

## **CHAPTER V**

### **Businesses, Occupations, and Professions**

#### **Aviation**

The Fayfield residential area in Springettsbury Township was once the realm of flying machines. *This first York airport was in the area along the west side of what is now Haines Road and north of K-Mart property.*

The former Joe Kindig farm was a favorite place for visiting airplanes to land, even before it was an airport. On the east side of the road was the Mahlon Haines farm.

Interest in war bond sales during World War I was stirred by landings here of U.S. Army Flying Service airplanes.

In the spring of 1930, the first local organized airport operation came into being. Five persons to provide flying instruction and commercial flying service, utilizing a portion of the Kindig farm, created York Flying Service, Inc.

These five men formed the corporation: W.H. "Jack" Hesperheide; Addison L. Millard, A. Raymond Ruth, Lester J. Sipe, and Roman J. Smyser. Mr. Ruth had an airplane mechanic's license. Mr. Hesperheide remembered that a T-hangar was placed on the property after their corporation had leased 40 acres of the land and had obtained an airport license from the State Aeronautics Commission.

Their first plane was a Waco biplane.

Mr. Hesperheide, who had learned to fly at Love Field, Dallas, TX, recalls that an incorporator, Addison L. Millard, had owned their Waco biplane. It was stored in Millard's garage in York, and then taken to Gettysburg for restoration by Charles Doersom. The plane was rebuilt by the Spring of 1930 and promptly put into service in East York.

Fred S. Angstadt signed up to conduct a flight school. Formerly a ground school instructor at Temple University, School of Flight, and Angstadt was hired to be their pilot and instructor.

*Flying instructions preceded the ground school course, which consisted of classes two nights a week for six weeks, and cost "\$5 a week plus \$12 for 50 pamphlets covering various aspects of aviation,"* according to a newspaper advertisement of the time.

The student received 20 minutes of flight instruction at the completion of the school course. The local course was a big success, and the York school became the envy of similar larger institutions. By the end of the summer, there were 14 students enrolled.

*Airplane rides over York were offered on weekends. The passenger's cost was "a penny a pound."*

York Flying Service scheduled free attractions. A visit by the Goodyear blimp and parachute jumping demonstrations were among the attractions offered.

Spring Garden Township Police made Mr. A. Raymond "Butch" Ruth, of York Flying Service, a deputy sheriff, "just in case" one of their investigations should require the use of an airplane.

A news release of that period stated that a group from York Chamber of Commerce would acquire the airport, and that Pittsburgh Airways would make York its main base for passenger flights between Pittsburgh and New York. This came to pass, and continued for a few years.

Prior to the inception of the Springettsbury Township airport, a World War I Curtis "JN-4D Jenny" visited York. It was one of three, which landed on a field in East York, April 29, 1919, to promote a War Bond Drive. There was no airport then, so they landed wherever there was an available open field, and took their chances.

Two fliers who worked as mechanics for York Flying Service in the 1930s were A.W. "Pete" Rider and Edwin M. Strayer.

Strayer was a member of a flying club, which owned an Avro Avian at the airport. A member of the White Rose Flying Club was C. Don Benedict. The club owned a Taylor Chummy, a forerunner of the Taylor Cub.

*Lester J. Sipe*, who is still living in 1990 and resides in York, was one of the partners in York Flying Service and manager of the airport. After the York Airport closed, Sipe *became chief pilot at Curtis-Wright Airport in Baltimore from 1940 to 1942. On approach of World War II, he joined the Civil Aeronautics Administration as a flight supervisor over 60 flying schools in the northeast.* Charles Fink, one of the "kids" said that to him, *Mr. Sipe was "Mr. Aviation."*

Another tidbit of interest is the brick administration building. It contained a ticket office, passenger waiting room, and a restaurant, operated by Monroe Kling.

Mr. C.G. Naugle operated a service station at Stony Brook. He rewarded his regular gasoline customers with rides in the plane. The plane was a Taylor Cub. He gave his customers a card, which he punched when they bought gasoline for their cars. When the card was punched full, it was good for a ride in the Naugle plane.

I feel sure the "Airport Kids" who are interested in preserving the history of the early days of flying in York will be happy to know that this aviation information was included in our book on the history of Springettsbury Township.

The area was a gathering place for fliers and a magnet for youths who called themselves the "airport kids."

An article in the York Dispatch named one of the kids as Charles A. Fink, who lived nearby and spent a lot of time there.

Another youth, Paul L. Schiding, explained that the youths provided "manual labor" at the airport in exchange for being able to hang around, talk with pilots, and maybe get an occasional ride. Another youth, according to the article, was *Kenneth Ropp*. He later *became a pilot for United Airlines and flew every 747 airliner the company owned.* Soon after the 1986 interview, Kenneth retired.

