The book you are about to read is the result of countless hours of research and generous financial contributions from some of Lititz’s most dedicated promoters. Without passion for the subject and the money to put it in print, there simply is no book. Therefore, first and foremost, a heartfelt thank you must be extended to the authors, editors, designers and financiers of this project.

“Lititz 250: A Historical Anthology” is the final piece of the 2006 anniversary, and the book appropriately features a full color chapter that highlights many of the memorable moments from last year’s celebration. This historical pictorial has been supplemented with a variety of thoroughly researched chapters, many of which are authored by local residents with personal connections to their subject matter:

David Bauer offers an inner-circle view of Lititz in the 1950s, from the perspective of a borough manager’s desk. Current borough manager Sue Ann Barry details Lititz’s early 1990s fight against the ACLU, which was an effort to maintain a cherished Christmas tradition. Civic leader Stephen Palkovic revisits the waves created by a controversial effort to build a public swimming pool for Lititz in the early 1960s. Art Ritz’ first person account of life in the 1920s and ‘30s, revelations from Lititz-born business leader Roy Clair, a local musician’s notes on musical history, teaching lessons from the late Vera Hoffman, and even a “What If?” chapter that paints a contrasting picture of Lititz and Dover, Del., combine for a captivating mosaic of historical insights. This is not an academic chronology of 250 years, but rather a mosaic history of the people, by the people.

The final pages of this edition feature advertisements of local businesses and industries. While these graphic images offer much needed financial support for this book, they will also prove to be as historical as the preceding chapters, representing the business landscape of Lititz during the milestone anniversary year of 2006.

It must also be noted that a $5,000 commitment from the Lititz Rotary Club was crucial to the completion of this project.

Lastly, we must not forget the foundation from which this entire effort was spawned. The Lititz 250th Executive Committee, under the dedicated leadership of R. Ronald Reedy, solidified 2006’s prominent place in local history. Without Mr. Reedy’s participation, this book would not have been possible, and his contributions to the Lititz community cannot be overstated.

With that, after several months of unforeseen delay, I present to you a true labor of love – “Lititz 250: A Historical Anthology.” Enjoy.

Stephen M. Seeber
Chairman
Lititz 250 Historical Book Committee
In 1742, Count Nicholas Ludwig von Zinzendorf of Saxony, the leader and organizer of the modern day Moravian Church, preached at the tavern of Jacob Huber, north of Lititz, while searching for a tract of land in which to establish a religious community. Because of his preaching, John George Klein was won over by the Count’s cause and made arrangements to turn over his tract of land. Through the efforts of Bishop Joseph Spangenberg of the Moravian Church, the final deed of transfer of the Klein tract to the Moravian Brethren took place on August 20, 1755. The tract consisted of 491 acres that meandered along Carter’s Run (today known as the Lititz Run), which became the new settlement for the Moravian Brethren.

In June of 1756, while Bishop Spangenberg was visiting the new settlement in Warwick Township, he received a letter from Europe on the evening of June 12th addressed to the Moravian Brethren. The letter was from Count Zinzendorf in which he named the new settlement Lititz. “Lititz” was the German spelling. The name that was given was in commemoration of the castle of Lidice nad Citadelou, located in northeastern Bohemia near the Silesian/Moravia border where the early Moravian Brethren found refuge in 1456. The castle was given the name “Lidice nad Citadelou,” meaning “People upon the castle,” by the early Moravian Brethren. It is the oldest gothic castle located in northeastern Bohemia near the Silesian/Moravia border and was built by the Drslavice family at the close of the 13th Century. For a short period of time in the 14 Century two Luxemburg rulers owned the castle. Because of extensive construction work the appearance of the castle was changed when construction was started by George of Podebrady in 1450. Being sympathetic to the cause of the followers of John Hus, who was burned at the stake in 1415, Podebrady, in 1456, provided his castle as a sanctuary to Hus’ followers.

One of the leaders of the followers of John Hus was Brother Gregory the Patriarch. It was brought to his attention that in the Barony of Senftenberg, on the northeastern border of Bohemia, there lay a village that would serve as a home for him and his followers. The village, called Kunvald, was almost deserted, and only a few folk of the same mind as Gregory, lived there. In 1457, through Gregory’s efforts, George of Podebrady gave permission to Gregory and his faithful friends to settle in Kunvald, which was part of his estate. “This is where the first congregation of the “Unity of Brethren” was established.

The Brethren built a small wooden church in Kunvald, which they called the Congregation. The Brethren used the church for worship services for ninety years. The influence of the Kunvald congregation was great and soon new congregations were established in many other places. Here then in the valley of Kunvald, did these early pioneers lay the foundation stones of the Moravian Church.

Today the castle is located in the Czech Republic, originally Bohemia, and is known as “Litice nad Orlici,” which means “People upon the Eagle River.” The community of Kunvald and the beginning of the Moravian Church is a memorable place in the present day Czech Republic. The year 2007 marked the 550th anniversary of the establishment of the “Unity of Brethren.”

On November 28, 2000, the Lititz Borough Council established the “Lititz 250th Anniversary Executive Steering Committee” to develop a worthy celebration for the 250th anniversary of the naming of Lititz. This historic milestone was celebrated during the year 2006.

From the beginning to present day the community of Lititz has been rich in history. As citizens, we all share the belief that we are justly proud of our heritage. This book, “A Historical Anthology” reflects on the past, as we continue the present and look to the future.

R. Ronald Reedy, President
Lititz 250 Incorporated
# TABLE OF CONTENTS

## SECTION ONE – COMMUNITY HISTORY

### Chapter 1 – Reflections on Community Life

<table>
<thead>
<tr>
<th>Topic</th>
<th>Author</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A View from Main Street</td>
<td>Gladys J. F. Crowl</td>
<td>7</td>
</tr>
<tr>
<td>Early Fire Protection</td>
<td>R. Ronald Reedy</td>
<td>19</td>
</tr>
<tr>
<td>Reading &amp; Columbia Rail Road</td>
<td>R. Ronald Reedy</td>
<td>20</td>
</tr>
<tr>
<td>Lititz Memorial Square</td>
<td>R. Ronald Reedy</td>
<td>26</td>
</tr>
<tr>
<td>Trolleys Serving Lititz</td>
<td>Elmer W. Fry</td>
<td>29</td>
</tr>
<tr>
<td>Growing up in Lititz</td>
<td>Art Ritz</td>
<td>30</td>
</tr>
<tr>
<td>Lititz As I Saw It</td>
<td>David J. Bauer</td>
<td>34</td>
</tr>
<tr>
<td>What If? The Lititz Air Force Base</td>
<td>Glenn B. Knight</td>
<td>42</td>
</tr>
<tr>
<td>Playing Political Pool</td>
<td>Stephen J. Palkovic</td>
<td>43</td>
</tr>
<tr>
<td>Lititz vs. ACLU</td>
<td>Sue Ann Barry</td>
<td>45</td>
</tr>
</tbody>
</table>

### Chapter 2 – A Community with Personality

<table>
<thead>
<tr>
<th>Topic</th>
<th>Author</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tobias Hirte</td>
<td>Glenn B. Knight</td>
<td>48</td>
</tr>
<tr>
<td>Saunders Lovington</td>
<td>Glenn B. Knight</td>
<td>50</td>
</tr>
<tr>
<td>Mammy Spangler</td>
<td>Martha J. Xakellis</td>
<td>51</td>
</tr>
<tr>
<td>Mr. King and other Tramps</td>
<td>Gladys J. F. Crowl</td>
<td>52</td>
</tr>
<tr>
<td>Lutz's Pool</td>
<td>Cory VanBrookhoven</td>
<td>53</td>
</tr>
<tr>
<td>Culture - Selena Cox Eshelman</td>
<td>Martha J. Xakellis</td>
<td>54</td>
</tr>
<tr>
<td>Girl Scouting</td>
<td>Elsie Spinner Rathkey</td>
<td>56</td>
</tr>
<tr>
<td>&quot;Boss&quot; Kreider and the Silk Stocking Murder</td>
<td>Glenn B. Knight</td>
<td>57</td>
</tr>
<tr>
<td>Polio in Lititz</td>
<td>Janice K. Hartman</td>
<td>63</td>
</tr>
<tr>
<td>Native and Nonnative Plants</td>
<td>Al Spoo</td>
<td>65</td>
</tr>
<tr>
<td>Food for Thought As Well As You</td>
<td>Al Spoo</td>
<td>65</td>
</tr>
</tbody>
</table>

### Chapter 3 – Salty & Sweet: Our Business Community

<table>
<thead>
<tr>
<th>Topic</th>
<th>Author</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hotels Spring to Life</td>
<td>Aaron E. Fry</td>
<td>69</td>
</tr>
<tr>
<td>Brewers and Distilleries of Lititz</td>
<td>Aaron E. Fry</td>
<td>72</td>
</tr>
<tr>
<td>Early Pretzel Industry in Lititz</td>
<td>R. Ronald Reedy</td>
<td>75</td>
</tr>
<tr>
<td>Lititz in the News</td>
<td>Stephen M. Seeber</td>
<td>77</td>
</tr>
<tr>
<td>Cigar Manufacturing in Lititz</td>
<td>Aaron E. Fry</td>
<td>82</td>
</tr>
<tr>
<td>A Brief History of Wilbur Chocolate</td>
<td>Cory VanBrookhoven</td>
<td>85</td>
</tr>
<tr>
<td>The Thomas Wagon Company</td>
<td>Donald J. Summers</td>
<td>87</td>
</tr>
<tr>
<td>The Greeks of Lititz</td>
<td>Nikitats J. Zervanos, MD</td>
<td>91</td>
</tr>
<tr>
<td>Lititz Builds Better Mouse Traps</td>
<td>David Drummond, Ed.D</td>
<td>97</td>
</tr>
<tr>
<td>Lititz Springs Beverage Company</td>
<td>Aaron E. Fry</td>
<td>98</td>
</tr>
<tr>
<td>Ma and Pa Neighborhood Grocery Stores</td>
<td>Michelle “Missy” Deibler</td>
<td>99</td>
</tr>
<tr>
<td>Clair Brothers</td>
<td>Kathy Blankenbiller</td>
<td>101</td>
</tr>
</tbody>
</table>

### Chapter 4 – Religious Life: The Foundation of Our Community

<table>
<thead>
<tr>
<th>Topic</th>
<th>Author</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Music in Lititz</td>
<td>Marion Shatto</td>
<td>104</td>
</tr>
<tr>
<td>Churches and Church Buildings of Lititz</td>
<td>Martha J. Xakellis</td>
<td>113</td>
</tr>
<tr>
<td>Arise, Shine</td>
<td>Liz Curtis Higgs</td>
<td>116</td>
</tr>
<tr>
<td>Cemeteries of Lititz</td>
<td>Martha J. Xakellis</td>
<td>118</td>
</tr>
</tbody>
</table>

### Chapter 5 – Education: The Pride of Our Community

<table>
<thead>
<tr>
<th>Topic</th>
<th>Author</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>Education</td>
<td>Dale E. Shelley</td>
<td>123</td>
</tr>
<tr>
<td>Lititz Public Schools Buildings</td>
<td>R. Ronald Reedy</td>
<td>129</td>
</tr>
<tr>
<td>Beloved Teacher</td>
<td>Kathy Blankenbiller</td>
<td>130</td>
</tr>
<tr>
<td>Lititz Public Library</td>
<td>Glenn H. Landis</td>
<td>133</td>
</tr>
</tbody>
</table>
Chapter 6 – Lititz Springs Park: The Heart of Our Community

A Place of Community Pride  R. Ronald Reedy  Page 142
Caves in Lititz  Aaron E. Fry  Page 147
A Lititz Tradition - Celebrating the Fourth of July  R. Ronald Reedy  Page 147

Chapter 7 – The Other Side of the Tracks: Annex to Our Community

The Town of Warwick  Charlene VanBrookhoven  Page 155
The Warwick House  Aaron E. Fry and Charlene VanBrookhoven  Page 159

SECTION TWO – 250th ANNIVERSARY PHOTOGRAPHIC VIGNETTES OF EVENTS

Limited Edition Artwork by Bruce Johnson  Page 162
November 4, 2005 – Celebration Kickoff / West Point Cadet Glee Club  Page 163
December 31, 2005 and January 1, 2006 – Lititz 250 First Night  Page 164
February 22 & 24, 2006 – Main Street Productions: “History with a Twist”  Page 165
April 15, 2006 – Lititz Lions Club 60th Easter Egg Hunt  Page 166
April 29, 2006 – Dedication of “Town Clock”  Page 167
April 29 & 30, 2006 – Military Reenactment Encampments  Page 168
June 11, 2006 – Founder’s Day Recognition & Heritage Worship Service  Page 169
June 12, 2006 – Commemoration of the Naming of Lititz  Page 171
August 5, 2006 – Summerfest  Page 172
August 2006 – “Symphonic Springs”  Page 173
September 9, 2006 – 250th Grande Parade Down Broad Street  Page 174
September 9, 2006 – Town Fair  Page 178
September 17, 2006 – Dedication of “Wall of Remembrance”  Page 179
September 29 & 30, 2006 – Main Street Productions:
   “Revolutionary War and Education in Lititz”  Page 180
October 13, 14 & 15 – Main Street Productions – “Walk Down Main Street”  Page 182
November 3, 4 & 5 – Warwick High School Play “Bookends” by Liz Curtis Higgs  Page 183
December 1, 2 & 3 – Hometown Christmas  Page 184
December 9, 2006 – Lititz Woman’s Club Historic Tour of Homes  Page 185
December 16, 2006 – “Holly Ball”  Page 186
December 30, 2006 – 250th Anniversary of First Christmas Eve Lovefeast  Page 187
December 31, 2006 and January 1, 2007 – Lititz 250 Last Night  Page 189
Historic Displays in Downtown Storefront Windows  Page 191
Downtown Decorations and Lititz 250 Committee  Page 192

SECTION THREE – ADVERTISEMENTS  Page 193

SECTIONS FOUR – IN CLOSING  Page 229
SECTION ONE

Chapter One

~ REFLECTIONS ON COMMUNITY LIFE ~
Originally, Main Street was an ancient trail that led over level ground from the present day Lititz Springs Park eastward. When John George Klein and his wife arrived here in 1740 that area, the big spring head, was swampy. Much of the land purchased by Klein was rocky, uneven, covered with scrub oak, and unsuitable for farming. He planned to raise cattle and fruit to make the farm profitable.

