

THE CENTRE REPORTER

THURSDAY, APRIL 9, 1925.

NEW RAILROAD ASKS RIGHT TO BUILD LINE THROUGH PENNSYLVANIA.

Pittsburgh-Easton Line Is Planned As Low Grade to New York—Federal Action Sought.

Application for permission to build a new railroad from Allegheny to Easton, a distance of 344 miles across the state of Pennsylvania, passing through Penns Valley, was filed with the interstate commerce commission on the first day of this month by H. O. Evans, of Pittsburgh, counsel for the corporation. The new road, the application states, is to form a loop in a new line from New York to Chicago, to be known as the New York, Pittsburgh and Chicago Railroad.

All the information possessed regarding the corporation is contained in the application for the permit. The president is F. A. Mollitor and the secretary, J. Murphy, both of Pittsburgh. No information on financing is given except that the money is to be raised by the sale of stocks and bonds. The headquarters of the corporation is given as Room 1907, Oliver Building, Pittsburgh.

According to the application, the idea is to construct the road, without operating it. Hearings have been asked for, but no date has been set by the commission.

Two branches are to be used. One is the Brush Creek and Crows Run branch, from Allegheny to North Sewickley. The other, leaving the main line at Pittsburgh Junction, just east of Parkwood, extends into the industrial section of Pittsburgh. These would give the new road its Pittsburgh terminals.

The application gives the route of the new road and the counties thru which it would pass as follows:

Beaver, Butler, Allegheny, Westmoreland, Armstrong, Indiana, Clearfield, Centre, Clair, Union, Snyder, Northumberland, Schuylkill, Lehigh and Northampton.

The line beginning in the city of Pittsburgh and running northeasterly would pass through Millville, Etna, Sharpsburg, Aspinwall, Claremont, Hoboken, Montrose, Verona, Oakmont, Milligantown, Markie, Apollo, West Lebanon, Parkwood, Indiana, Utah, Irvona, Chesterfield, Hendrick, Houtzdale, Dix Station, south of State College, Boalsburg, Tusseyville, Coburn, Glen Iron and Kreamer.

At Boalsburg the survey is along the foot of Tussey Mountain; at Tusseyville it crosses the road at or near the old lime kiln near the school house. The State highway is crossed near the Stiver (now Meeker) farm, through the Sankey (now T. F. Royer) farm, on through Georges Valley. At Coburn the survey is well up the mountain to the south and passes over Paddy Mountain, which mountain is tunneled by the L. & T.

The line would cross the Susquehanna river two miles north of Herridon and then pass through Dornisite, Gowen City, Helfenstein, Lavelle, Fountain Spring, Heckacherville, Sinclair, Pottsville, Hecla, Kepner, Staoudtsville, Jordan, Valley, Neffs, Siegfried and Howertown, ending in Easton.

It is claimed in the application that the company has no connection with any other railroad.

From the application filed it appears that the original Joseph Ramsey survey, made in 1906 and 1907, is to be revived and a shorter low-grade connection made with New York. It is announced the new road will also shorten the distance to Philadelphia and will traverse sections of the state rich in coal and timber not now reached by a main-line railroad.

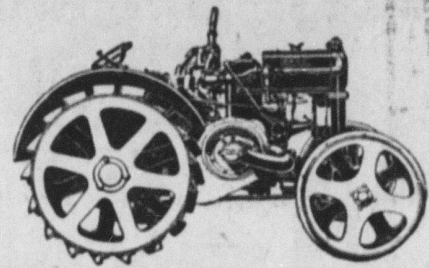
Henry O. Evans, local attorney and a nephew of the late George T. Oliver, representing the interests back of the new venture, said the application was only another step in preparation for the time when the road may be built.

"We have no definite plans for operation, but are seeking the approval of the public service commission and the interstate commerce commission so we'll be ready when traffic conditions are advantageous for such a line," said Mr. Evans.