It also states that *G. Harold "Hal" Conrad, who later became county editor for the York Dispatch, was one of these "kids."*

*One of the first local pilots, Karl Ort, became known nationwide as a seller of surplus aircraft parts and supplies. Mr. Ort was born December 19, 1896, the son of John C. and Martha Ort. He was a 1914 graduate of William Penn High School. He was well known by his friends and acquaintances for his long white beard. Known nationally as a pioneer of aviation, he was the 996<sup>th</sup> pilot registered in the United States and the 12<sup>th</sup> registered in Pennsylvania. He flew in the Air Corps in World War I. He later became a founding member of the Daedalians, a nationwide air corps club for World War I veteran pilots. He was called as a military advisor in World War II. Mr. Ort was the founder and president of the oldest aviation supply house in existence, Surplus Trader, Inc. He was a graduate of Franklin and Marshall College. He died on December 26, 1990.*

Other "airport kids" mentioned was George Renoll, Ken Landis, and also Weldon Flinchbaugh (who later became a local industrialist). The "kids" recalled that Raymond O. Picking was then train master for the Maryland and Pennsylvania Railroad and that Uriah "Chubby" Love, a York Motor Express mechanic, flew at the York field. He later became a mechanic in California Flying Tiger Airline.

Another early flier was George H. Whitely, III. His uncle, J.O. Whitely, was president of York Airport, Inc. This group of York businessmen, after acquiring the airport, leased it to Pittsburgh Airways.

The “kids” remember that Joe Kindig, Jr. (II) and Gilbert Dusman owned several airplanes at various times. The airport was located on a portion of the Kindig farm. This farm was used as an airplane landing field long before it was actually designated as an airport.

Others were George Renoll and *Ken Landis*. Ken later *became a senior air traffic controller at Byrd Field, Richmond, VA.*

Stauffer’s farm and W.H. Grothe’s brickyard also served as emergency landing areas in those pre-airport days.

Colonel Eddie Stenson came in and out and was hired to teach.

Pittsburgh Airways, Inc., on October 25 and 26, 1930, took over for the original five men. This only lasted a short time; the Pittsburgh group folded and the original group ran it again for a little while as “York Flying Service.”

Mr. “Jack” Hespenehide, one of the original five who started this aviation pursuit in Springettsbury Township, was personally interviewed. He confirmed, in a 1985 interview, that he has been “up in the air for 56 years” and still has his license to fly. (His father was Fred A. Hespenehide.)

In 1929, “Jack” Hespenehide started his lessons at Love Field, on the outskirts of Dallas, TX. He was required to do ten hours of solo flying to get his license.

*When this township’s airport service was created, an airplane ride over the city of York cost \$1.50. A ride over Safe Harbor Dam and Long Level area cost \$5.00.*

After three years, Pittsburgh group came in and most of the plane owners moved their operation to other airport areas.

*In 1939, Oscar Hostetter opened an airport on his farm along Route 30 near Thomasville. At the end of World War II, an airport was opened north of Lincoln Park on the west side of Roosevelt Avenue. In time, that second enterprise also moved to Thomasville.*

At about this same time, *the Valley Air Park began operations in eastern York city, on the north side of East Market Street in the area where the York Mall is now located. It had three turf runways, with the longest being 3,300 feet. The field was a base for Valley Airways flight school.*

One of the five men involved in area airport operations, Lester G. Sipe, became a distributor for the Ercoupe private plane.

In 1949, George H. Whitely, III, and Earle T. Hull took over operation of the field. The business was known as York Continental Airways, and the field was known as York-Whitehull Airport. The airport closed about 1953.

### **Business Evolution**

With lush green fields and low rolling hills, the east end of York was mostly a farming community, back when Springettsbury Township first incorporated. But the industrial revolution, which had transformed so much of the social and economic fabric of our nation, was still picking up steam in 1891, and many farms were sacrificed to progress, as business and industry found this area good for growth.

Although farms still can be found in our township, mills, inns, blacksmith shops, brick yards, and other forms of industry began to grow here: many were the forerunners of today’s modern township businesses.

Conestoga wagons were a preferred means of transporting products from York to Philadelphia and Baltimore markets, prior to the advent of the railroad. In 1809, P.A. & S. Small began hauling wagonloads of their excess grain to Baltimore in the winter months, when horses could be spared from farming duties to pull the wagons.

Over the years, P.A. & S. Small has been involved in selling numerous products, ranging from flour, charcoal, iron and fruits to hardware and heating equipment. In 1984, due to a buy-out by competitors, their company name was changed to "Scrivners of P.A. & S. Small Div." Scrivner's is an Oklahoma City based corporation, which saw in our area an ideal climate for their conglomerate to grow.