The meadowland along the creek was best for cultivating. Downstream, in about 1741, Klein built a fine stone barn. It still stands at the corner of Water and Front streets and is the oldest building in Lititz.

The Kleins lived in a log cabin, across the creek from the barn, which is believed to be the log cabin portion of the Mueller House, 137 E. Main St. Remains of old cellars there, and at 133 E. Main St., indicate that the Kleins moved into another log cabin later at the latter site. A careful look at the log portion of the Mueller House will reveal the “Indian windows,” an indication of the age of the cellar. In 1754, the Kleins built a two-story stone house at 127 E. Main St., which became the Pilgerhaus. It was used mainly as a residence for ministers, congregational meetings, and even as a house for refugees fleeing threatened incursion of Indians from Donegal and Bethel. A portion of the original rear wall remains.

The Moravian benefactor Count Nicholas Von Zinzendorf’s ambition was to organize a Moravian settlement for church members to live in a strict religious atmosphere, free from worldly influences, and to locate it along the road between Bethlehem and North Carolina. On Dec. 3, 1742 George Klein heard Count Zinzendorf preach in Lancaster and was deeply impressed, although he had refused to attend the Count’s preaching the previous day at John Jacob Huber’s tavern, now the Forgotten Seasons Bed and Breakfast on East Newport Road. Klein eventually offered his 491 acres of land to the Count’s ambition. His offer was accepted and the transfer of property was made official in 1755.

The following year, word was received from Count Zinzendorf that his recently planned community was to be named “Lititz” (original German spelling) to commemorate the 300 years since John Hus’ persecuted followers were befriended by the George of Podebrady at his castle of Lidice nad Citadelou, located in Bohemia, near the Silesian/Moravia border.

The administration and supervision of the new community was then entirely controlled by the Moravian Congregation. Occupations, shops, buildings, and even social life were managed by the Moravian Aufseher Collegium. This committee - consisting of the Warden, an ordained minister, and a layman - supervised the practical affairs of the residing members. An agent of the British Crown had granted a charter to the Lititz Moravian Congregation to conduct business interests, and the Town Regulations of 1759 had to be signed by all. No one was allowed to build his home, change his occupation, invite overnight guests, or even start a journey without permission from the Warden.

“No dancing matches, taverning (except for the necessary entertainment of strangers and travelers, beer-tappings, feasting at weddings, Christenings or burials, common sports and pastimes, nor the playing of the children in the street, shall be so much as heard amongst the inhabitants. They that have inclinations that way cannot live in Lititz.” (excerpt from the Town Regulations of 1759)

The new village of Lititz was carefully planned and conceived as an educational center. It was surveyed and laid out in lots on February 9, 1757. According to a map, dated December 1759, the main street, taking its southeast by northwest direction from Klein’s stone house, was laid out in sixty-six lots, sixty-six feet wide, and two hundred feet deep. In the center, on the south side, was the Church, flanked by the “choir” buildings for the single brothers and the single sisters. A 736-foot long lot behind the Church led to the cemetery. A quadrangle of buildings behind the Brethren’s House was used to teach trades of shoemaking, weaving,
carpentry, baking, hat making, candle making, and butchering. The Sisters made needlework, embroidery, hosiery, and confectionery.

Both the Sisters House economy and the Brothers House economy operated farms. The Brothers also conducted the carding mill, which remains in the first block of North Oak Street. An irrigation ditch was dug from the Big Spring to Locust Street, which allowed for better produce. The members were instructed to produce here and sell rather than buying elsewhere.

In 1770 the village consisted of 18 stone or brick houses. Paving was required and made of flat creek stones, brick, board, or wood shavings to help eliminate the ruts or dust created by various weather conditions. Main Street was an important part of a road system that led from Easton and Bethlehem, through Reading, Brownstown, Litiz, then to Anderson's Ferry in Marietta, and south to the Shenandoah Valley and North Carolina. Travelers en route from Schaefferstown to Lancaster had to ford the creek on Broad Street at the present park entrance. A man-made island covered with creek stones diverted the stream, lowering the depth of the stream to make it more passable. Apparently the King's Highway was present day Pine Alley, passing the old stone house between West Main and Orange Streets and by the 18th century St. James Church graveyard.

Most of the homes on the north side of Main Street were built of stone. The individual trade shops were behind the residences and opened onto North Lane. David Tannenberg built organs and pianos. John Henry Rauch, a blacksmith, made the first screw augers. Matthias Tshudy manufactured chip hats and bonnets, which were made nowhere else in America. Jacob Geitner was the Tanner and Johannes Mueller was the dyer. John William Rauch, baker and confectioner, made the first soft pretzels about 1810.

The Moravian Congregation owned and operated the general store, the Zum Anker Inn, the first apothecary's shop in Lancaster County, a potash factory, and a grist/saw mill. The first Congregational store and tavern were in the Pilgerhaus in 1760. In 1764 the Congregational store was moved across the street into 120 East Main Street, the house built in 1762 by Matthew Schady. John Fenstermacher was manager. The same year a log tavern, the Zum Anker Inn, now the General Sutter Inn, was erected. Dr. Frederick Otto operated the apothecary's shop built in 1759 at 79 East Main Street from 1760 to 1763.

In 1767 Jasper Payne, the only Englishman in Lititz, became the manager of the Community Store. Some of the inventory in 1773 consisted of snuff, Dutch spelling books, Reformed catechisms, Lutheran catechisms, almanacs, pewter spoons, pewter teapots, pewter soup spoons, pewter basins, flat irons, bone ink horns, coffee mills, steel thimbles, knee buckles, fine horn combs, brooms, common spectacles, temple spectacles, butcher knives, sheep shears, horse whips, stone plates, feathers, silk bonnets, blankets, handkerchiefs, yarn stockings, worsted stockings, cotton stockings, knit thread stockings, coffee, sugar, and sugar candy.

Later John Becker, John Levering, Samuel Grosh, and Ferdinand Lennert successfully managed the Community Store for a number of years. Nathaniel Wolle bought the store from the Congregation in 1845. He erected a brick addition on the east side, and had a successful business there for 36 years. The store remained in the Wolle family for over sixty years.

John Geitner built the sixth Lititz residence at 39 East Main Street in 1761. He soon did a flourishing tanning business in the small shop behind his house. The odor was not pleasing to his neighbors so the tannery had to be moved farther north along the creek. The Geitner family continued the tanning business for several generations after moving to the South.

The process of tanning included diverting water from the
creek through the tannery. Hides were soaked in lime and bran liquid with vegetable, nut, or bark “tannin” added to gradually convert the pelts into leather. Wages in the late 1700s were about seventy cents, plus board, for a ten-hour day. A finished deerskin cost about $2.50. A pair of shoes sold for two dollars.

Andrew Albright was already a renowned gunsmith when he moved to Lititz to make Pennsylvania rifles. His brick house, built in 1764 at 68 East Main Street, was the site of the present post office. William Henry, whose father was another famous gunsmith in Lancaster, came to Lititz in 1771 to take piano lessons. He remained here to learn the gunsmith trade from Brother Albright. John Philip Bachman, the son-in-law and partner of David Tannenberg, was the next occupant.

Later Jacob C. Sturgis, potter, moved his family into the Eichler house. After Jacob’s sons, Edward Sturgis, returned from the Civil War, he replaced the log house with the Sturgis House. The log house was sawed in half. Horsepower and rollers moved the east portion to 500 East Main Street. Appropriately it is adjacent to the Revolutionary War Memorial which honors the 110 soldiers who died in the Brethren House when it served as a hospital. Perhaps some of these soldiers had purchased pipe tobacco or cigars in this shop. The west portion was rolled to East Orange Street and later removed to provide room for a school playground.

During the Revolutionary War the Moravian Church attempted to remain neutral. The Brethren complied when Congress forbid the use of tea in 1775. A Warwick Township militia company drilling on the road to Lancaster near the Zum Anker Inn between August 5 and October 14, 1775, created too much disturbance for the Collegium and had to cease.

At the close of 1775 the Moravian membership consisted of 319 members, including 179 communicants and 76 children.

On February 13, 1806 Christian Hall, then the innkeeper of the Zum Anker Inn, became the first postmaster here. Mail service by stagecoach operated once a week between Lancaster and Easton, via Reading and Bethlehem. Frederic A. Zitman succeeded Hall as innkeeper and postmaster and continued his position until 1849. By then mail service was received three times weekly. Jacob Greider, a boot and shoemaker, served as postmaster for four years. Then Daniel Kreider, a harness maker, was the postmaster until 1867. Registered mail service began in 1855. Money orders were first issued in September 1867.

Just beyond the Lititz Springs Creek and north of Lititz, Nicholas Stroh, an innkeeper, farmer, and a Tory, owned land. During the Revolutionary War his wife overheard her husband and other Tories plot against the Colonists. Her confrontation and threat to report the treachery changed her husband’s and his cronies’ plans. After Stroh’s death in July 1812, his land, Warwick, was sold to two men, Charles Montelius and Jacob Hibschman, and divided into 153 lots. A square was to be built at

Across present Sturgis Lane from the Geitner residence, at 45 East Main Street, Albert Glotz built his residence and tobacco shop. It is believed that this 1765 log house was the first house in Lititz to be painted red. The settlers had been taught by the Indians how to secure vermillion and add it to buttermilk for paint. Glotz’s daughter and son-in-law, Benignus and Gottlieb Eichler, became the next owners of the house and the tobacco business.

E.  Main St. looking west from Sturgis Lane – 1908 and 2007
Photo from the Robert “Sketch” Mearig Collection.
Photo courtesy of Ron Reedy.
Henry Oerter operated the first blacksmith shop in front of the Brethren house. Oerter and other villagers who were in close contact with the hospitalized soldiers died of camp fever in 1778. Then a larger blacksmith shop was built at 302 East Main Street for David Weinland. The original blacksmith shop at Church Square later became the John Beck School for Boys. The newer shop was converted into a dwelling in 1822 by Charles August Grosh and is not the residence of Linden Hall's Headmaster.

When land was surveyed along the creek for a proposed railroad to operate between Columbia and Reading, its importance for attracting businesses and industries was realized by both Lititz and Warwick residents. The economy of the Moravian community needed bolstering and it was important to keep the name of Lititz by placing the railroad station in Lititz. These factors contributed to the Moravian Church deleting the lease system and made Lititz an open community in 1855. The lots were available for fifty dollars and non-Moravians were then permitted to live in Lititz.

The Zum Anker Inn, now known as the General Sutter Inn, has long been a stately sight in downtown Lititz. Major renovations to the inn were made in 1804 and 1848. In 1863 Samuel Lichtenhaeler, proprietor, purchased the Wabank House, a four story frame building that was removed from the banks of the Conestoga Creek, southwest of Lancaster, and relocated to South Broad Street between Juniper Lane and the Zum Anker Inn. Summer boarders were attracted to this impressive structure, its genial owner, and the legendary waters of the nearby springs. Unfortunately, it was destroyed by fire on July 21, 1873.

Another famous downtown attraction is the Sturgis Pretzel House. In 1770, Peter Kreider, a butcher, built a stone cottage at 231 E. Main St. Fourteen years later, he built a large stone house just west of his home. This is now the well-known Pretzel House. During the Victorian era a spacious third floor and stucco were added to the cottage and completely changed its appearance. During the mid-20th century 10 Linden Hall girls and their housemother lived here. In recent years the stucco was removed and again the beautiful stone is visible.

Joseph Sturgis, the potter and father of ten children, built a stone house at 59 East Main Street in 1782. (During the latter part of the past century many men had their hair cut by Ed Stroble and exchanged local news in the front room here.) The Aufseher Collegium insisted, as a precautionary measure in case of fire, that Sturgis build his pottery shop on the south side of East Main Street. He built the shop across the street from his home at 54 East Main St.

Matthew Schropp, the nailsmith, built the home, which houses the present day Lititz Museum located at 145 East Main Street, in 1793. He was also a schoolmaster, a fine musician, and the church organist.

Also built in 1793 was a log house at 100 East Main Street, the site of McElroy's Pharmacy. Gotlib Masslich was the first owner. Other owners were Dr. John Frederick Rudolphi (1763-1825), a surgeon and missionary who practiced medicine in this house, and James H. Miksch (1818-1884), a tinsmith.

Remembered well by oldtimers as Harry R. Wertsch's jewelry store, then Flickinger's and Arnold's jewelry stores, 25 East Main Street, is probably the only two story log house in Lititz. Matthew Blickenderfer erected it in 1796. Later this became the home and office of Dr. Levi Hull, the community physician. Dr. Hull's son married General Sutter's granddaughter.