"The proposed route goes from Pittsburgh to Allentown, over what is known as the 'old Ramsey survey,' originally made for the Wabash Railroad, and would connect Allentown with a line to New York, making the distance much shorter and with a low grade roadbed all the way. The project will involve an investment of between \$50,000,000 and \$100,000,000."

The building of the road was broached about ten years ago. Railroad earnings at the time, however, were unfavorable, and after considerable discussion it was announced the project had been postponed.

It was pointed out the company is organized under a charter known as the Ramsey charter, which was granted more than ten years ago. Since then nothing has been done. Pennsylvania railroad officials assert it will in no way affect their business, as the projected location of track will parallel their lines only for short distances.



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By virtue of a writ of Fieri Facias issued out of the Court of Common Pleas of Centre County, to me directed, three will be exposed to public sale at the Court House in the Borough of Bellefonte, Pennsylvania, on SATURDAY, THE TWENTY-FIFTH DAY OF APRIL, 1925, at 1:30 P. M., the following property: ALL that certain tract of timber land situate in Gregg Township, Centre County, Pennsylvania, bounded on the North by A. B. Lee; on the South by lands of F. A. Carson; on the East by lands of Edward Allison; and on

the West by lands of Foster Frazier. Containing about ninety-eight acres, more or less. The tract herein described lies along the North side of Egg Hill, West of Spring Mills, and South of Penn Cave Station on the Lewisburg and Tyrone Railroad. Together with all the defendant's personal property. Seized, taken in execution and to be sold as the property of William M. Grove. E. R. TAYLOR, Sheriff, Sheriff's Office, Bellefonte, Pa., March 27, 1925. 13o15  
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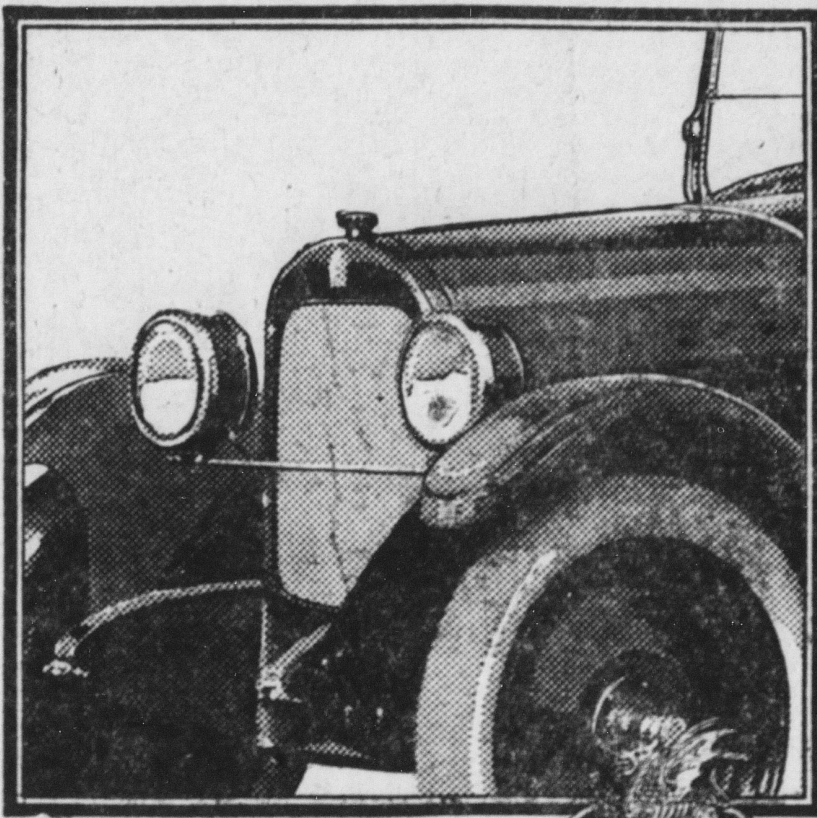
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