Change has been the only constant in the Springettsbury equation. As with any evolving area, the years have witnessed a variety of businesses come and go. But each contributed to the growth of this township. Some restaurants and a hot dog stand faded into the mist, as did an airport and a roller rink. But the last two, being more unique, deserve some further mention.

A flying service was begun on farmland owned by Joseph Kindig, in concert with a group of shareholders who subscribed to stock in that venture in 1930. This enterprise grew so consistently that it ultimately had to be moved to the Thomasville area, where a much larger area of land was available for their landing field, runways and hangers. But the seed was planted in Springettsbury Township, during our first hundred years, for the airport that now serves our county.

1919 saw the inception of York Oil Burner Co. on North Hills Road. By 1943, following a merger, it emerged as York-Shipley, Inc., and in 1985 it became Donlee Technologies, Inc. Their products are commercial and industrial heating, ventilating and air conditioning equipment.

Also in 1919, Campbell Chain started operations on Norway and Elm Streets, before moving to East Market Street. Manufacture of a wide variety of industrial automotive and hardware chains, this firm's products were widely used locally and nationally, in the early years before the advent of snow tires, studded tires and all weather tires. Remember, back in the days of poorer roads, poorer tires and deeper snows, the vehicle without chains was the vehicle that "stayed put" until the spring thaw.

First known as Crystal Springs Dairy, Lehnan Crist and William Rutter joined this company, and the name was changed to Rutter Brothers Dairy Inc. Formed in 1921 by M. Ebert "Bud" Rutter and George Rutter, this dairy soon was delivering milk and other assorted dairy products to the doors and stores of this county.

Through a series of acquisitions, Rutter's Dairy grew into a multi-level, marketing organization, with farm stores, restaurants, gasoline products, added to their original milk and dairy products line. And when they bought out Avalong Restaurant on Mt. Zion Road, it became one more unit in the Rutter's Farm Stores and Restaurants system that features several locations in this township for customer convenience.

New Car Dealerships such as R.W. Bowman and Son, Inc., on E. Market Street, and Carl Beasley Ford on Whiteford Road, opened their doors to business in the early 1940's. The automobile was by then firmly entrenched in our thinking as a "necessity," and passing years only confirmed that notion. As we celebrate 100 years as a township, Carl Beasley Ford will celebrate their 50<sup>th</sup> year in business in this area.

1941 saw the opening of a very popular attraction, "Playland" roller skating rink on E. Market Street. It was built by David Sternberg, a local businessman, as a memorial to his son who met with an early, untimely death. Sternberg brought the wooden trusses for the roof from buildings that were taken down after the 1939 New York World Fair.

It was bought by Lewis Quintin in 1969 and renamed Roll R Way. This popular skating arena was often filled with the youth of this township, and beyond, who came for the much-enjoyed fun. There was a fire in 1985 and the building was destroyed.

Right next door on E. Market Street, the Playland swimming pool was constructed in the 1950's the only public "above ground" pool in this area. It was made even more unique by the glass walls, which made fascinating viewing ports. Everyone enjoyed watching the antics of the swimmers from the under-water viewpoint, as the pool was jammed with paying customers, inside and out.

Sometime in the 1960's, there was a motel complex built "around" the Playland Pool and it was changed from a swim club to the Playland Motel and pool. At some later date the pool was removed. The establishment is now known as the Yorkview Motel.

The 1950's witnessed many new businesses in the area. The York Pipe & Steel Co. began in 1950 producing hot-rolled carbon steel. In 1958 they changed their name to Borger Steel Company.

In 1952 one of the areas' largest employers broke ground twice! The Caterpillar Tractor story is as strange as any fiction, when it comes to how they came to our township. But since it is true, and quite exceptional, let us share it with you.

There were two distinct and separate divisions of Caterpillar searching the nation, independently, for a site. The manufacturing division wanted to build a new plant. The overseas distribution division wanted to construct a new parts warehouse.

Both chose York! Both chose sites along Memory Lane in our township! And neither knew that the other had done so! It was such an unexpected happening that Caterpillar's main office made a movie about this, and it enjoyed considerable popularity among local service clubs.

Today Caterpillar, Inc., is a major factor in the tax base of Springettsbury Township. Standard Register Company started the same year as Caterpillar 1952, on Mt. Zion Road. This Ohio based company simplifies and speeds the writing of business records through their graphically designed and manufactured business forms and devices. StanReCo Forms & Equipment are indispensable to many businesses today.

1954 saw York Container Company open its doors on Mt. Zion Road. Designed to manufacture corrugated shipping containers, this plant filled a need and supplied a product much in demand.

