fire Company. The club also supports the Blind Center of York, Beacon Lodge Camp for the blind, and Seeing Eye Dogs. For needy youth, they offer free eye glasses.

In 1980, the Lions Club constructed a building at their expense on church property and gave the ownership to Otterbein Church. This building was utilized for storage of the hospital equipment and for meetings. The building is located on the north side of School Street, Spry.



Optimist Club



York Twp. Lions

YORK TOWNSHIP AMBULANCE CLUB: The Ambulance Club was formed by the York Township Lions Club and incorporated on March 3, 1955. A 1937 LaSalle Ambulance which was retired from a funeral home service was purchased and housed at Square Deal Garage, 2181 South Queen Street. Officers for the first year were President, Arthur D. Sipe, Vice President, Gordon L. Brown, Secretary, Albert C. Shive, Treasurer, W. Ray Butcher. These men all became certified in the Red Cross First Aid Course as they were the drivers. Also serving as a driver was Arthur Knaub. York Township residents

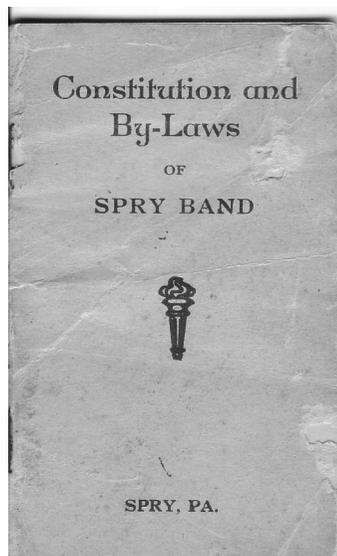
could join the club for a fee of \$2.00 a family per household. The Ambulance Service continued until February 20, 1963. At that time York Township, having a first class status, was able to furnish its own ambulance service.

Dr. Ira L. McGill, D.D.S, Secretary-Treasurer of the club listed assets of \$1,544.00 that the members turned over to the York Township Lions Club. The assets were used to buy new hospital beds, wheel chairs, and related equipment that is still on loan without a fee. Signing the dissolution petition along with Dr. McGill were Philip Butcher, Arthur Knaub, Walter Henry, Russell Meckley, Charles Brenneman, and Clyde Schrader. Ralph Fiegler and Arthur D. Sipe were life members.

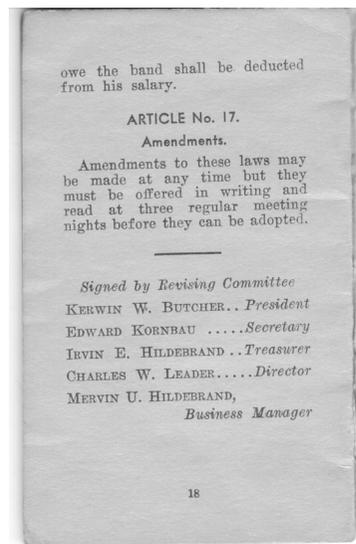
RED LION COUNTRY CLUB: Eighteen people were interested in organizing this club. During May of 1937 the club was granted a charter and purchased the property formerly owned by an organization known as the Lincoln Fraternity. The object of the club was to provide wholesome family social activities. The first activity was Duck Pins, followed by golf in 1947.

The pool and locker rooms were added in 1956. The club is located in the southeastern portion of York Township, adjacent to the borough of Red Lion. In the year 2002, the club was sold to the Altland House and will continue to operate under the name of Copper Beech Golf and Swim Club.

SPRY BAND: The band was organized on October 3, 1900. The only information available are pictures taken between the 1920's and 1930's, along with the band's amendments and officers who are listed as follows: Kervin Butcher, President; Edward Kornbau, Secretary; Irvin Hildebrand, Treasurer; Charles W. Leader, Director; and Mervin Hildebrand, Business Manager.