In 1746 John George Klein donated three and three quarter acres of the eastern portion of his farm for the Gemeinhaus to house a minister and provide a schoolhouse. The log Gemeinhaus was located north of the present residence at 501 East Main Street. Later it was dismantled and removed to 201 East Main Street.
While it was being used there as a primary school and a home for Widow Roxina Rauch, it was destroyed by the great fire of July 16, 1838. The fire began in Jacob Rock's stable in front of the old Gemeinhaus. Quickly the old log building was set ablaze. The flames spread to both corners of Main and Water Street, burning the homes of Rock, the tailor, Philip Conn, and J.A. Sturgis, the carpenter that were east of Water Street. West of Water Street the residence and the glue factory owned by Timothy Masslich were also destroyed. Only Conn rebuilt his house. As a result of the conflagration, the Assistance Fire Company was organized. Previously the citizens wanted Masslich to remove his glue factory as the stench polluted the air. The smell must have been terrible as the blazes were fought on that hot summer day, but at last the glue factory's odors were gone permanently. The loss of these businesses probably added to the economical decline of the lease system.

General John A. Sutter, whose California lands were overrun by gold seekers in 1848, spent a summer in the Lititz Springs Hotel formerly the Zum Anker Inn. He believed that the Lititz Springs waters helped his rheumatism. As his two granddaughters were attending Linden Hall and his grandson was being educated at Abraham Beck's school, Audubon Villa, in 1871 he built a roomy, brick house across the street at 17 East Main Street for himself and his wife. He continued taking his meals in the inn. Though he lost about 50,000 acres if land in California, his home was furnished with beautiful furniture. Some of it may be seen in the Lititz Museum. His house had indoor plumbing, a modern stove, and the first intercom in Lititz.

General Sutter died in Washington, D.C. on June 18, 1880. Mrs. John Bidwell, the wife of his friend, was also there when she learned of his death. She quickly came to Lititz to extend her sympathy to Mrs. Sutter. She was surprised and delighted to see that Mrs. Sutter was living comfortably contrary to reports from the Sutters' son, Emil. General Sutter's wife, Anna Dubeld Sutter, died on January 19, 1881. Both are buried in the Lititz Moravian Cemetery.

Displayed in the Lititz Museum is an account written by General Sutter of his granddaughters' expenses for their father, his son John, to reimburse. John's daughter Eliza married Harry Hull, the son of Dr. Hull and Sutter's neighbor who lived at 25 East Main St.

As the intersection of Main and Broad Streets became the center of activity in Lititz, the greatest changes were made here at the Lititz Square. In 1867, John Beck, the founder of the Beck Academy for Boys, wrote to a former student, “The town has been considerably improved and should you visit here you would find some changes in what is called the old town as you saw it. Several new houses have been put up, and at the lower end, that is, below the Ladies' Seminary, a number of new buildings have been erected. The greatest improvement is at the upper part about the hotel. Since you left, the road to Lancaster has been macadamized and is a splendid carriage road. That part of it which extends into Lititz is called Broad Street, along which a number of new buildings and some very fine ones have been put up. A Street has been laid out from the Lancaster road, which passes where the playground was, along which a number of houses have been built. The old hotel, to which you refer and which Mr. Kauffman kept in your time, has been taken down about twenty years ago, and a splendid three-story house has been put in its place, which was thought to be large enough for any number of visitors who might come here. This was however a mistaken view for in a few years it proved to be too small and accordingly an addition, four stories high having 105 ft. front was added; with two piazzas around the whole for promenading. It is owned by Mr. Lichtenthaler the gentleman with whom Thomas Cornick boarded; he was then a cabinet maker. You will probably be led to ask what led to such an extensive patronage. It is our beautiful spring, which during the summer season brings hundreds here to enjoy it. No doubt you remember how it was when you were here, should you see it now you would not suppose it to be the same; the old wall which surrounded it has been taken away and when doing so, to enclose it with hewn sandstone, it was determined to sink the bed deeper as well as to blast all the rocks away which were near it; in doing this, another spring as large as the one which had long existed, was found, so that the body of water is now much larger than when you saw it. A beautiful avenue of trees leads to it from the town, and a complete park of trees have been planted around it, in which there are comfortable seats and places of amusement. A railroad passes here and
the locomotive whistle is heard almost every hour of the day: it forms the line from Baltimore to New York; it passes between Lititz and Warwick, which place you no doubt remember; the depot is near the hotel. We have a telegraph line; from all this you will learn that the spirit of improvement has also reached ‘good old Lititz’ as the boys used to call it.”

The citizens wanted to continue enjoying the benefits of a governing body to replace the Church committee. Incorporation of Lititz would provide standardized grading of streets and sidewalk, macadamized streets, better drainage, lighted streets, our own constable, control of fast driving through town, and an end to “corner-lounging and tramps – two improvements that would be very welcome.” Lititz became incorporated as a Borough on April 24, 1888. On January 25, 1915 the village of Warwick and the Leaman addition were annexed and almost doubled the original area. Subsequent annexations have provided development of land and an increase in population.

In 1895 a beautiful fountain with three graduated tiers of basins and graceful swans at its base was donated by Dr. Peter J. Roebuck and placed in the center of the square. A bubbler, now outside the Lititz Welcome Center, provided fresh drinking water for passersby. What fun it was to roller skate “uptown” on a hot summer day and stop there for a “Roebuck” knowing that the iceman deposited a block of ice earlier in the day in a cavity beneath the bubbler! Even horses were shown appreciation when their owners allowed them to drink from the trough beside the bubbler. The beloved old fountain is now located on the patio at the General Sutter Inn.

To commemorate the founding of Sacramento, California on August 12, 1839 by General Sutter, both Lititz and Sacramento celebrated the event ceremoniously exactly one hundred years later and a continent apart. Bronze tablets were exchanged between the two municipalities. In Lititz a granite monument five feet high, donated by the Lancaster County Historical Society, was erected on the General Sutter Hotel lawn and held the plaque from Sacramento. Dignitaries and local friends of Sutter sat on a platform. Overhead a United States flag and a Swiss flag flew as the memorial was unveiled by Howard Joseph Sutter Hull, a great grandson of Sutter. James Peter Zollinger, who wrote probably the truest biography of Sutter, spoke briefly. Congressman Frank H. Buck presented a lengthy address concerning Sutter’s adventures. The bronze tablet has been mounted at the entrance of the Inn since 1959. The monument was removed during the sewer installation and is probably buried in a backyard on Kissel Hill Road.

The General Sutter Inn still provides gracious and charming hospitality though its size has increased throughout the years. In 1930 the hotel was extensively remodeled and extended. A beauty shop was in operation prior to World War II in the present day ballroom. On the east side now occupied by the Herb Shop, a fine gift shop sold lovely items. A bookstore operated by Carl and Margaret Workman utilized every inch of space. Later William Bell, Sr. bought the bookstore business and relocated it across the street, first to 49 East Main Street and then in the Spacht building at 27 East Main Street. Despite a large inventory on three floors, Bill Bell could always quickly locate the business forms or supplies his customer wanted.

The Lititz Mutual Insurance building on the west side of North Broad Street is separated from the Lititz Springs Park by a lane. Previously four large Victorian houses
lined this area. The house closest to West Main Street deteriorated and was demolished in 1940 for the original beautiful stone portion of the insurance building. In 1956 the three remaining charming “cottages” were subjected for demolition to make room for a gasoline distributor to erect a gasoline station. A petition to stop that action was circulated at the two nearby banks. Within three days more than two thousand signatures were received.

Both sides of the first block of East Main Street and the east side of the first blocks of North and South Broad Street offered most of the daily needs of the town residents and those of the six rural postal routes. The Lititz Springs National Bank, originally the Lititz Deposit Bank organized in 1867, was located at 40 East Main Street. The Farmers National Bank conducted business at 7 East Main Street. Also within the boundaries of the three blocks which surround the square, services and goods were provided by two physicians, three dentists, two real estate and insurance companies, four department stores, three shoe stores, two grocery stores, two clothing stores, two drug stores, two jewelry stores, two millinery stores, four hardware

But the controversy did not end. Again, reverence for our heritage rose to the challenge when the same gasoline company attempted to buy the General Sutter Hotel and replace it with a gasoline station. Again petitions halted the proceeding and the sale was defeated in April 1967. A real estate representative for the gasoline company commented, “It was the finest corner in the community for this type of business.” Again Lititz community spirit prevailed!

By the early 20th century the population of Lititz had grown to 2,500. It had become connected to outside influences not only by the Reading & Columbia Rail
stores, two confectionery stores, three cigar stores, four provision meat markets, three restaurants, and four hotels. If what was needed could not be found, five other doctors and more stores were within walking distance. Saturday was a favorite day for those of leisure to board a trolley and “window shop” in Lancaster. The hometown provided needs well.

The Lititz Springs National Bank, which opened on January 1, 1909 quickly found its business outgrowing its accommodations. In 1917 the bank purchased land at the northeast corner of East Main and North Broad Streets. Lancaster’s renowned architect, C. Emlen Urban, designed the handsome cut cast granite structure. The contractor and builder, D.S. Warfel, began the excavation in the spring of 1922. A stratum of hard limestone forced the construction to be a two-year project. The new elegant building was open for public inspection on Saturday, March 24, 1924. Green Vermont granite and mahogany trim presented a handsome interior. Behind a massive fourteen ton door was a vault, which was built in Lititz by the Acme Metal Products Company. A burglar alarm system installed by a local resident, James M. Goldthwaite, protected the vault. Through mergers the Citizens Bank Commonwealth Region now occupies this elegant structure.

The United State Post Office was located in the first floor of the Brobst Building, 7 East Main Street, on the adjacent east side. Dr. Cameron E. Lane had his dental office on the second floor. Harry C. Reidenbach’s photography studio occupied the third floor. Dr. Lance gave large portrait photographs of the Lititz men who served their country during World War I. For many years the photographs lined the wall of the Borough Hall Stairway. Miniature copies are now in the Police Department.

C. Emlen Urban designed two other buildings in Lititz. The storefront of the former Doster building, 46 East Main Street, now, Matthew 25 Thrift Shop was designed by him. A beautiful balcony, now gone, graced the front of the second floor and the first floor appearance has been altered. He also designed a South Broad Street residence where the owner found blue prints in the attic for other Urban designed houses.

The Farmers National Bank began banking business on September 3, 1901 at 9 East Main Street. By April 8, 1905 the bank held the mortgage on a new industry for Lititz, the Consumers Box Board and Paper Company, which was locating just south off the railroad tracks on North Cedar Street. After four struggling years Henry J. Pierson became manager of the paper mill and business prospered. In November 1919 the United States Envelope Company acquired the paper mill and expanded their building southward to produce paper towels and napkins and toilet paper from recycled cardboard, newspapers and rags. The newly constructed building featured a saw tooth roof with skylights that opened for ventilation, but it was hidden from view by a false parapet. Modern equipment consisted of a large elevator to convey materials and an automatic sprinkler system. From 1941 until 1969 the Morgan Paper Company, Inc operated the mill. Pink paper pulp clogging the creek was a common sight. When environmental regulations demanded changes that the mill could not meet, and production expenses increased, Morgan Paper Company, Inc. and several other mill enterprises, which followed were unable to keep a viable paper industry here. The empty plant began to show signs of becoming an eyesore in the heart of out town.

Meanwhile the Farmers National Bank had acquired the property at 7 East Main Street and became the Farmers First Bank. The bank also bought the former home of General John A. Sutter, 17 East Main Street, which had served in the ensuing years as a department store, a tobacco shop, and a hardware store. The beauty of Sutter’s home was exposed by renovations and restoration. The original door was found and used. The lovely winding staircase again was accessible to the third floor. The purchase made in 1974 was viewed as future expansion for the Bank. In August 1982 the brick jewel was placed on the National Register of Historic Places, but did not fulfill the expanding needs of the Bank.

Buying the old paper mill was the solution for the Farmers First Bank to continue its extensive banking operations locally. The purchase was made in 1986. The unsound older portion of the mill was demolished. The false parapet was removed and exposed the unique
roofline. A north wing faced with dark green double-paneled glass was built to house the offices and operations of Susquehanna Bancshares, Inc. This magnificent transformation dramatically enhances the skyline of the hub of Lititz.

Four two story columns support the pediment of the exterior of the bank at 9 E. Main St. Walk inside to view stunning murals on the west wall depicting local scenes - farms, Linden Hall, the Moravian Church and its members signing the regulations of 1756, the pretzel bakery and industrial buildings.

Lititz Run, originally Carter’s Run, flows under the Susquehanna Bancshares Administration building eastward through a walled channel. Cooperative community spirit among a Borough Committee, volunteers, and businesses has improved and updated the landscape especially along the stream. In 1997 Lititz Borough and Warwick Township were two of nine Pennsylvania municipalities named by the Commonwealth as a “Chesapeake Bay Partner Community”. Pennsylvania Department of Environmental Protection’s Secretary James Seif presented the awards for improving local economies by improving water quality.

The land east of North Broad Street and north of Lititz Run dates back to 1857 when the Moravian Congregation sold it to Clem Gitter who started the yard with lumber and coal. Throughout the years the land and property changed hands several times. The partnership of Bear and Long was formed in 1890. In 1914 when C.E. Long bought out his partner, the name changed to Long & Company. Guy D. Bomberger and C. Eugene Long then continued the business from 1914 until 1953 when their sons, Robert L. Bomberger and H. Sidney Long, became partners. The name was changed to Long and Bomberger. In recent years Robert Bomberger’s four sons have conducted the business.