A company that came to York in the mid-fifties and has since doubled in size is Edgcomb Steel Company. Now known as Edgcomb Metals Co., its Memory Lane plant processes and distributes a full line of carbon and stainless steel, as well as aluminum.

Weis Markets opened the first super market in our area in 1955. Before moving to Haines Road, they had a short stay on Market Street near Belmont. But the Route 83 right-of-way shoved them aside, and they ended up in Springettsbury. In 1986 they tore down this second building to build still another newer and larger super market. And still they continue to grow.

The first regional type-shopping center in the county opened for business in this township in 1955. The York County Shopping Center initially featured 36 stores and businesses. However, since the experts reveal that the cyclical life of a shopping center is 10 years or less, we can see it is confronted with occupancy problems 36 years after its initial opening. This makes York County Shopping Center considerable above par.

After 28 years "downtown," Sears Roebuck & Company moved to York County Shopping Center in 1955. Then after 34 years along E. Market Street, Sears moved again. This time to serve as an "anchor store" at our township's new Galleria Mall, in 1989. Once more, Sears expanded the size of its store in Springettsbury Township, where it has continued for 35 years to provide a valued retail outlet.

The original manufacturing facility of the Motter Printing Press Co. was founded in 1953 in Columbia, PA. A modern facility was opened at 3900 E. Market Street in York, in 1958. This facility was expanded, and in 1966 the Columbia and York facilities were combined in York. During the past quarter century, there has been even more expansion.

In 1990 there was a merger with a Dallas, Texas firm and a West German firm, and the local facility is now called KBA Motter Corp. – Koenig & Bauer, Wursburg, Germany. They design and manufacture Flexo, Off Set, Letterpress and Gravure printing presses, designed to print newspapers, books, magazines, catalogues and the like.

Fox Pool Corporation, a manufacturer of vinyl liner swimming pools, was founded in Springettsbury in 1958. Since then, Fox Pools has grown into a highly regarded, worldwide member of the swimming pool industry. While the company has its manufacturing plant in another township, it still maintains its consumer division of Whiteford Road, where it retails house pools and spas.

A resort-type motel, called York Valley Inn, was built in 1959 on land once granted to William Penn. Starting with but 25 units, this motel had gone through three major additions and at the time of its closing, featured 185 units, indoor and outdoor swimming pools, a restaurant and a fitness center at 3883 E. Market Street.

The first pharmacy in Springettsbury was the Sun-Ray, a chain operated store in the York County Shopping Center. They have since moved from the area.

EPCO pharmacy of North York opened its second store in the village Green Shopping Center on E. Market Street in 1961. This was locally owned and operated by Cletus and Neil Coble.

After 26 years at this location they moved to the new Kingston Square shopping center in 1987.

The McCrory distribution center was opened in 1963 on East Market Street. The Home Office moved to the same location three years later. Under the leadership of Meshulam Riklis, owner of E-II Holdings, Inc., parent company to McCrory Stores, they continue to enjoy annual growth. The Home Office and distribution center buys, stores, prices, administers and ships merchandise to nearly 1,250 stores. Two of their 5 & 10 retail stores are located in this township. One at the York Mall (in 1968) and one at the Galleria Mall (in 1989).

York Mall was the first of the big shopping malls built in this county. Constructed in 1968, it featured 64 different stores, with Montgomery Ward, J.C. Penney and Hochschild Kohn as their original anchor stores.

Twenty-one years passed before two anchor stores and several small shops left the mall creating empty spaces for about a year. Then mid-1990 saw the mall undergo some extensive remodeling with the opening of Wal-Mart, Bon Ton Express, Sam's Wholesale Club and a number of small shops.

This revitalization of our township's first major shopping mall brings its business tenant roster up to 65 stores...one more than it had at its inception, 23 years ago.

In 1898 Bon Ton Department Store opened on York's West Market Street. Max Grumbacher's big store was to become a favorite shopping center for many York County residents.

In 1975 Bon Ton opened its new store at the York Mall as an "anchor" for the mall operations. Then, with the coming of Galleria Mall, they left York Mall and opened new and larger facilities in the new Galleria Mall in 1989.

The following year, "Bon Ton Express" opened at the York Mall. A section of the second floor of the York Mall houses the offices of the Grumbacher Corp., which will in seven years be celebrating their own centennial.

There is also a Bon Ton Distribution center on Mt. Zion Road that was built in 1988. They distribute merchandise to 32 of Bon Ton's stores in New York, Pennsylvania, Maryland and West Virginia areas.

Harley-Davidson, the sole remaining United States manufacturer of motorcycles was founded in Milwaukee, WI in 1903.