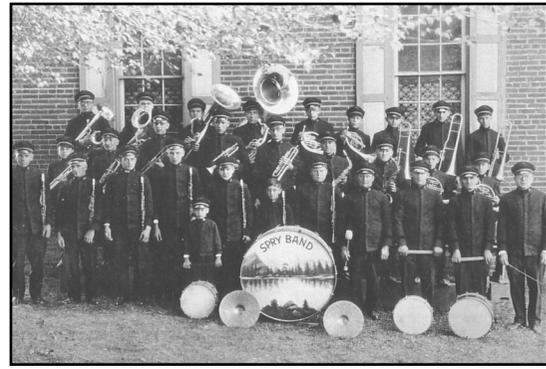
Constitution & By Laws



Article No. 17



Spry Band



Spry Band

SPRY BALL TEAMS: The teams were started in the early 1900s with the first ball diamond located on what is now Myers' Tree Farm on Leader Heights Road. The league was the Southern York County and the name of the team was the Spry Cornhuskers. Later they were in the Twilight League. A person in the stands would take a hat around for a collection. In the 1930's -1940's, the ball field was located on the eastern side of Queen Street off Dew Drop Road. The bleachers were under the trees at the chicken houses of the Slenker home. In 1941, Fay (Slenker) Dull was the batgirl. This ball field was close to the trolley track and on occasion a ball would fly to the tracks. The team then moved to the Eli Dabler Tract that was located behind what is now Spry Beer Distributors, later moving from this location to behind the Township Maintenance Building to what is now Shyrock Field. When the township purchased the Spangler Farm, the team moved to its present location, McWilliams Field. The team today is in the Susquehanna League and is known as York Township

In 1982, Spry was the champions! A winning tradition was born.

On a hot July evening in 1982, on the final day of the season, York Township completed a dream season - 28 wins and 8 losses; a season thirteen years in the making. The team had come from an energetic, brash, rag-tag team of young high school kids to the Susquehanna League Champions. After so many seasons of losing and learning, York Township slowly built itself into a championship team. A team of destiny. Many of the players began playing together on the Spry sandlots at the 8 - 12 level, continued through high school and then into American Legion ball. This team came under the leadership of Don Woltman to win its first ever championship. With the chorus of "Celebrate" blaring over the PA System, the team and its fans celebrated. The corks popped and the champagne sprayed. For everyone present that night, it was one of the greatest nights in Township baseball history. One that all will long remember.

York Township has been very fortunate over the years to repeat those championships; but for township baseball, there never was and never will be a night like that one in 1982. The township went on to win championships ten of the next twenty years, at one point seven in a row from 1986 to 1992, and won the playoffs nine times.

The winning tradition was established from day one . From Carlton "Connie" McWilliams - the founder, first manager, scorekeeper, PA announcer, and baseball leader - to all of the players in the early years, to everyone associated with township baseball, the winning tradition was set years ago. Everyone all wanted to excel and to field a championship team.

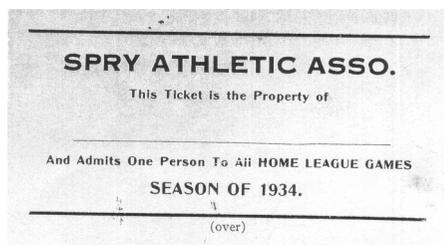
The team wants to thank everyone who has supported it in the early days and for all of the seasons since. Many persons have shared a lot of wonderful baseball memories these past years.

Over the years, the dedication and support of the managers - "Connie" McWilliams, Whitey Slenker, Larry Slenker, Heinie Heltzel, Don Woltman, Brad Chambers, Brad Daugherty - coaches - Bill Kirs and Ned Gohn, and all of the fans, families, friends and supporters, has enabled the players to learn the game and continue the winning township baseball tradition that was born so many years ago. A big thank you to all of the players who toiled in the early years. They are, and always will be township baseball.

The photograph are the guys who got it all started. They've changed a lot, but one thing hasn't. They are and always will be the Champions, York Township's first.

As the team looks forward, the future of township baseball looks good. The team still has great fans, a great organization, great community support and players. Players dedicated to excellence, to winning, and to building upon the winning tradition.

Mark Hendrickson was playing first base and occasionally pitching for the York Township Susquehanna League in 1998, while biding time between NBA seasons. After the 2000 basketball season he decided to change to minor league baseball. Mark accomplished what only nine other players in the history of sports have done: playing in the NBA and in Major League Baseball. Hendrickson played his first major league game as a Toronto Blue Jay on August 6, 2002. Both of his parents grew up in York County, including his uncle, Don Trout, the baseball coach for Dallastown High School.



Season Ticket



Preston Hengst, Bob Markey 1932



1944 Ball Team



1982 Championship Team



2002 York Township Baseball Team

BOY SCOUT TROOP: The early beginnings of Boy Scout meetings were held at the old fire hall in approximately 1939. Charles Sharp was the scout master. The troop was sponsored by the fire company.