Familiar sights around the Borough were the horse drawn carts and its driver who peddled bread and pastries, milk, ice cream, penny candy, or ice. As the twentieth century progressed small trucks replaced the horse and wagons. The ice wagons and the sight of children tagging after a wagon for a sliver ice disappeared when refrigerators replaced the ice boxes.

Having a successful candy business by selling from his horse-drawn wagon in Philadelphia, C. Fred Regennas moved his confections to Lititz and married a local girl. Their son Harry became a local celebrity among children especially. Going to Regennas’ candy shop for white taffy suckers with peanut butter centers, coconut strips, and lemon drops was a sheer delight. Days prior to Easter brought coconut and peanut butter eggs for special treats. Santa was expected to deliver a clear toy bird or vehicle from Regennas’ shop on Christmas morning. Harry’s nephew Charles Regennas, Jr. continued the business until his death in 2000. Then the family carried on their sweet vocation.

John B. Habecker was the proprietor of the Royal Garage in the rear of 41 South Broad Street. In 1913 he advertised as an agent for the Marion automobile. An expert offered repair work from the Packard factory. Three years later the Brubaker Brothers occupied the same site, sold Overland cars, and advertised “general overhauling and storage” too.

P.B. Kofroth had an automobile repair garage in the rear of 47 East Main Street. The Lititz Motor Company was in business in 1918 selling Fords.

John F. Longenecker sold Chevrolets and Oldsmobiles at 64-66 North Broad Street. Every year Mr. Longenecker entered a float of his design in the Fourth of July parade using his car for the base. In 1919 he added biplane wings and a propeller to a Chevrolet to create an auto-biplane. His son Bob, one of seven children, left Lititz in 1937 for California. Their Bob gained prominence in the entertainment industry. Bob was a CBS (Columbia Broadcasting System) network producer, the first host of the Late Show on television and was happily married to actress Ruth Hussey.

After purchasing the building at 104 East Main Street, Denver and Ephrata Telephone and Telegraph Company united the two local companies in September 1926. No longer did a business need two different phone companies to properly serve their customers.
Automobile dealerships and repair shops increased activity at the north, east, and south ends of Lititz. Jerry K. Adams resided near the apex of North Cedar Street and Lincoln Avenue. At the apex he sold gasoline and groceries. Across the street on Lincoln Avenue he sold Oldsmobiles. After a flood that washed off the labels of cans stored in the basement he moved all his business to his Lincoln Avenue building.

Garages were the gathering places for male conversations. Young men gathered at Jerry’s garage. Older men solved all the world problems at Lititz Springs Garage and a mix of ages discussed the sports, news of the day, and local history at William B. Fry’s dealership. Jerry Adams and Bill Fry were married to sisters Bessie and Emma Engle. They enjoyed sharing phone conversation and then always spoke Pennsylvania German, the language of their youth.

Valentine Brobst built a garage at Broad and Marion Streets to sell and service Model T. Fords. Thomas W. Steffy purchased the garage in 1927. Eight gas pumps and a Buick franchise was acquired. Six years later a Chevrolet franchise was also obtained. The business was operated until 1986 by Tom, then Tom’s son John, his son Eugene, and grandson J. Donald Steffy. Eugene purchased a 1919 Buick in 1949, which entered many local parades. Eugene’s son Charles still owns the grand old car and derives much pleasure from it. Charles also enjoys Studebakers and served as president of the Keystone Studebaker Club.

Jacob Heil’s farm bought in 1752 was east and adjacent to George Klein’s farm. This area was part of an area called Rome. Jason Groff owned and farmed the land in the 1920s. William Fry bought several lots from Jason designed a four square building for his residence on the west side and second floor. Dealership facilities were on the east side of the first floor. A repair shop serviced cars in the basement. Along the east side was a wooden oil rack and five gasoline pumps, under a canopy, stood in front of the business section. A Pontiac franchise acquired in 1928 continued for three generations until 1995. It was the second oldest Pontiac dealership in the nation.

Bill Fry’s dealership changed the appearance of the east end of Lititz from rural to suburban. Repairing cars in the basement was no longer feasible. A repair shop was built on the adjacent lot. Vermont Miley, an expert mechanic, built a home beside the repair shop. A hill separated the Miley home from the remains of a small stone quarry and a tobacco shed on the northwest side of Oak Street. The hill was a favorite spot for all east-end children to sled in winter and their goal was to stretch the sled ride to the creek. Getting wet was a most happy event and an achievement.

Jason Groff’s stone home was built in 1786. Building a sturdy, stone, bank barn first was a Pennsylvania tradition. True to tradition, the Gross barn was built in 1784 and stood at the northeast corner of Main and Oak Streets. During the depression Mr. Groff, who had a large family, was unable to meet a bank payment and lost his 56-acre farm. Bill Fry and his father, Clayton G. Fry, were able to buy the former Groff farm in 1938 and were surprised to find a stone house and a date stone under the stucco.

From 1952 until 1955 an arsonist torched four barns in Warwick Township. In September 1954 he selected the 1784 barn just inside the Lititz Borough limits as his target. Rebuilding a barn in the borough was no longer a sensible measure. Its lots on Kissel Hill Road were sold. Lutheran Social Services bought almost forty acres to build Luther Acres. An Amish family removed the old tobacco shed. The good sledding hill was cut down and leveled for a more modern Pontiac dealership in 1967. Now Drexel Heritage Furniture Store occupies that building and enlarged it recently.

Keller Brothers’ Ford dealership from Buffalo Springs had their business on West Main Street before moving their operations to 730 South Broad Street. As their business increased over the years, their building and parking lots have been enlarged and renovated. Their land, behind establishments across South Broad Street, now is residential.

The former A.C. Pfautz Blacksmith Shop, 301 East Main Street, served as auto repair shops for several garage operators: the Zartman Brothers; Charles Krick who sold Chryslers; Nicholas Steely; D. Lloyd Neff; and partners, Henry Huber and David Buchter. The latter two also operated a bicycle and glass shop. Youths hung out here too as the Coca Cola cooler and candy stand
were prominently seen.

D. Lloyd Neff had a garage in North Lane which had to be vacated when the Lititz Theater needed that space. He sold Essex and Terraplane cars there, operated briefly at 301 East Main Street, and then built his dealership garage at the rear of his residence at 467 East Main Street. Terraplanes were sold until that manufacturer went out of existence in 1936. He kept the Hudson dealership until his health declined in 1954. Lehman’s garage replaced Lloyd’s service operation. Now Good’s Auto Service continues the repair work.

Other car dealerships have been R.R. Graybill, a Dodge and Plymouth Dealer adjacent to the Warwick House; Wolf’s Garage, a DeSota and Plymouth dealership on West Main Street; Harry W. Zimmerman, Studebaker Dealer; and Kline’s Dodge on South Broad Street.

The convenience of the automobiles caused the demise of the trolleys. In August 1938 the tracks were removed from Broad Street. Large stones and smaller stones filled the void and the surface rolled and oiled leaving only memories behind.

Life for a child growing up in Lititz during the period prior to World War II was delightful. No one stopped a youngster from roller-skating on the sidewalks. In fact Maurice Kreider put a skater toolbox outside his hardware store. Clamped on skates loosened and could be tightened by a skate key from the box. Benny Lutz’s swimming pool on North Locust Street did not have rest rooms but he sometimes threw candy into the water for those who could catch the pieces. A child standing on the bench in front of the meat market counter usually received a slice of bologna as well as the items on Mother’s meat list from Benny or his sons, John or Ben. Penn Dairies had an ice cream parlor at 39 East Main Street. A rainbow ice cream cone was not only delicious and cooling, but pretty, too, for an after-the-movies treat. Another special event was taking an excursion train, sponsored by the Independent Grocers’ Association to Atlantic City. Numerous long trains left the Lancaster Train Station early on the third Thursday of July. The day was spend going to movies in the Steel Pier and watching the bareback lady and her horse plunge into the Atlantic Ocean and grandly swim out. Five o’clock and the train ride back to Lancaster came much too soon.

An added blessing to life was going to the new Lititz Theatre. It was air-conditioned! Besides the matinee feature there were a cartoon, “News and Views of the World”, and best of all, a Dick Tracy cliffhanger prompting a return next Saturday afternoon. Yes, Dick Tracy did manage to escape his predicament during the week. Harry Chertoff built this movie theater at 47 East Main Street and opened the Lititz Theatre on March 21, 1935. The beautiful lobby was enhanced by hand painted murals by a Belgium artist, Franz de Merlier. The murals represent early Lititz buildings, Moravian Square buildings, and some of the artist’s thoughts of houses during the colonial days in Lititz. Despite attempts to keep the theater open, television forced its closing. These murals were restored and cleaned in the summer of 1985 and are still visible in the Gypsy Hill Gallery. Other murals painted by de Merlier are in the lobby of Lititz Mutual Insurance Company and in the entrance at 27 East Main St. W.H. Enck established furniture and undertaking business at 61-63 East Main Street in 1879. Forty years later Ralph M. Spacht, who had come from a Philadelphia funeral-
directing establishment, bought Enck’s operation. His thorough knowledge and careful attention to the community’s needs permitted him to expand his business. When Rudy’s Hall, 27-31 East Main Street, became available at public sale he bought it. He remodeled, enlarged, and beautified the structure. It displayed Spacht’s furniture inventory and held a multitude of funerals directed by Ralph and his son, William, for many years. Bell’s Lititz Book Store, owned by William Bell, Sr. and then William Bell, Jr., enjoyed many successful years at this site. The handsome building retains its elegance. Grandeur still surrounds the exterior and interior where The Perfect Blend tearoom serves food with style.

The diversified manufacturing companies, the Animal Trap Company of America, Wilbur Suchard Chocolate Company, Morgan Paper Company, knitting and underwear mills, garment factories, shoe factories, and furniture factories provided employment during the Depression days and World War II. The residents were affected financially but it is fair to state that the majority of families did not suffer as deeply as many others throughout the nation.

Lititz was featured in “The American Press”, June 1943, as “A Small Town Goes to War.” It was depicted as a peaceful, typical small town with 4,800 patriotic, peaceful Americans who were working diligently towards victory. The citizens obeyed the ban of pleasure driving, collected tons of scrap metal, planted victory gardens, bought bonds, and contributed to the American Red Cross drives. The women were busy making bandages, preparing packages for service people, holding jobs, making bullets at the Animal Trap Company and refraining from buying black market products. Men and women “spotted” for enemy airplanes at the Lancaster Municipal Airport. Trap making was essential too for the Army and Navy to control rodents from destroying the health, the food, and the properties of the nation.

May 9, 1986, less than a year after the application had been made, the area along East Main Street and around the Moravian Square was officially designated as a National Register Historic District. The National Register functions under the auspices of the National Parks Services. The areas included are bounded by Main, Cedar, Marion, and Locust Streets and includes 127 buildings.

Several days prior to Christmas, 1993, the Lititz Square, at the intersection of Main and Broad streets, received national attention. The American Civil Liberties Union demanded, at the request of one individual, to removal of the Nativity scene, which was dominating the busy intersection for all passersby to see. Did Lititz Borough endorse one religion over another?

True spirit of love for community reverence and tolerance burst into action when all types of residents rallied around the aged, beloved crèche. The figures’ rights to remain at the site were protected and defended by 3,000 persons in 36 hours. Community meetings and an investigation into the ownership of the Square followed in the early months of 1994. The figures of Jesus, Mary, Joseph and the two lambs were placed in the custody of a committee. An attorney’s research found that the Lititz Moravian Church still retained the land since 1755 and had a legal right to continue the annual Christmas display there. The members of the Moravian Church voted that August to give custody of the maintenance of the Square to the Lititz Springs Park Board of Trustees. Now, traffic, rather than community spirit was divided by the Square.

“A View from Main Street” author, Gladys J. F. Crowl (center), playing with childhood friends Marion (left) and Ruth (right) Bender around 1930. William B. Fry’s Garage, owned by Gladys’ father, is in the background at 519 E. Main Street. Photo courtesy of Gladys J. F. Crowl.
Early Fire Protection ~ by R. Ronald Reedy

An interesting chapter in the history of Lititz is its efforts at fire protection, which have culminated in the present efficient organization known as Lititz Fire Company No. 1.

In the early settlement days of Lititz days the minutes of the “Aufseher Collegium” have many references to measures aimed at preventing fires. They wisely decreed that the pottery should be built on the south side of the street, so that the prevailing northwest wind would blow the sparks from the oven away from the houses. Detailed rules were made in regard to the building of houses and shops, the placing of bake-ovens and fireplaces, the sweeping and burning out of chimneys. Fire was not to be carried from one house to another except “in well-protected iron or earthen pots” or, better still, “every family should have its own tinder box.” The smoking of cigars on the street was not to be tolerated. Fire inspectors were appointed to see that these regulations were carried out and were instructed, among other things, to “warn people of the danger there is in cats lying near the fire-places, as they like to do.”

As early as 1790, subscriptions were solicited to purchase a hand-operated fire engine. It was bought in Neuwied, Germany, and shipped “by the grace of God” (as the bill of lading read) to New York, and thence, through Philadelphia, to Lititz in 1793. The new fire engine was named the “Assistance.”

The “Aufseher Collegium” was relieved of some of its responsibility in this respect by its authorizing the organization, in 1813, of a Fire Company. The latter evidently drew up quite elaborate rules, which were submitted to “Aufseher Collegium” and received its approval after several suggested amendments had been made.