Harley-Davidson came to Springettsbury Township in 1973 when AMF recognized that excess capacity along with an excellent work force and a good location to distribute motorcycles to the majority of the customers was available in a plant that had previously been devoted to a variety of AMF contract and proprietary products including garden tractors, pinsetters, and snowmobiles. Motorcycle chassis assembly and manufacturing operations were moved from Milwaukee to York.

During the early and mid 70's, although Harley was losing a market share to its Japanese competition, they experienced a great deal of growth because of the overall demand for motorcycles brought on by the influence of their Japanese competitors.

By 1980, AMF decided to sell the motorcycle business. It was purchased by a group of management personnel from Harley-Davidson. In 1981, Harley-Davidson became a private company through a leverage buy-out organized by the former AMF executives.

Harley-Davidson now holds over 60 percent of the domestic market in heavyweight motorcycles. At present, approximately 20 percent of their production is slated for international markets.

The Springettsbury Township facility is the largest Harley-Davidson plant with over 1,700 employees.

In recognition of Harley-Davidson's achievement in competing with foreign competition, president Reagan visited the York plant in May 1987.

In November of 1989, the new Galleria Mall opened on Whiteford Road. It has four anchor stores: Bon Ton, Boscov's, Penney's and Sears. It is a two level building with each of the anchor stores having two floors. There is a food court on the second level. They have a mall walker's club and exercise classes. There are about 80 stores open with room for more.

We predict that Springettsbury Township will continue to change all for the better during the next one hundred years.

### **Blacksmith Shop**

"The Village Smithy" was more than a poem in Springettsbury Township; it was a flesh and blood blacksmith named Clayton Dietz.

Clayton served his apprenticeship under a Mr. Jacoby, in a blacksmith shop on the Horn Property. There he learned the skills of a trade much in demand by residents in those early days.

The proprietor moved his shop location twice, to accommodate his burgeoning trade: first on the north side of East Market Street, then later to the other side of that same street.

Mr. Dietz ultimately bought out this latest and largest location and went into business on his own. He was well known as an excellent smithy that could shoe horses, mend pots and pans, and sharpen blades with the best of them.

## **Iron, Sand, and Slate Mining**

Had you lived in this township during the later half of the 19<sup>th</sup> century, you would have heard the grinding of wagon wheels on dirt roads and the clitter-clatter of horse's hooves. Over these noises the sounds of engines running, picks hitting solid rock, and occasional rumblings from dynamite blasts would have superimposed on a regular basis. The sight of mules pulling carts full of rocks to the main railroad line and trains hauling the rock-laden ore away to smelting furnaces would also have been quite familiar. All such sights and sounds were part of the heritage of the booming iron ore industry of the 1800's in this and other sections of southeastern Pennsylvania.

During a period from 1864 to 1884, eight separate mining operations in Springettsbury Township worked the brown iron ore known as "limonite." These included the Loucks, Ebert, Heidelberg, Cottrell & Benson, Smyser (Small), Fritz, S. Dietz and J. Dietz operations.

Most of such mining was accomplished by open cut. However, at the Smyser Ore Bank, a shaft of unknown depth was located during the field work (in 1979) for this report.

The ore was removed with pick, shovel, hand drills, dynamite and blasting caps, loaded onto carts on a narrow gauge railroad and pulled up the incline out of the pit by horse or mule. Next it was emptied into a long, wooden trough called a washer, where running water flowed over the ore, settled the iron to the bottom of the trough and washed all other debris down to the end of the runway. Accumulated waste material was then hauled away to a nearby waste pile, while the washed ore was loaded onto wooden wagons for transportation to the main branch of the railroad.

At all except one (the Benson & Cottrell Ore Bank) mine operators hauled their ore to what was known as the "Myers Switch" on the York and Wrightsville Railroad. (This switch was located in the area of the present-day Memory Lane and the Caterpillar Plant.) From there, the ore was shipped to Marietta, in Lancaster County, for use in the smelting furnaces for the production of iron products.

The Benson & Cottrell ore, however, was first hauled to the main railroad switch in Emigsville before it, also, was shipped by train to Marietta.

The iron mines found in Springettsbury Township were the westernmost such operations found in the "Hellam Hills." About a dozen similar lodes of iron ore can be found stretching along the southern slope of the Hellam Hills east to the Susquehanna River.

The following is a brief description of each bank both presently and as recorded by Persifor Frazer, Jr., of the Pennsylvania Geological Survey, in his report of 1876 titled "Report of Progress in York and Adams Counties: Iron Ore Belts and Individual Mines."