Boy Scout Troop #45 was organized in December 1955, and sponsored by the Optimist Club of Spry- Dallastown Area. The meetings were held in the basement of the Spry Furniture Store. The meetings were held on a Tuesday at 7:00 P.M. The leaders were Scoutmaster - Allen A. Myers, Jr.; Assistant Scoutmaster - Eli B. Minnich; President - Spurgeon Gingrich; Chairmen - Maynard Barnhart, Jr., G. L. London, R. R. Jacobs and W. E. Patterson. Troup #45 consisted of thirty one members.

In 1957, the troop relocated to Christ Lutheran Church, changing the meeting date to Wednesday at 7:30 P.M. The leaders were President - William J. Kell; Chairman - Maynard S. Barnhart, Jr., Russell Jacobs and Gerald L. London. The Scoutmaster was Allen A. Myers, Jr. Weekly dues were ten cents or \$5.00 for fifty weeks.

GIRL SCOUT TROOP: The early Girl Scout Troop was held in the then United Brethren Church on School Street. Some of the troop leaders were Joy Hamberger, Ethel Deardorff, Faye Dull, Doreatha Kreidler, and Mildred Lentz. During later years the leaders were Pauline Flinchbaugh and Barbara Slenker. Lynne Alexander of Spry was the first Girl Scout in York County to be presented God and Community Award.



Early Boy Scouts



Boy Scouts Today



Girl Scouts 1st to Receive Award In York Co.
Lynn Alexander 1st to receive God and Community Award



Girl Scout Leaders Barbara Slenker, Pauline Flinchbaugh

CHAPTER THIRTEEN

GOVERNMENT



Aerial View of York Township Building

TOWNSHIP GOVERNMENT

Townships in the United States are a division of a county, subject to local municipal government and are among the oldest political form.

In 1959, York Township reorganized from a second class township to become a first class township. York Township is a political subdivision of the Commonwealth of Pennsylvania. Becoming a first class township mandated a change in the political structure of the township. Five wards were established; electing one member from each ward to the Board of Commissioners. The Board is responsible for adopting budgets, setting taxes and fees, establishing township operational policies, enacting ordinances, approving sub-division and land development plans, entering into contracts and agreements, and appointing members to various boards and commissions.

BOARD OF COMMISSIONERS

Phillip W. Briddell - President (4th Ward)
James R. Phipps - Vice President (5th Ward)
Robert P. Schindo - (1st Ward)
Theresa A. Craley - (2nd Ward)
Robert D. Steele - (3rd Ward)

In 2001, Commissioner Emerson Knaper (2nd Ward) retired from the Board after serving this community for thirty two years.



York Township Commissioners:
(l to r) Robert Schindo, Phillip Briddell, Theresa Craley,
James Phipps & Robert Steele

RECREATION AND PARKS

Richard H. Achtzehn
J. Michael Derk
Nina B. Grove
Dean E. Krout - Chairperson
Daniel T. Shelly
Rebecca J. Shettel-Secretary

WATER & SEWER AUTHORITY

Sherry L. Bosserman-Asst. Treas.
Scott A. Brunk
Timothy O'Donnell
Ronnell M. Sprengle - Chairman
Thomas L. Wallace - Vice Chair
Larena L. Keller - Sec/Treas.

PLANNING COMMISSION

N. Brooke Burt-Chairperson
Michael D. Noll
James B. Norton-Secretary
Denise B. Roe-Vice Chairperson

ZONING HEARING BOARD

Paul Knepper-Secretary
Jerry A. Kotek-Chairperson
Glenn A. McGurk
Louis H. Tateosian-Vice Chair
John L. Wimbley

VACANCY BOARD

James G. Morgan
Charles G. Petron
Connie E. Sohleitner
Gayle B. Wiemeyer

BOARD OF APPEALS

Donald Brenneman
Terry Fix
Gregory L. Grove
Walter E. Henry, Jr.
Stephen C. Sipe

STAFF

Township Manager - Mark E. Derr
Chief of Police - Thomas Gross
Township Engineer- D. B. Henry
Recreation & Parks Director -
Dale R. Dalton
Finance Director - Joseph A. Robinson
Zoning Officer - Elizabeth T. Heathcote
Treasurer/Tax Collector -
Diane R. Berkheimer
Public Works Director - Mark R. Clark
Emergency Management Coordinator -
John J. Tucker
Plumbing Inspector - Charles E. Landis
Code Enforcement Officers -
Rodney L. Heindel
Keith J. Lutz
Community Center Director -
Lee Rohrbaugh
Dog Enforcement Officer -
Susan W. Mowry



Public Works



Recreation Dept



Tax Dept.