In 1838 the “Assistance” Fire Company was organized right after a disastrous fire that occurred, which destroyed several buildings and threatened the whole village. Another engine, the “Friendship,” was then purchased. Both these engines were pumped by hand, and fed by a line of buckets passed from one person to another.

As years passed, there became a lack of sufficient protection in case of fire, which brought about the formation of the Friendship Fire Company in 1855. Upon the outbreak of the Civil War, because of the lack of firefighters, Lititz again was faced with inadequate fire protection. However, following the Civil War, the Assistance Company continued to function until 1884 when it disbanded.

Again Lititz was without adequate fire protection. A meeting of citizens from the Town of Lititz and the Town of Warwick was held October 13, 1884, at which time they formed a committee to serve as a fire department.

Formation of Lititz Hose Company in 1894 - Now Lititz Fire Company No. 1

Because of the inadequate fire protection, the Lititz Borough Council Fire Committee was prompted to call a meeting of the citizens to take some action regarding the formation of a fire company. After several meetings the “Lititz Hose Company” was organized on February 15, 1894. However, it was not incorporated until 1905 as Lititz Fire Company No.1. The following individuals were elected as officers: Dr. J. L. Hertz, President; William N. Armer and Elmer E. Ritchie, Vice Presidents; Henry
R. Gibbel, Secretary; A. R. Bomberger, Financial Secretary; T. R. Kreider, Treasurer; Herman Fisher, W. S. Diehm and H. K. Gonter, Trustees. E. E. Kautz was elected as Chief Hose Director and A. R. Bomberger, Frank Meiskey and M. J. Steiner as Assistants; H. E. Sturgis, Emmanuel Hall and Henry Heiseman as Play Pipemen.

A special meeting of the Lititz Hose Company was held on May 11, 1894 to devise ways and means to raise funds for the purchase of a hose cart; it would carry hose as well as other necessary equipment. For this purpose a committee was appointed to solicit subscriptions from the fire insurance companies carrying insurance for Lititz. Another committee was appointed to make a house-to-house canvas for aid, and still another to arrange for a strawberry festival to be held on the Lititz Springs grounds. The members of the fire company were outfitted in uniforms and were under the direction of a drillmaster.

Lititz Borough Council procured a hose carriage for $100.00 from Bethlehem for the new fire company. However, the carriage proved so difficult to maneuver that permission was granted to exchange it for a hose cart, which was manufactured by Addison C. Pfautz in his carriage shop at 305 E. Main Street. On October 17, 1894 the Fire Company purchased another hose cart from Rumsey & Company, Seneca Falls, New York. (This hose cart was donated to the Landis Valley Museum in 1950.) The wheels were quite large, being five and one half feet in diameter. It was fully equipped with axes, crowbar, bell, torches and so forth. The cost of this hose cart was $125.00, of which the Borough Council contributed $25.00. Each cart carried five hundred feet of hose, which was the gift of the Borough Council.

The fire equipment was housed in the first floor of the Borough building located on East Orange Street. Through the efforts of the fire company, an eight hundred pound alarm bell was mounted on the roof of the building, which was part of the Stevens Electric Fire Alarm System. There were eight alarm boxes, battery operated, located in various parts of Lititz. Lititz was one of the few towns of its size to have such a unique alarm system. This system was rather difficult to maintain and was later abandoned.

From the beginning, the fire company was a great improvement over the earlier ones. They were able to throw water over the tallest building in the Borough from the street hydrants fed by a one hundred foot standpipe. This standpipe was constructed by the Water Company, which was established in 1893. Lititz Fire Company No. 1 has kept abreast of the times by continuous improvements of equipment and methods to the present day.

Reading & Columbia Rail Road ~ by R. Ronald Reedy

The development of transportation in Pennsylvania, by the middle of the 19th century had progressed to where there were two certain arteries of railroad transport between Philadelphia and Harrisburg. However, there were not any railroads running from north to south. Consequently, the growth of northern Lancaster County was seriously handicapped. Communities such as Manheim, Lititz and Ephrata were urgently in need of better transportation facilities. It was for this reason that the Reading & Columbia Rail Road came into being. Shortly after 1850, the idea for a railroad between...
Columbia and Reading that would link Lancaster and Berks Counties began to take form. By 1857, a group of influential citizens secured the passage, through Pennsylvania Legislature, a charter creating the Reading & Columbia Rail Road Company, which was signed by Governor James Pollock on May 19, 1857.

In 1859, M. B. Lyons, a native of Ireland, was appointed chief engineer to survey the location of the route, which was completed by December of 1860. The railroad would run from Sinking Spring, where a connection could be made with the Lebanon Valley Railroad, as the starting point, and then onto the Black Horse Tavern (later Reinholds), Stevens, Ephrata, Akron, Millway, Rothsville, Lititz, Manheim and Landisville to Columbia, a distance of 39.8 miles.

The building of the R. & C. main line came when a contract was awarded on February 23, 1861 to the firm of Moore, Balch, Danforth and Company of New York City, to grade, build the masonry and superstructure, and prepare the line for track from Sinking Spring to Columbia. By the middle of May 1861, the actual work of grading a right-of-way was started.

On Monday, January 13, 1862, the stockholders of the R. & C. met at the Lititz Springs Hotel, owned by Samuel Lichtenhaeler, for the purpose of electing a president and twelve directors for the ensuing year. Mr. Lichtenhaeler was elected one of the directors. At the February 14, 1863 Board of Directors meeting, another Lititz resident, Jacob B. Tshudy, was elected Treasurer.

The R. & C. was to be completed by January 1, 1863, but with the labor and material shortage caused by the Civil War and other problems that beset the railroad, only 17 miles was in running order for freight and passenger trains.

During February of 1863, there was a break down at the Columbia Rolling Mill, which supplied the rails for the project, so the laying of track had to be suspended about three quarters of a mile south of Lititz. After about a month’s delay, production resumed at the mill and the track layers reached Lititz in time for the Lititz Male Seminary and the people of Lititz to run an excursion, for the first time to Columbia on April 6, 1863.

Finally, the long awaited first regular train service over the Reading & Columbia Rail Road commenced between Columbia and Ephrata on June 29, 1863, but the event was overshadowed by the terrible conflict which was about to erupt at Gettysburg. At the same time preparations were made for the community of Lititz observance of the nation’s birthday, which would take place on Saturday, July 4, 1863. But because of the battle at Gettysburg, assiduous public attention was focused on this crucial confrontation and its ultimate outcome. So, the celebration’s only event was the first baseball game ever played on the grounds of the Lititz Springs.

Less than a month after the Gettysburg conflict, Mr. Rambo, the Editor of the Columbia Spy newspaper, decided to take a better look at the progress of the R. & C. and went along with other guests on a special train to Ephrata on Saturday, July 25, 1863. The train made a stop at Lititz where apparently a drink from the Lititz Springs wasn’t enough to get the cinders out of the editor’s throat. “We were invited by Jacob B. Tshudy to the offices of the Reading & Columbia Rail Road.” Reported Editor Rambo. “All appeared to be interested in the directors’ room and upon stepping inside, we were invited to indulge in a glass of Mr. Tshudy’s beautifully decantered premium currant wine which, we must agree, is the nicest and best flavored we have ever tasted. This apparently slacked the thirst of the group sufficiently for them to go on to Ephrata. Mr. Hershey, the gentlemanly conductor did everything top make the trip pleasant.”

First Lititz Passenger Depot and Freight Station

Evidently photographer Matthew Brady spent the year 1863 so closely following the progress of the Civil War that he missed recording the arrival of the first passenger train in Lititz on Saturday, December 26, 1863. The purpose was to dedicate the new passenger depot,
which was located along Broad Street on the northwest side of the tracks, which is the present day location of Wilbur Chocolate Company. However, Henry Muth's grandfather Tobe Martin was there who documented the event.

The “Train” consisted of a powerful looking locomotive with a funnel shaped smokestack pulling three passenger cars. The last of the cars was filled with dignitaries and railroad officials dressed in high silk hats and cutaway coats while the ladies wore silk dresses and seal skin furs. The other two cars carried the fare paying celebrators of the memorable occasion. From the front to the rear the train was decorated with flags and bunting and a small band played a triumphant tune on the rear of the platform of the last car. After the train conductor and his crew braked the train to a stop at the new station, all the passengers and dignitaries disembarked to join the local dignitaries on the veranda of the railroad station.

On the outside of the station the vertical siding was painted a somber olive drab with the window frames, trim, porch railing and benches painted a very dark brown. From the main track on the south side of the station “The Horn” or public freight car siding curved away from the North Board Street distance of two hundred or more feet to the northeast. From “The Horn” cattle, farm products, tobacco, and products from the local breweries would be shipped and foreign commodities received.

Ceremonies began with a welcoming speech by the town’s worthy John Beck, Headmaster of the Boys School. Mr. Beck was answered by a pompous railroad official making a speech about prosperity and the hope for a peaceful future. Reverend William C. Reichel Headmaster of Linden Hall, the girls’ school, also addressed the gathering and among his remarks announced that within this very year, the State Legislature incorporated Linden Hall Seminary. Bishop Edmund A. deSchweinitz offered a prayer, dedicating the Reading & Columbia Rail Road to a promise of progress for Lititz and the surrounding countryside.

After the ceremonies and during the alarming ringing of the locomotives’ bell the former passenger began returning to their cars taking additional passengers from Lititz with them. With the train gone the populace turned to inspecting the new station. The frame structure built in great anticipation had large waiting rooms, a men’s section where the use of tobacco was allowed. There was a ticket office, a telegraph office, a section for the United States Express Company, and in the rear of the building was the freight office and warehouse. The basement, only half of which was below ground level was designed to be a restaurant in the near future, which never developed.

The R. & C. was finally finished on March 15, 1864. It was reported in the July 2, 1864 Columbia Spy newspaper that... “The R. & C. will run excursion trains from Reading and all intermediate stations on July 4th. This will afford our citizens an opportunity to go over the new road and witness the celebration, fireworks, etc at Lititz Springs Park.” “Passengers will have ample time to return to the cars following the fireworks presentation” read a Lititz excursion announcement. Even during the Civil War, it was the Fourth of July celebration that drew the biggest excursion crowds over the R. & C. The 1864 July 4th celebration in Lititz was held as a benefit for the sick and wounded soldiers of the war. Crowds brought picnics to the park and listened to speeches and enjoyed a concert by the Lancaster Band. Then, in the evening, came the lighting of the park grounds with over 3,000 candles followed by the fireworks display. At the entrance of the Springs Park was the Tshudy's fishpond and waterworks, which had to seen to be appreciated. Mr. Lichenthaler just finished a new hotel adjoining the old one. It was formerly know as the Wabank House.”

In the afternoon, it was witnessed in the park “a kissing
A party of young country folks engaged in the game of “drop the handkerchief.” Also seen was a young couple in full view of the crowd, under a shade tree, the lady seated and the gent stretched with his head pillowed. They were billing and cooing worse than turtledoves.

Apparently on the return trip from Lititz that evening, the R. & C. trainmen had neglected to light the lamps in the coaches on the rear of the train. In an article headlined, “Nice,” editor Rambo of the Columbia Spy commented: “No one can say naught against the Reading & Columbia Railroad. On the 4th of July from Lititz to Columbia, two cars were arranged for ‘hugging and kissing.’ Such time was never before witnessed on that line. Ye saints! But didn’t some revel in the bliss and martyrdom! The martyrs were those who were witness and could not participate.” Then, the Spy editor, so as not to offend his Columbia subscribers, added, “The majority of the actors were from Manheim and Silver Springs.”

A schedule for the Reading & Columbia line, published in the newspaper, in 1865, show there were two trains daily, one each way. Leaving Columbia at 7:10 a.m., the train listed stops in Landisville, Manheim, Lititz, Reinholds, Sinking Spring, and arrived in Reading at 10 a.m.

There were few excursions, during the early days of the Reading & Columbia that excelled the outing that was reported as follows in the June 23, 1866, issue of the Columbia Spy: “On Thursday last, a party left Columbia at 3:45 p.m. bound for Lititz for the purpose of having a lively time. Without any detention, they arrived there at 5:15 p.m. and found Keiffer’s celebrated orchestra awaiting their arrival. “After a partaking of a sumptuous repast at the excellent hotel of Lichtenhaeer & Sons, all adjourned to the Springs and appeased their thirst with some of the best water that flows through Lancaster County. While promenading through the park, Keiffer regaled the party with some good music. Who e’er beheld a sight more grand than the sunset promenade? The ladies -- God bless them -- decked in angel robes, the gentlemen not very angelic and the music heavenly -- it surpasses our pen to give it the description it deserves.

“Again they return to the hotel and find the spacious dining room cleared and a perch erected for the musicians and everything in readiness ‘to chase the glowing hours with flying feet’ Hark! What do we hear? Sanderson of the “Intelligencer,” and doubly honored by being floor manager of the greatest party of the season, calls out. ‘Gentlemen, Take your ladies for the grand march- then came the auspicious moment. The ladies appearing on the scene transformed as if by magic in robes more angelic than before (for be it known, that the party was so extensive, that each lady had her trunk.) The gentlemen also went through a transformation. In place of black suits, they appeared with white pantaloons and vests and black coats. The scene on the ballroom floor was sublime. “The dancing was kept up until the small hours when Mr. Gage, the accommodating and gentlemanly superintendent of the R. & C., accompanied by Messers Keever and Vaniew arrived with a special train, in which all well disposed persons returned home.”