The Daniel Loucks Ore Banks were the westernmost iron operation in Springettsbury Township. Numerous small pits and several small dumps can still be seen in a small wooded grove on the east side of Sherman Street between Bonnevillie Road and Topper Street. Most of the excavations were filled-in by the surrounding housing development. According to Frazer (1876, p.52.) this property was leased to Benson and Cottrell. Two large pits, separated by one hundred feet, and then smaller exploratory pits, were originally opened in 1867. Four men and an eight-horse-power engine were used for mining and washing the ore. Seven years later, the northern pit covered about one-third of an acre and was twenty feet deep while the southern bank covered about one-half acre and was twenty-five feet deep.

The Ebert's Ore Banks were located in a wooded tract about five hundred feet east of the Zion Mennonite Church on Bonnevillie Road, some eight hundred feet north of Route 30. A small stream flowed past the workings on the west side. This operation

consisted of two banks, the most northerly being also known as the Corr Bank. The property was bought by Benson and Cottrell and operated until October 1873. Ore had to be washed using the washer and available stream water. About ten tons were processed daily by eight men employed at an average of \$1.25 a day. The required mechanical power came from a 14 horsepower engine that burned 600-700 pounds of hard coal daily. The Corr Bank had a  $\frac{3}{4}$  acre area, and the primary bank covered about an acre and one-half and had a depth of thirty feet (Frazer, 1876, p.51-52.)

Presently these pits are still visible, but the sides are starting to wash in. Specimens of the ore can be collected from the several small waste piles and out of the creek bed.

Heidelebach's bank was probably the smallest operation in this township. According to the maps of Frazer (1876, pl.1) and the geologic map of York County of 1879, published by the second geological survey of Pennsylvania, this iron ore bank was located in the Woodstream development located between North Hills Road and Memory Lane. No evidence of this bank could be located during the field work for this report, undoubtedly due to the fact that urban development now covered over the original mine site. According to Frazer (1876, p.51) the bank was: "Originally opened by Mr. Myers who leased it for one year. It was then taken over by Mr. Philip Small, who worked it until the ore was exhausted in 1868. About 600 tons were taken out by cart. Three to seven men were employed. The bank covered an area of less than one-half acre and was ten feet deep in 1874."

The Cottrell and Benson's bank was located on the south side of the intersection of Sherman Street and Mt. Zion Road. All that exists now is a small mound of washed material located in a small wooded grove along a small creek. This dump pile is approximately thirty feet long and four feet high. The pit was located in the cultivated field between this wooded area and Mt. Zion Road. (Frazer, 1876, pl.1.)

Frazer (1876, p.66) reports: "This bank was owned by Cottrell and Benson and was operated by them since 1871. The principal ore is limonite. Ten tons are mined per day. Twenty men are employed in the bank and eight outside. The 20-horsepower engine for driving the water pump and washer consumed about one-half ton of coal per day. The bank in 1874 was forty-five deep, occupying about one-half acre. The bank was no longer in operation in September 1874."

The Smyser's (small) bank is located across Mt. Zion Road from the Cottrell and Benson Bank. The area residents know it as a "great fishing hole." Some filling of the pit has take place nearest to Mt. Zion Road. This bank was probably the largest mining operation in the township. Just north of the pit is a wash waste pile measuring about thirty feet in diameter and twenty-five feet high. Also, two wood and stone structures that were used in the operation are still standing.

The Fritz Ore Bank is located in a small wooded grove about 250 feet east of Mt. Zion Road, just north of the Avalong Barn Mall. Presently the steep-sided excavation is water-filled. Examples of the ore can be readily found around the pit and in the surrounding fields. Frazer (1876, p. 50) geological survey, reports: "On the property of Susanna Fritz, the bank was leased to Benson and Cottrell. Opened in 1865 by Myers and Benson, whose lease expired after five years. Benson and Cottrell's have had the lease for four years and worked it until June 1873. A twenty horsepower engine and 18 men were employed. The ore was removed by inclined plane and washed before transporting the ore to Myers station. Bank is 40 feet deep."

Another excavation located some 550 feet east of this pit was found during the recent fieldwork. No information concerning this bank could be found on any of the old maps dating to the mid-1870's. It is believed that this bank may have been started in the

1880's, attempting to follow the same "ore vein" as that of the Fritz Bank. Several small waste dumps are located to the south of the pit. The 75-foot-diameter by 40-foot-deep bank is being filled by garbage waste.

The Samuel Deitz and Jacob Deitz Ore Banks will be described together. The westernmost operation was known as the Jacob Deitz Bank and was located in a wooded area about 500 feet east of the intersection of Alpine Road and Pleasant Valley road. This pit was rather large, having a diameter of 210 feet and was about 20 feet deep.