Administration

YORK TOWNSHIP POLICE DEPARTMENT

In mid 1955-1956 was the beginning of the Police Department in York Township. The Optimist Club began looking into having a speed limit of thirty-five miles per hour through the Township. It was then found that the state would require a full time officer to enforce the speed limit that is to protect lives of residents of the community. Prior to this time the State Police handled the township patrols.

The first officer was Marvin Sentz, who began as a part-time officer and later became full-time. Curtis Knaub was also hired as a part-time officer who primarily covered the night shift. In the beginning, calls went to the homes and the officers used their own vehicles. Any equipment, including uniforms, hats, guns and sirens, was their responsibility. The officers received a 40-hour basic field course in North York by training officers from Harrisburg. These officers were paid a little over \$2.00 per hour.

Donald Wollet was the next officer to be hired, taking full-time eight-hour shifts covering twenty-four hours. Marvin Sentz then became the first Chief of Police in York Township. The cars were a white Ford and brown Chevrolet. Those who were arrested were taken to Ivan Winemiller or a Mr. Douts, Justices' of the Peace.

In 1959, the officers would submit monthly reports to the Board of Commissioners. In the early sixties, communication was possible directly to the cars by telephones which were received from Harrisburg. With this system, people had to pay to get in touch with the officers. At this time, they began using two-way radios to communicate with each other.

The first car the township bought was a 1961 or 1962 Plymouth Coupe. An office for the police, as well as for other township officials in which to work out of, was built in 1963. This building now houses the Highway Department off South Queen Street. The car was kept at this building. The speed limit was enforced by speed traps. This was a known length of wire placed beside the road. One officer would sit at one end of the wire and push the timing button when the car passed. Another officer stopped the timing when the car reached the end of that wire. The second officer would then calculate how fast the car was traveling.

Beginning in 1965 and into 1966, numerous officers were hired, some as part-time. Curtis Knaub and Marvin Sentz left the department and Donald Wollet took over as chief. Robert Fitzkee became Justice of the Peace. Officers then took the arrested either to Fitzkee's office or to the township office. In June of 1966, Burnell Leipold became the chief. Jay Dacheux was the first officer hired in 1969 with an Associate Degree in Police Science Education.

For part of the 1960's, the township rented vehicles paying per mile. With this arrangement, owners paid for the entire repair. It was then discovered that it was cheaper to purchase a vehicle, and a Dodge was purchased.

In 1968, the patrolmen started at \$4800.00 yearly, sergeants at \$5100.00 and Justice of the Peace at \$5900.00. The administrative power above the chief was the township manager. The use of two-way radio communication was improved by having the Spring Garden Police Department give York Township its calls. It then went to the countywide radio network, County Control, that began in 1973.

Richard Burrows, who was Township Manager, took over the position of Acting Chief from December 1971 until June 1972, when Jesse M. Scholl assumed the position of chief. New uniforms were then adopted - navy blue with military style hats with an American flag on the right shoulder and the Township Insignia on the left. The Police Department changed locations to Revere Road. Salaries increased to \$7500.00. Sergeants started at \$9900.00. A major change in the Department was the start of a juvenile unit with money from a state grant. This was started by Chief Scholl and Jay Dacheux and later taken over by Jay Dacheux. It was at this time that a warning was given to parents that because of a wave of vandalism the parents would be responsible for their child's mischievous acts.

By April of 1973, the position of a Police Commissioner was established. John McCullough was appointed. He and the Board had control over the Chief of Police and the policemen. As of late 1973, the York Township Police Department had a fifteen-man department that patrolled 168 miles of highway. In 1976, they stopped providing patrol on Interstate 83. Chief Le Rendu came to the department as Chief of Police in August, 1977.

In the early 80s, two female officers were hired, Alison Kinkel and Kathleen Trite. Alison Kinkel was also the first officer to ever come into the department with a Bachelor's Degree specifically in Police Science. January 1984 saw the start of providing service to Yoe Borough. The department began taking over police services in Dallastown Borough, starting January 1986. Vascar was now being used as a speed-reading device. By 1987, the department had one chief, three sergeants, including a sergeant for the criminal unit with two officers, fourteen patrolmen and three civilian staff. They had one full-time and two part-time secretaries.

As of 1999, the York Township Police Department was a full service law enforcement agency consisting of twenty-five officers serving a suburban area of approximately 26,000 residents which is primarily located to the south of the City of York and covers a geographical area of approximately 30 square miles.