The only regrets is that color film and flash photography was not available in those early years to record such an event. The most serious railroad historian in this day of modern travel, may find it difficult to imagine a train chugging over the rails from Lititz to Columbia in the pre-dawn hours with a load of passengers returning from a fancy dress ball, but the early years of the Reading & Columbia Rail Road were indeed, the era of the grand excursion!

1884 Passenger Depot and Freight Station

On March 8, 1884, the Lititz Moravian Congregation leased a parcel of land two hundred feet by thirty feet, situated on the northeast corner of the Lititz Springs Park ground, to the Reading & Columbia Rail Road Company for a term of 999 years. A passenger depot and express station in “Victorian Gothic” architecture designed by Frank Furness of Philadelphia was erected. The bricks used in the construction of the station were manufactured in Lititz. At the same time two bridges were built across the Lititz Run, one to enter the station and park grounds and the other to obliterate the ford on Broad Street.
Monday, December 1, 1884, the new red brick depot and express station was opened to the public. Six passenger trains a day would stop at Lititz during their route to Reading or Columbia. Extra revenue was earned by the subsidized mail and railway express items that the trains carried. D. E. Light was the ticket agent and operator and J. T. Zell was the freight agent.

In his autobiography, Elmer Holmes Bobst (who would later become a pharmaceutical pioneer) recalls his arrival in Lititz, on the R. & C. Rail Road, as a small boy, along with his family - “I recalled my last memory of Clear Springs, Maryland, climbing into a stage coach with my father, mother, brother and sister early one May morning in 1890, to journey to the train depot at Harrisburg. We started at dawn, and it took us all day by stagecoach and train to reach our new home in Lititz, Pennsylvania, 135 miles away. After a day of jouncing across the countryside in stagecoach and railway cars, we must have presented an unusual sight to the town’s mostly Moravian inhabitants as we left the old train depot of the Reading & Columbia Rail Road at Lititz Springs Park and turned up Broad Street; a somberly dressed preacher, his stylishly attractive, almost child-life wife, and three small children, all loaded down with handbags and bundles. The street was lined with elegantly simple pre-revolutionary buildings and houses of limestone and frame construction; some of them still showed traces of their original log walls behind newer veneers of planking. From the porches and from behind windows I could see the people peering out to size up the new pastor of St. Paul’s Lutheran Church and his family. They must have liked what they saw, for we were welcomed warmly by all whom we met, even though the Lutherans were distinct minority in the town.”

Heavy industry arrived in Lititz by 1899, the same year streetcars ran for the first time to the R. & C. Station. Also, because of the passenger depot, the annual Fourth of July celebration in Lititz Springs Park attracted more and more people.

In 1919, it was decided to renovate the 1884 station by adding a freight house and moving the platform to the east side of the depot. This was never done, however, because of needed space for freight operations, a freight house and office was built in 1921 along S. Water Street, by the Hershey & Lehman Company of Lititz. By now, the Philadelphia & Reading Company, which operated the R. & C., was merged with The Reading Company in 1923. The Reading Company assumed the operation of the Reading & Columbia Rail Road, but the R. & C. still retained its corporate existence. It was not until December 31, 1945 that the Reading & Columbia Rail Road Company was merged with The Reading Company after which the R.& C., as a corporate identity, ceased to exist.

The following is an account of a train trip from Lititz to
Ephrata in 1939, as told by Charles Stanley Haines of Lititz: “Trying to get to sleep was difficult for a twelve year old lad. I was anticipating the events of the next two days. They would begin with the train ride the following day. In the distance I could hear the sound of thunder. The storm finally lashed out overhead, with strong winds blowing for about one half hour. Finally I fell asleep, and then it was morning and my mother called me for breakfast. The morning passed quickly, while my mother did a load of wash and hung it out to dry. After eating dinner, she began to pack some of my clothes and hers in a small suitcase in which I had brought my clothes, when I came home for a summer vacation from Hershey Industrial School.

The train station was about four blocks uptown, so about 3 p.m. we locked the doors and made the journey uptown to the station. We arrived about 3:45 p.m. and there were already two small groups waiting for the train. My mother gave me a dollar for the tickets. The round trip fare to Ephrata and return was forty cents. As I approached the ticket window, the agent was listening to the clickity clack-clack of the telegraph machine. There was another lady at the window. The agent answered her question, and then sold her a ticket. As I approached the window I said, two round trip tickets to Ephrata, please. The agent reached UI) to a shelf and pulled off four tickets. Using the date stamp, he stamped the tickets and said, ~eighty cents, please’. I handed the agent a dollar, and received two dimes and the in return.

I looked around the station for a short time and then heard a buzzer, which signaled that the train was approaching. The agent announced, ‘train for Rothsville, Millway, Akron, Ephrata and Reading now coming in on track two’. I went outside of the station, where my mother as seated on a bench, as were the other passenger waiting for the train. Suddenly the tracks seemed to come alive with vibration. Off in the distance the camelback with black smoke trailing over-head came into view. The engineer left a long blast on the whistle for a farm lane and then the train was in the station. As the huff-huff of the excess steam and the air compressor kicked in and out, the passengers with the help of the conductor boarded the train and found seats.

After the freight, mail and baggage were loaded the conductor shouted ‘all aboard’ and the engineer gave two toots on the whistle. As the brakeman walked Out on Broad Street swinging his lantern, the engine came to life. The engineer activated the bell as the brakeman stopped traffic on Broad Street. As the slow rhythm of the exhaust steam pushing out the stack the train slowly moved forward. Workers at the chocolate factory as well as pedestrians on the sidewalk waved to the engineer and fireman as well as the passengers, who waved back. As the brakeman grabbed the railing of the caboose, the engineer was passing the paper mill and was blowing the whistle for the Water Street crossing. As the old Stiffel Freeman safe works, workers were busy at a pavilion type building unloading tomatoes from farm wagons and tractors and washing and preparing them to be added to other vegetables for the Louden Packing Company, which made V-8 cocktail.

As the train passed the gas works, I was fascinated by the huge round building where the top half moved up or down depending on the pressure inside. As the engine started to pass the planning mill the engineer was laying on the whistle for Locust Street. As the train passed the Trappy it seemed like half the work force had come out to greet and wave to the passengers and train crew. Next, Yerger Brothers planning mill was along side, and then passed quickly as the engineer gave a long blast on the whistle. The train slowed down as it passed a tobacco shed that had been blown down form the storm the night before. There was a small crew of farmers salvaging logs and parts of the roof.

The camelback locomotive picked up speed as it got out in the open country and went upgrade toward Rothsville. The engineer’s cab covered the rear part of the boiler, with little room for the fireman. He had very little room to stand as he shoveled coal into the boiler. This type of engine was used most of the time for yard shifting and pulling small freight loads, because it was easier to get around in the freight yards. The engineer’s seat was directly over the connecting rod, and if it broke or came loose it would come up the floor to join him.

The conductor called out the Rothsville Station, as he came through the train collecting the tickets.
Since there were no passengers to get off, and none to get on the engineer only stopped very shortly to drop off some mail and packages.

The engineer gave two short toots and we started to move. Millway Station was used more frequently by the Rothsville business people and residents, because it was easier to get to and more convenient than Rothsville Station. The train stopped at Millway Station, blocking Meadow Valley Road when it did. Some girls who worked at the knitting mill got on the train to go to their homes in Ephrata. Harold Brubaker, who was the telegrapher and station agent, got the mail and some freight, which he put on the freight wagons. There were some large boxes and a bundle of lumber for J. H. Reitz and Sons, who had a lumber, coal and feed business next to the station as well as a siding for their lumber yard."

After two short toots the engine slowly pulls out of the station for Akron and Ephrata. We cross the Rothsville Road and begin to pass the Oil Station company houses. The cannon sets on top of the hill, but is no longer fired. It was used to blow holes in the oil tanks if they caught fire from lightning. But that is another story."

Upon the demise of passenger service, The Reading Company no longer required the passenger depot erected on the land leased from the Lititz Moravian Congregation. On August 24, 1953, the 999-year Agreement of Lease was terminated. The last complete passenger train to pass through Lititz was on October 28, 1952, at 11:11 a.m.; a special train carrying the Democratic Presidential Candidate Adlai E. Stevenson and Guy K. Bard of Ephrata, Democratic Candidate for the United States Senate from Pennsylvania.

The 1863 passenger depot and freight station was demolished for the building of the Ideal Cocoa & Chocolate Company factory, now Wilbur Chocolate Company; and the 1884 passenger depot and freight station was demolished in May of 1957 to make way for construction of a modern entrance to Lititz Springs Park through the generosity of Elmer H., Bobst, who provided $100,000 for improvements to Lititz Springs Park.

On April 1, 1976, the bankrupt Reading Company ceased being an operating railroad ending 143 years of railroading. The “Golden Era” of the Reading & Columbia Rail Road is gone, but a certain spirit feeling of the “good old days” will continue to linger on the in the years to come, especially with the construction and dedication on May 8, 1999 for the replica of the 1884 Lititz Passenger Depot and Express Station on the same northwest corner within Lititz Springs Park.

Lititz Memorial Square ~ by R. Ronald Reedy

October 3, 1895, marked a memorable event in the history of Lititz. The occasion was the dedication of the Roebuck Public Fountain, which at the same time was handed over from the donor, Dr. Peter J. Roebuck, to the Borough of Lititz for future care and maintenance. The perfect autumn day brought many people to the scene to witness the dedication ceremony.

Because of his love for his adopted community of Lititz, Dr. Roebuck, who felt that no one ought to live for himself alone, decided to build a public fountain in the center of Lititz and donate it to the Borough. The
The fountain was a gift from an individual who had spent his active life in the alleviation of suffering. It also would be a fitting memorial to the Lititz Veterans who served with the Grand Army of the Republic, of which he was a member.

So, at three o’clock in the afternoon, the fountain dedicatory ceremonies began with the Lititz Band rendering musical selections. Samuel Seaber, President of the Lititz Borough Council, who then called the meeting to order. The reverend H. E. Semmel gave the invocation followed by a quartet of male voices. A. F. Hostetter, an attorney from Lancaster and a former pupil of the Lititz Academy, delivered the presentation address. He said “no man ought to live for himself alone. This conviction includes a new strength of the true uses and responsibilities of wealth.” He then concluded by presenting the fountain to the Borough of Lititz.

Charles I. Landis, Borough Solicitor, accepted the fountain on behalf of the Burgess and Council. Following the proceedings, Dr. J. H. Redecker of Lebanon, read an original poem he composed for his old and dear friend Dr. Peter J. Roebuck.

The quartet sang again followed by the dedicatory prayer given by The Reverend C. L. Moench, Pastor of the Lititz Moravian Congregation. The Lititz Band closed with music. Public school children of Lititz and the Village of Warwick were present during the program.

Dr. Peter J. Roebuck was born in Dauphin County, Pennsylvania, on December 10, 1838. At the age of nineteen, he chose the profession of medicine. He attended a complete course of lectures at the Medical Department of the University of Pennsylvania, graduating in 1860. Following his Civil War military service, on September 3, 1864, he married Emma J. Thome of Palmyra.

In 1867, Dr. Roebuck and his wife moved to Ohio, and two years later made Lititz their home, which was the scene of his active labors. His extensive, general practice required a thorough knowledge of the science of medicine and professional skills.

Dr. Roebuck was an earnest Republican, actively fostered the Party’s principles in the county. In 1874 he was elected State Senator from the new district created by the first apportionment under the new Pennsylvania Constitution. After serving a two-year term, he was re-elected, and in 1878 became a candidate for the Congressional nomination, but was defeated by Abraham Herr Smith, a three term Congressman, which, in his early years as educated at the Lititz Academy.

He continued to be active in politics, however, he never again ran for public office. He resumed his medical practice. In 1901, Dr. Roebuck was one of the founders of the Farmers National Bank (now Susquehanna Bank). Until his death on March 9, 1911, he served as the Bank’s first President.

Work began on the fountain June 3, 1895. Dr. Roebuck planned the fountain himself, and D. M. Rothenberger, architect of Lancaster, designed it. R. S. Ottes & Brothers of Lancaster were the cement and artificial stonework masons. D. H. Miller of Lancaster did the plumbing, and J. W. Fiske of New York supplied the bronze fountain and lamps. Two gentlemen named Seaber and Guibe, as well as Hiram McCarley, Harry Gable, John Shirk and Rudy Carpenter of Lititz were the fountain’s builders.

The fountain consisted of three basins, one on top of the other, with the largest basin resting on the backs of four swans. Potted plants, flowers and the National Flag adorned the site. In front was a trough for watering horses. Hidden within the concrete was a receptacle for ice – a place where huge lumps of ice was placed on top of the water pipes, “which were lid in coils; thus giving all passerby a cool drink of ice water.
Dr. Roebuck was extremely generous, not only giving the fountain, but also for paying for fifteen years of water, ice and maintenance. In 1910, he gave Borough Council $2,000 worth of Lehigh Valley Railroad bonds, at 4% interest, to pay for the costs of the fountain. Thirsty travelers were grateful, many times, for Dr. Roebuck’s gift. Soon, the square became the focal place of community activity.

The first community Christmas tree was erected on 1915, a cooperative effort of the Borough and the town’s people. The Borough furnished several trees and the citizens provided the decorations.