The Samuel Deitz bank was located about one-quarter of a mile east of Jacob's operation, about 230 feet west of the intersection of Shoe House Road and Pleasant Valley Road. A small wooded area just north of Pleasant Valley Road contained this pit that has now partly washed shut, but had been about 30 feet in diameter and 20 feet deep. Frazer (1876, p.49-50) reports the following: "These two banks were leased and opened by Mr. Stephen F. Eagle of Marietta in 1864 and worked until 1868. About 2000 tons of iron ore were removed by cart. The ore was shipped to Meyer's station, one mile distant from Marietta, where Mr. Eagle used it in his own furnaces. The ore was washed on location but water was lacking."

(It should be noted here that the Samuel Deitz Bank is actually located in Hellam Township, but because it was under the same ownership as the Jacob Deitz Bank, it was included here.)

Frazer, in his 1876 geologic survey, reported a small-unnamed iron working just north of the intersection of East Prospect Road and the Longstown Road in the area of the Hamilton Bank. Apparently this old ore bank has been covered by the urban development.

Stose and Jonas (1933) reported on their geologic map of the area and unlabeled iron prospect on the banks of the Codorus Creek behind the Springettsbury Township Sewage Treatment Plant. No evidence could be found of this prospect during a reconnaissance of the area in 1979.

## **Sand**

Sand from the disintegrating chert quartzite has been quarried at several locations in the vicinity of Pleasureville. The largest quarries, located three-quarters of a mile west of Pleasureville, are known as the Elmer B. King & Bros. and Neuman Sand & Supply Company. These two quarries are popular landmarks for York area residents since these large excavations are visible for a considerable distance, sitting on a prominent hill overlooking the "Codorus Gorge." According to Stose and Stose (1944, p.81) the product (sand) is brought by gravity to the crushers located along the Penn Central Railroad at the bottom of the hill. The rock is crushed, ground, screened and delivered to storage bins above the loading platform. The sand is loaded into railroad cars and trucks by gravity. Our research indicates that this operation ran from about 1915 into the 1950's.

Currently, the lower quarry is about 20 feet wide and has a 30-foot face. The upper quarry runs lengthwise about 300 feet into the hill and has a 40-foot face. Some of the areas have become overgrown. However, because this area still has potential for quarrying sand, York Stone & Supply Co. presently owns these quarries. The old storage bins and crushers are still standing and can be seen immediately east of the railroad tracks. The W.J. Herman Sand Quarry is believed to have been approximately 0.6 miles southeast of Pleasureville, south of Radio Road and the WNOW radio tower. This operation was noted by the Stose and Stose report (1944,p.81.) but no evidence of its existence could be located during this fieldwork. The pit was reportedly 12 feet deep with considerable sand removed.

The Bertha Buntin Sand Bank was located about one-quarter mile west of Pleasureville, just west of Sheridan Road.

### **Slate**

A low-grade quality of slate was once quarried from a hill along Stonewood Road, 0.5 miles south of Orchard Road. This rock was reportedly used for road gravel in the 1940's and 1950's. The quarry cut measured about 150 feet long, with a 30-foot embankment.

### **Stony Brook Slate and Brick Company**

Although no records were to be found in local historical files of the Stony Brook Slate and Brick Company, area residents supplied photographs and anecdotes to convince us of its role in helping to build Springettsbury Township. Their pictures show the businesses' buildings, smokestacks, loading platform along the Pennsylvania railroad tracks, and their dinkey that was pulled by a small stream engine on those narrow gauge tracks.

Several residents living in the Stony Brook area shared stories which had been handed down to them by ancestors.

Frank Daron spoke of the clay that had been used to make the bricks. It had been hauled from the Baughman Valley Clay Hole, situated along the area that is now Stonewood Road in our township. Slate was also quarried from this same area; out of a 60-foot deep pit located about two miles south from where the brick plant had then operated. (The quarry has long since been filled in.)

At first hauled to the brickyard by horse and wagon, the clay was later transported on the "dinkey," pulled by the little engine. It was a tossup which looked "dinkier."

That dinkey was remembered and discussed by various informants. A schoolteacher said that when she taught school at Witmer's one-room school, the railroad tracks from the brick plant to the clay hole could be seen from her classroom window. Students enjoyed watching the dinkey haul clay on its way to the kilns; a learning experience by observation. Stony Brook Slate and Brick Company made two grades of bricks: one with a hard finish; to be used as face brick...the other of softer grade, to be used for subsequent layers, as back-up. Reputedly, their face brick was of a nice color and weathered well.

Charles Hoffman, Jr., showed us a photograph of this brickyard, where his father, Charles Hoffman, Sr., worked for \$1.50 a week. In addition, he told us that his grandfather, Robert Hoffman, labored in the quarry in Baughman Valley, from which the slate and clay was obtained for the brickyard.

In 1908 Charlie's granddaddy bought a home behind which the brickyard dinkey ran on its regular trips to and from the quarry. Those trips ceased about six years later, however, when the Stony Brook Slate and Brick Company went out of business, but not before some Stony Brook area buildings were built by their bricks.