The department enforces all laws of the Commonwealth using a patrol force under three sergeants and utilizing Vascar and electronic speed devices. The department also participated in enforcing programs for safety belt and child safety seat usage and is actively involved with input for design of new roads and intersections. York Township Police implemented the Drug Abuse Resistance Education program in conjunction with the Dallastown Area School District that is presented by two officers of the department.

A Sergeant heads a three member investigative unit that handles the full range of investigative activity with the assistance of three patrol sergeants and three administrative clerks. Several neighboring departments regularly contact the investigators for assistance in handling cases and in training.

In January 2000, the department was organized into York Area Regional Police when the addition of North Hopewell Township was added. The department currently serves the two charter municipalities of Windsor Township, York Township, North Hopewell and the boroughs of Dallastown, Felton, Jacobus, Windsor and Yoe. The department is now serving a population in excess of 47,000 people, covering eighty square miles.



York Area Regional Police

SCHEUDLE OF EVENTS 250TH ANNIVERSARY

BASKET BINGO - September 28, 2002

TREE LIGHTING CEREMONY - December 7, 2002

HOLLY AND IVY TOUR - December 8, 2002

VICTORIAN FASHION SHOW AND TEA - April 12, 2003

YORK TOWNSHIP OLDE TYME DAYS - June 27, 28, 29, 2003

FALL FEST TOUR - October 2003

COMMITTEES

Rick Geidel - Co-Chair

Pauline Flinchbaugh - Co -Chair

Joan Caruso - Secretary

Jerry Kotek - Treasurer

Phil Briddell - Township Supervisor

PUBLICITY

Delores Butcher

FUND RAISING

Jerry Kotek

Florence Kotek

RESEARCH

Monica Frank - Chair

Sydney Grim

Roy Deardorf

Faye Dull

Gloria Knaub

EVENTS

Pauline Flinchbaugh - Chair

Monica Frank

Sydney Grim

Roy Deardorff

Joan Caruso

Faye Dull

Gloria Knaub

Michael Baldwin

Jayne Baldwin

Mary Ann Kern

Dorothy Anderson

Shirley Nelson



(Back Row) Phillip Briddell, Sydney Grim, Delores Butcher, Roy Deardorff
Jerry Kotek, Joan Caruso, May Ann Kern
(Front Row) Gloria Knaub, Pauline Flinchbaugh, Faye Dull

CONTRIBUTORS

SUPPORTER (Under \$50)

Barnhart, David & Carmen
Cape Horn Country
Cracker Barrel Restaurant
Dallastown BPW Club, Marguerite Kornbau
Giant Foods
Golden Corral Restaurant
Jestek Customized Graphics
Little Country Home
Liz's Hair Care Plus
Ore Valley Flower Shop
Patz, Fredric P.
Persnickety Gift Shop
Smith David, Electrical Contractor
The Occasional Basket
York Electronics Services

BOOSTER (\$50-100)

Acco Chain & Lifting Inc.
Briddell, Philip W.
C & S Gifts and Furniture
Dempwolf, John & Beverly
Fitzkee Candies
Formprest Cleaners
Gilgore, Linda, Transcription Services
Hathaway, Jamie
Kotek Family
Leboutz, Stanton, M.D.
Long & Foster Real Estate
M & G Mobil Home Park
Miller Plant Farm
Pediatric Care of York
Queen Street Family Practice
Reinhard, Dr. & Mrs. Ronald
Roland Plumbing & Heating
Seitz, Todd and Kim (Hankle, Seitz, Waltz)
Seville, John B.
Shurefine Grocery Store
Smith, M. L., Builder
Springdale Medical Center
Turner, Tania
Vicki's Main Taimers
Yunker, Mark and Beth

Sponsor (\$101-250)

Anita Langeheine Beauty Salon
Brown, Gordon and Assoc.
H&M Products
Leon Ness Jewelry Barn
Monarch Products
MRI of York
Pantano Concrete Corporation
Sam Keeney Piano and Organ
Sheetz, Inc.
Temple Beth Israel
York Hills Apartments

PATRON (\$250-500)

Crawford Construction Group
Square Deal Garage

FOUNDERS CIRCLE (\$501-)

Christmas Tree Hill
Commerce Bank
Glatfelter Insurance
Inners, Viva and Wayne
Lander, Jeffery R. M.D.
Larkin, Frank O.
Reck, Linda, Danielle Tracy
Tri-Boro Construction Supplies