Lititz celebrated Memorial Day, May 30, 1917, with an extraordinarily patriotic parade and the dedicated Civil War cannons placed at the Roebuck Public Fountain. The Honorable William W. Griest, Congressman from Lancaster County, obtained the cannons for the Borough and Stevens Post No. 517 of the Grand Army of the Republic veterans. The exercises for unveiling the two brass cannons were held after the parade. The orator was S. V. Hosterman, Esq., of Lancaster, who said: “Today we honor, revere and pay respects to the living and the dead. The significance of this day is more apparent now than ever before. To the honored veterans we say “We love you” and when you are gone we will continue to honor you.” The veterans surrounded the cannons and removed the cover. Hiram C. Reedy led the audience in singing the National Anthem and the Rev. J. S. Harper of Trinity United Evangelical Church closed with the benediction. Chief Burgess Milfred Marks, organizer of the event, deserved the highest praise for the day.

An accident occurred at the Square in the mid 1930’s when a cattle truck crashed into the fountain, an occurrence that began the deterioration of the fountain.

In 1949, the Lititz American Legion, Garden Spot Post No. 56, formed a memorial committee to erect a war memorial in honor of the dead of World War I and II. After reviewing several sites, which included the Lititz Springs Park, a decision was made to erect a war memorial fountain at the site of the Roebuck Memorial Fountain. However, because of some legal technicalities, Borough Solicitor Paul A. Mueller prepared a legal opinion specifying that the type of memorial at the square could not be changed. He was instructed by Borough Council President Harry Way to write an ordinance replacing the Roebuck ordinances passed in 1910 and 1912.

Paul F. Diehm, Chairman of the War Memorial Committee, stated that the drinking fountains from the Roebuck Memorial Fountain would be retained along with appropriate plaques honoring the memory of Dr. Roebuck. Features of the fountain were to include a public walkway on the Main Street sides so that the names of the patriotic dead could be read. This would have required the enlargement of the traffic island, a project to which the Pennsylvania Highway Department had no objection. For whatever reason, this memorial was never built.

In 1950, at the first meeting on March 6, the Lititz Community Show Association decided to request permission to construct a new Civil War Memorial Fountain, which was approved by the Borough Council. Designed by McCloud and Scathard, Landscape Architects, the memorial was constructed at a cost of $3,500.

The 32nd Annual Lititz Community Show opened on October 12, 1950 with a military parade and dedication. Richard A. Snyder, Esq. (who later became a State Senator) was the Master of Ceremonies. G. Graybill Diehm, State Senator and former Burgess of Lititz gave remarks. G.A.R. reflections were given by John H. Runkle, Past Commander-in-Chief, Sons of the Union Veterans of the Civil War. Lincoln’s “Gettysburg Address” was given delivered by Dennis Hacker, great-grandson of Allen Hacker, G.A.R. veteran. Peter Pringle, a descendent of Dr. Peter J. Roebuck, unveiled the Memorial Fountain. Menno B. Rohrer, Esq., gave the acceptance address, President of Borough Council and acting Burgess. The dedicatory address was presented by the Honorable Theodore Roosevelt, III, the grandson of President Theodore Roosevelt, who was Governor James Duff’s Secretary of Commerce. Lloyd C. Smith, President of the Community Show Association stated that: “each stone in the memorial fountain should be a reminder to us of those who fought and those who died in the many battles of the Civil War to preserve the state of the union, lest we forget.”
The old fountain was put in storage, because it was broken and needed much repair. Later, it was sold to an antique dealer. Those who passed through Soudersburg viewed the old Lititz fountain with mixed emotions of nostalgia and regret. Because many thought it should be returned to Lititz, the Roebuck Fountain, through the efforts of Mrs. Leed, was acquired and, on July 22, 1979, was dedicated to the honor and memory of her husband. (When Lititz celebrated the Bicentennial in 1956, Jack Leed, co-owner of a grocery store and a frozen food locker, served as the treasurer of the celebration’s committee.) Raymond S. Reedy, Mayor, accepted the fountain on behalf of the community. Dale E. Shelley, President of the Lititz Historical Foundation, accepted it on behalf of the Foundation. Initially, the fountain was erected on the property of the Johannes Mueller House. Subsequently, it was placed in the courtyard of the General Sutter Inn.

Trolleys Serving Lititz ~ Elmer W. Fry

A charter was granted to the “Lancaster and Lititz Electric Railway Company” on April 4, 1894 to build and operate a trolley line north from Lancaster to Lititz. The company leased the Lititz Turnpike (toll road) in order to provide the right-of-way on which to construct the line.

Construction started almost immediately. By April 30, 1894 cars were running as far as Kissel Hill, and on May 7. 1 894 cars entered Lititz. The route was 9.09 miles long from Lancaster Square to the Reading Railroad in Lititz.

The bridge over the Pennsylvania Railroad in Lancaster was owned by the railroad and they wouldn’t allow trolley tracks to be constructed on their bridge. The ride to Lititz, however, started at the Square in Lancaster by trolley car out Duke Street to New Street. The passengers transferred to a horse drawn omnibus for the trip over the bridge where they got on the Lititz Trolley.

After the Rossmere Line was opened a continuous trolley ride was possible. You boarded at Lancaster Square and went east on King Street to Lime Street,
on Lime Street to Walnut Street, out Walnut, then on New Holland Avenue. The car turned left on to Fountain Avenue and followed by Juliette Avenue, Marshall Street until the car turned right at the “Stock Yards” on to the Lititz Pike. This routing was used until 1907 when the Pennsylvania Railroad relented and the trolleys could cross the bridge.

Conestoga Traction Company (owner of the line to Lititz) published a booklet titled “Seeing Lancaster County from a Trolley Window.” The following is quoted from the page on the Lititz line. “Lititz is Lancaster County’s Moravian town. Located there is the Moravian Seminary and Lititz Springs Park. The latter is a charming spot of widespread fame. The ground for the park was endowed to the Moravian Church years ago under the obligation that it be forever maintained as a pleasure ground, which has been religiously done. Lititz is 10 miles from Lancaster. The trolley road is built along the Lancaster and Lititz turnpike, passing through Neffsville and Kissel Hill. The fare between each of these points in 10 cents—one way, ticket through, 20 cents and round trip ticket 30 cents. The running time is one hour, and cars leave each end on the hour.”

The line was single track and has six passing sidings or “turn-outs” where cars going in opposite directions could pass. They needed so many as there were special movements and freight cars that needed to be considered.

The cars used were large as compared to the type used in Lancaster City routes. In general they were 45 feet long, weighed 46,000 pounds, seated 44 passengers, and had a top speed between 45 and 50 miles per hour. In the late 1920s the heavy cars were replaced by 45-foot long light-weight cars that seated 48 persons and weighed 30,000 pounds. The cars were painted orange below the windows and cream color window sash and letter board above the windows up to the roof. The roof was dark red or dark brown.

Starting in 1932 the Conestoga Transit Company started replacing the suburban trolley lines with buses. The Lititz line survived until February 21, 1938 and all other Conestoga trolley operations ended in January 1947.

This story starts October 2, 1920. I was born on my grandfather’s farm located in the Limerock area [just west of Lititz]. Some time later we moved to Lititz and my first home was the Mueller House. There were several rooms in the rear of this house, but today they are gone. I don’t know how much rent my Dad paid. I was too young to know what rent was.

Mammy Spangler [Emma, Mrs. David] lived in the front of the house where she could see everything that was happening on Main Street. She was a person who knew what was going on in Lititz and was always ready to offer her hand when needed. She offered her hand to me by teaching me to walk. She tied a piece of cord string around my waist and held the other end. This
took place on the boardwalk in the back yard. I started walking, thinking Mammy was holding me up. After that I was on my own. Now after all these years I'm starting to wobble all over again.

My Grandfather moved to another farm between Lititz and Manheim. Here I spent a lot of my summer vacations. I had many happy days there and I learned many things that weren't in a textbook. The one thing that was not so good was that I was the first grandchild and spoiled to high heaven. Not having brothers or sisters didn't help either.

The one thing I regretted all my life was the fact that I didn't learn Pennsylvania Dutch. Most of my relations spoke it, but they always spoke English to me. They didn't want me to go to school with an accent and get teased. What turned out was when they translated Dutch into English, it came out backward and that's what I learned. I still say some of this “ferhoodled” grammar, but I guess people understand me.

My first job that I got paid for was picking potato bugs off the leaves in the vegetable garden. I had a can with coal oil in it and when I dropped the bugs in, they died instantly. I believe I got a penny for every ten bugs I picked.

I remember my grandmother. She was a hard working woman. First up in the morning and last to bed at night. She got my Granddad and my uncles awake in the morning, made breakfast, and when the men went to farming, she was taking care of the vegetable garden and fruit trees. And then the beds had to be made and the house had to be cleaned. And of course, there were always cakes and pies to be baked. At noon she would go to the pump house and ring the bell on the roof telling the men the “mittagessen” [mid-day] meal was ready. The main meal was supper. It was prepared on a wood range and in summer on a coal oil stove. There was no gas or microwaves in the house.

In the late 1920's there were many unemployed people and a lot of them were hobos. If one of these fellows rapped on the kitchen door asking for something to eat, they were always rewarded and never asked to work for the food. One day after getting a handout, the hobo stopped at the front gate and with a piece of chalk he made a mark on the gatepost. Later it was explained to me that this traveling group of men used a code to identify the farms. An example was a plus (+), good for something to eat; a minus (-) meant no food, move on; and “MD” was a mad dog that wasn't tied. If they stopped late in the day my Granddad allowed them to sleep in the barn, but first they had to give up any matches they had. He didn't want them to smoke and set the hay “mow” on fire.

Several years later we moved to Front Street. Wow!! I'm old enough to start school. I wasn't an honor student, but I did attend faithfully and never played hooky.

On the corner of Main and Cedar Streets is the McElroy Drugstore. In the '20's it was Hensels. We passed it every day as the school was just a short ways up the street. When we kids were lucky enough to bum a nickel from Mom, this is where we would spend it, because Mr. Hensel had a huge assortment of penny candy to choose from. He was a very patient man because we had decisions to make. Did we want a red or black licorice shoestring, or did we want a jawbreaker instead of a tootsie roll. One of the kids who was one of Mr. Hensel's regular customers had a speech defect and he would say, “give me some of dese, some of doze, and a couple of dem. Put em in a toot and tie a string around it.” Mr. Hensel obliged with a smile.

At school we were taught the basics of reading, writing and arithmetic. We had to think! We had no computers to give us the answers. One of the customs was to march from one room to another for the next class. One of our teachers had some unusual expressions, which today I still don't understand. He would line us up to march down the hall. To get us in the proper formation, he would tell us to double up by threes. If we got noisy he threatened us by saying, “If you don't behave, I'll put you all at the end of the line.” I never did figure out how to do it. So much for school!

Lititz was a typical one-horse town, but we had people who helped make Lititz a wonderful place to live. Our police force consisted of one officer. He was a tall, ruddy-faced man with a smile for everybody. His name was “Bosser” Kreider, and he wore the common type uniform including a Sam Brown belt. He lived
two doors away from the Sturgis pretzel bakery, and every morning he would start the days with a pocket full of pretzels. But they made a problem! One day he reached in his pocket to get his whistle to stop a speeder. He blew but no sound come out. It was full of pretzel crumbs and salt. That one got away as Bosser didn’t have a driver’s license or a cruiser.

When Bosser retired, his job was taken over by Lloyd Hoffman. His disposition was similar to Mr. Kreider, a quiet spoken man who would say “Good Morning!” to everyone. We kids thought he was the best cop in the world. When Lititz got parking meters, Hoffy would look at them, and if one showed a red flag, he didn’t reach in his rear pocket for a parking ticket, but instead he went to his front pocket for a nickel and made the visitor legal again. Naturally he was well liked by the town people. One year on his birthday he come uptown to work and on every meter on Main and Broad Streets was tied a birthday present, including a rabbit hound puppy. Hoffy lived to rabbit hunt. Only in Lititz could this happen!

In the 1930’s Lititz had a population of about 8,500 people. In a small town like this you had town characters who everybody knew. One of them that I remember was “Hen” Snavely. He was an auctioneer who conducted household sales. He was well liked and was an honest man who would give you a good sale. In my “Lititz Scrapbook” I found the following poem written by Mary Wright who lived on South Broad Street. She could describe Mr. Snavely better than I. Here is what she wrote:

A Penna Dutch Sale - by Mary Wright
(The inspiration for this poem was Henner Snavely’s sales barn in Lititz. This poem was published in a 1947 issue of Grit Magazine.)

When people died, or move away
It generally gives a sale.
Where folks appear from far and near
With pockets full of “kale”
They come before the sale begins
So they can look around
Examine plates and dishes,
To see if they are sound.

The clerk is on hand, the helpers too
The penny man stands by.
You seldom get to see all there
No matter how you try,
Then Henner steps upon his box
And calls out loud and strong,
Hear Ye! Hear Ye! That’s how it starts
Which means the sale is on.
If there’s a barn, that’s where they start
With shovels, rakes, and sleigh,
An ax, a grinding stone which saw a better day.
A ladder next, a box of junk,
Then pitch forks, hatchets, hoes.
How all the stuff accumulates, nobody knows.
And now the crowd moves to the house
With Henner in the lead
He auctions off a parrot cage
And some of Polly’s seed.
A cook stove’s next, and then a crib,
And such a pretty dish,
Some custard cups, a couple pups,
A glass bowl filed with fish,
A Pottie chair – a hank of yarn.
A rug that’s half worn out,
A lamp, wash stand, an old doe tray,
A jar of sauerkraut.
Next comes pappy’s old shot gun
That served the purpose well
When he stood by, just last July
While Chimmie married Neil.
The antique dealers push up front
It’s that (old trombone chair)
Just listen how they’s bid it up
Because it is so rare.
An old hope chest is next put up
It once belonged to Kate,
They say she waited forty years
For good for nothing jake.
All out of breath comes Mrs. Zook
Who looks around and sighs,
The pans she wanted have been sold,
She wanted them for pies.
The sale is over, people leave,
They are happy and content
With each and everything they bot.
All say they’re glad they went.
And which it gives another sale.
I'll surely let you know.
I'd hate to have you miss the fun,
I know you'll want to go.