Marino's Pizzeria (original residence built by Winfield Hauser); The Paddock Restaurant (built by John Hauser); Stony Brook Mennonite Church; The Carriage House on the former Dr. Crandall's Health School property; and numerous homes in Hellam as well.

### **Yorkshire Animal Hospital**

Harold Neibert was born and reared on a Franklin County dairy farm, from which his family operated a daily retail milk and produce route in the town of Waynesboro, PA. Being isolated from other children, like most farm children of his day, Harold's first good friends in life were the animals on his farm. Thus, by coming to the farm to care for these

animals, the local veterinarian became his idol. By his high school days, Neibert had decided to pursue a career in veterinary medicine.

Harold was drafted, after two years of pre-veterinary medicine at Penn State, and wound up in the 26<sup>th</sup> infantry division assigned to General Patton's 3<sup>d</sup> army. And, at the termination of hostilities in the European theater of war, he found himself in the town of Steubin, Czechoslovakia, just south of Pilsen, home of the world famous Lipizzaner horses.

Due to General Patton's desire and opportunity to save these majestic-performing horses from the Russians, Harold was assigned to care for those unique animals, in conjunction with a group of soldiers, until they could be returned to Austria. His M.O.S. as a pre-veterinary student made him a natural for the job.

Working with these well-disciplined horses was an exciting and never to be forgotten experience for Harold. Exercising this breed of steeds was a new and never repeated challenge, due to their superb training and brilliant performing capabilities.

Returning to Penn State after his discharge, Harold completed his studies there, and then went on to graduate in 1951 from the University of Pennsylvania School of Veterinary medicine.

The newly graduated vet went to work for a mixed practice (small and large animals) in Greensburg, PA.

The following year, in response to a survey showing a need for a mixed practice veterinarian in the east York area of Springettsbury Township, Dr. Neibert set up operations in what was then a cornfield adjacent to a cow pasture. (My, how things have changed since then!)

Neibert also built what is now the Columbia Animal Hospital, working in conjunction with associates from Cornell, Ohio State, and University of Pennsylvania Schools of Veterinary Medicine. Then, two decades after beginning his practice in this area, Harold sold the Columbia Clinic to devote full time to small animals in York.

There have been ongoing changes over the years in Dr. Neibert's building: A major remodeling of the waiting room, surgical area and the hospital itself, to better fit the physical plant to suit the needs of a "full-service" small animal hospital. There are boarding kennels with 125 cages with individual runways and separate building for grooming.

Between the hospitals, kennels and Harold's home, communications are kept open through a modern inter-com system, which also connects to his bedroom, so that the doctor will know if one of his patients needs help and an exclusive fire alarm system provides protection for the animal hospital.

Dr. Cynthia Neibert, Harold's daughter, also a U. of P. graduate (1985) joined her father's practice following veterinary school. Then, just last year, Dr. Donald Sloat of Hellam, a former employee of Harold's, and a newly graduated vet from Ohio State, joined the staff.

Being around, working with, and ministering to the wants and needs of animals has been a rewarding way of life for Harold Neibert, who has no desire to retire after 38 years at his 3434 East Market Street location.

Because he likes what he does daily. He believes that a high percentage of people work because they must, not because they truly enjoy their jobs. His advice to the many high school and college students who have worked for him over the years: "Spend your working life doing what you enjoy and everything else will work out...including income and self-esteem."

Thoreau said, "The mass of men lead lives of quiet desperation." It seems that our local veterinarian isn't one of them.

### **Springettsbury Veterinary Center**

September 1990 saw the opening of a second animal hospital in the township of Springettsbury. Run by Dr. Valerie A. Miller, a 1984 graduate of Ohio State University School of veterinary medicine, it is a “full service” small animal practice, with separate waiting and examining rooms for dogs and cats. The “separate but equal” facilities have been provided so the animals (especially the cats) don’t get upset over the scent of other animals (especially the dogs) in close proximity.

There is a “presidential suite” for cats, admitted for extended stays. It features a large window with several cat trees readily visible inside, for the enjoyment and convenience of the “guests.”

Senior citizens and families with three or more pets are offered special discounts.

Dr. Miller has day care for her two children at the veterinary center, thus keeping her family and work together.

Valerie moved to the York area with her husband, Dr. Stuart Maschke, who is a physician at the York Hospital. They live on a nearby farm. Like “Old McDonald,” she has horses, sheep, a donkey and cats and dogs on her farm. So, even when she goes home from work, her menagerie awaits her gentle ministrations.

As the pet population of this township continues to expand, this second animal hospital is a welcome addition to our community, now beginning its second century of growth.