In the fall of the year Lititz had a farm show, which we kids looked forward to. All the exhibits, new cars and farm implements were lines up on North Broad Street. The car dealers would hand out colored brochures showing the latest models, and maybe give out a pencil or yard stick with their name on it.

In the public buildings the women would enter their pies hoping to win a blue ribbon. And of course there were pumpkins on the tables with the fruit and vegetables. The judges would decide who raised the largest one.

But the best part of the show was on Main Street where the carnival people setup their “games of chance” tents. “Spill the Milk” and “burst the balloons by throwing darts” were popular challenges. My buddies and I liked the cork guns best. For a dime you would get five corks. Near the rear of the tent were two shelves with boxes similar to a Cracker Jack box with a couple of pieces of saltwater taffy inside. Also on each shelf was a pack of cigarettes with a dollar bill wrapped around it. The object of the game was to hit one of these targets and knock it down to the street. If it didn’t fall off the shelf it wasn’t a winner. The shelves were wide enough so when a box was hit, it just fell over and didn’t go down onto the street. We tried it several times and then my buddy hit a box and when it fell over, by accident it hit the cigarette pack, which fell down to the street. The stand owner wouldn’t give us the dollar bill. He said it wasn’t a legal hit. We left the stand and after talking it over, we decided we were cheated. Our next move was to go to the rear of the tent and reach underneath it. We got a hand full of spent corks and then we went to my buddy’s workshop. We got several finishing nails, cut them in half, and stuck them inside the corks to give them more weight. Then we went back to the shooting gallery and paid ten cents for five more corks. We turned our backs to load the guns, but this time we used “our” corks. We commenced firing. We knocked both dollar bills down to the street. The man made us stop shooting. Something was wrong, but he had to give us the dollar bill, as there were adults watching. I often wondered if he ever figured out how we done it. This was when I adopted the saying “Honesty is the best policy” and I still believe in it.

The climax of the farm show was the parade. It started with the color guard leading off. Then came the high school bands from the surrounding areas. The fire trucks were next with their sirens blowing. Coming by next were floats by local businesses plugging their merchandise. On the end were different classes of costume groups. When approaching the judges’ stand, they would do their best to win first prize. Eight of us kids decided we could win first place. We would enter as a hillbilly clan. I went to Lancaster to a novelty store and bought long black beards. At our age we weren’t capable of raising our own. We used our imagination for the rest of our costumes. We hunted old clothes and hats. We all had a corncob pipe in our mouth and one fellow carried a jug of moonshine on his hip. [It was his dad’s and actually had some in it.] To complete our “getup”, we each carried a muzzle-loading shotgun and occasionally would fire a blank charge up in the air. We had a ball parading!! Oh Yes!! We won first prize!!

That’s how I remember the farm show in Lititz.
At the end of the 1940s, Lititz had decided to install a comprehensive sewer system and treatment plant for the borough. As planning progressed, the Town Fathers and Mothers realized that the new system would inevitably have problems of installation and operation that would require more full-time help. The decision was made to create a Council Manager form of government to replace the part-time Borough Secretary.

Orville Over was hired as the first Borough Manager. Mr. Over did an excellent job in easing the borough through the problems of torn-up streets, cavernous sinkholes, and code-required connections to the modern sewerage system.

After five years, Orville decided to make the next move in his professional career and he went off to Newark, Delaware, leaving the vacancy I would fill.

For my part, I was winding up a six-year stint of traveling around the country with Public Administration Service, a Chicago-based consulting firm. The growth of our family to two children had made the consulting assignment less like a paid vacation, and more like a job. I started scanning the potential manager openings in Council Manager communities posted in the International City Manager Association Newsletter. A note about a vacancy in Lititz sounded right. In February 1955 I applied, was interviewed, and the subsequent connection turned out to be a great period in my life.

My family rented a wonderful home at 316 Laurel Avenue through the good offices of Elser Gerhart, owner of Hershey Lehman Building Supplies. Elser’s minister brother had built the home for eventual retirement. Good neighbors on a nice street - Herb and Nancy Kraybill, Jim and Jo Lefevre, Harry and Alice Brillhart, and Stanley and Irene Hartman - all making us feel at home.

We furnished that home largely with pieces we could get at the regular auctions of farm homes in the area. Many great pieces we got for a nickel. One oak table now sits in the living room of my daughter’s home in Coventry, Connecticut; a variety of hand tools have been passed on to my three sons.

The Borough Office/Police Office/Fire House anchored the west end of the Main Street store district, a block which included a hotel, coffee shop, two banks, two hardware stores, a pharmacist, a news stand, a hairdresser, an appliance shop, a full-service grocery, a bookstore, a tailor and cleaner, a medical doctor, a dentist, and a locksmith, all anchored at the east end by the U.S. Post Office.

Borough Offices were upstairs in three rooms. The main room, separated by a counter into a larger space for Council meetings and a smaller space for clerical work; a small office for private conversations and secure storage of records; a third room for police headquarters. The Volunteer Fire Company used the east end of the second floor and the fire trucks were on the main floor. The police lockup was in the cellar. Not much space, but a lot of good things were hatched and carried out in that space during the 1955 to 1961 period.

In 1955, the total staff on payroll was 25 dedicated people; seven at the water plant, two at the sewage treatment plant, eight doing public works maintenance, four police officers, and four in the office. By 1961, the permanent staff had been reduced to 15 people through automation, regionalization, and combination of duties.
More important, by 1961, the borough services floated on the work of a hundred volunteers - firemen who quarreled among themselves (but who gave 100 percent during emergencies), the Borough Council, Sewer Authority, Lititz Springs Park Committee, Planning Commission, Water Authority, Board of Zoning Appeals, and special committees for specific short-term topics.

The normal technique a candidate for Borough Manager follows before being interviewed is to take a close look around the prospective community. My early observation was that the borough was in a third stage of its life, and that was confirmed after learning more of the history.

The first 100 years of Lititz’ life was as a communal gathering centered around the Moravian Church, with the buildings around the church serving as the center of the community.

Then, in 1855, the community took a new tack by letting people decide their own destinies and by welcoming “outsiders” into town. Buildings began to spread both ways on Main Street, onto Broad Street and into intersecting streets. In 1889, the community was incorporated as a borough under the Pennsylvania State Law. The attractiveness of the town as a place for industry became apparent. Enterprises making pretzels, creating chocolate products, making shoes, fabricating metal products, and producing paper products set up shop in Lititz.

All these more basic industries led to the supportive service industries necessary to a growing community. The Lititz Mutual Insurance Company and Farmers National Bank were such and most fortuitous in the quality of the guiding founders. They both played a major role in spawning the vital Susquehanna Bancshares that in 2006 plays such a significant part in the four-state area.

The 1930s depression slowed the growth of the community, but the end of World War II began the third stage in Lititz growth as people recognized the charm and convenience of the town. The decision at the end of the 1940s to create a sewerage system for the borough signaled the real start to this third stage. The adding to and strengthening the municipal infrastructure continues the third stage to this day.

My own training in civil engineering and public administration fit in with the needs of this community for meeting the technical and administrative needs of a growing community. Over the six years we lived in Lititz, the borough did some notable things.

The Sewer System

In the late 1940s, the borough became aware of the potential hazards to health caused by individual systems for disposing of sewage. A Sewer Authority was created with the specific charge to plan for and oversee the installation of a modern sewerage system.
put up with torn up streets, disrupted front or back yards, and the cost of modifying plumbing within the home in order to connect to the new system.

The completion of the system had some far reaching impacts:
- It required residents to adjust their household expenditures to cover the increased cost showing up on the water bills, which had become water and sewer bills.
- It made Lititz attractive to substantial industry looking to expand, most notably encouraging Warner Lambert to put a pharmaceutical plant in the borough.
- It provided an impetus for the owners of vacant land to install urban improvements and build quality buildings on all the edges of the built up land in the borough.
- It improved the environment by closing down polluting private sewer systems and achieving an effluent from the Sewer Treatment Plant that could be considered potable.

The completion of the installation of the sewer system had one other major impact. The streets had developed into a condition similar to driving over a 17-mile ladder laid parallel to the street. That bumpy condition prompted a complete system of street resurfacing.

The Street System

Streets, like every other thing, whether physical or spiritual, need continual maintenance and care. Prior to the installation of the sewer system, borough streets were maintained through seal coating. This process is periodically laying down a thin coating of hot asphalt (to fill cracks that had developed) and then covering the sticky asphalt with a thin layer of crushed stone. The results, while good for the street surface, were a pain to adjoining residents bothered by the stone dust in the air, and by the asphalt tracked into residences.

The borough moved to eliminate the pollution problems connected with seal coating and to strengthen and smooth up the riding surface. In 1956, the borough initiated the covering of the street surface with a plant mix bituminous concrete, applied to all the streets over a five to 10 year cycle depending on the time in which traffic wore down the street surface. In the five-year period we had rebuilt or resurfaced 80 percent of the borough street mileage. The improved street surfaces had a positive effect on the appearance of the town - inevitably the street resurfacing resulted in increased pride and better property care by adjoining residents.

Year by year, traffic on the streets increased. From the Borough Office windows you could keep up with the condition of traffic on the two main arteries; the most significant public person in that traffic flow was Estes Kefauver, who rode through town during his 1956 campaign for Vice President. That view from the second floor led to remaking the busier intersections. Two notable changes in 1955 were to begin the use of one way streets - West Main and East Marion remain as such today - reducing intersection conflicts at major streets, and to paint in traffic lanes to separate through and turning traffic, a device that forestalled the installation of traffic lights at Broad and Main for many years.

The ever-continuing pressure of growing traffic and longer trucks led to a physical change at several intersections as well. The right angle intersection of curbs were cut back to make a radius suitable for the vehicles of the day.

However, we could only work on the streets that were part of the borough responsibility. There were still the streets maintained by the State of Pennsylvania. To help draw attention to the condition of those streets in 1956 we requested the Pennsylvania Department of Highways to conduct a study of the traffic volumes into and out of town, and of the parking available for those with destinations into the center of the business community. The report showed that in 1957 there were 15,609 vehicle trips into, out of, or through town.

One result of the 1958 Pennsylvania Highway Department study, was that over the next three years the State rebuilt all or most of Main Street, Orange Street, and Lincoln Avenue - three of the five State highways in the borough - plus doing substantial widening on Water Street, a fourth State highway. To a certain extent, the impending rebuilding of Main Street added some urgency to improvements to the borough water system, including the larger main on that important spine of the system.
The Water System

The water system in 1955 depended upon the wonderful supply from the limestone bedrock in the valley west of the original settlement. This supply made itself obvious by bubbling up at the head end of the Lititz Spring Park. In April of 1955, we got a report from the State Geological Survey which estimated that the ground water supply could satisfy a demand five times greater than the demand at that time.

Unfortunately, the wonderful supply of water was not always evident in the park. During drought times, such as the period in 1955 from August 8 to October 10, there was no water coming out of the head end of the park and the beautiful trout had to be rescued.

Apart from the ample supply, the water system into which this wonderful supply was pumped had been showing its age. The system was a two level affair with a 140,000 gallon stand pipe by the Water Plant providing the pressure for the area north of Second Avenue, and a 200,000 gallon stand pipe at Spruce and Third, filled by a pumping station on Marion Street, supplying the rest of the built up area.

In 1955, the most significant problem with the distribution system was the water loss. We were losing 7,000,000 cubic feet of water every year, a waste of over 50 percent of the water pumped into the system. We initiated a diligent program of leak detection and repair on the borough water lines and began a program of installing the water meters at the curb line to encourage property owners to reduce water loss on their property. To cut down on system loss we switched from rigid lead joint seals to flexible rubber gaskets for both water main installations and for repair work.

By 1955, it was obvious to the decision makers that the system was getting increasingly “light” in terms of the growing demand for water. This lightness was made obvious to by the periodic interruptions to the electric power feeding the well pumps and the pumps that moved the well water out of the treatment basin and into the distribution system.

A trigger to move on the problem was the unfortunate fire at the Moravian Church on July 2, 1957. The Church was in the final stage of a major improvement project and a fire started in the eaves of the Church as a result of the painters burning off old paint. The Volunteer Fire Company, called too late after the painters tried to put the fire out, was hampered further by a crippling drop in pressure in the inadequate Main Street water mains. The massive loss of the church made clear to the citizens of the borough that the water system had dangerous weaknesses.

Coming from a strong desire to bring the water system up to meet the needs of the day the Council created a Water Authority, hired Henry F. Huth, Engineers to develop the concepts and oversee the work to be done, and financed the project with the first simplified Revenue Bond ever floated in the State.

The work created a stronger water main distribution system with on-site backup power generation, a backbone of five miles of adequately sized pipes and a conversion of the two level water distribution system into a single system backed up with an adequate reservoir tank on Kissel Hill.

The creation of the sewerage system, the updating of the street network, the remaking of the water system, all these meant that Lititz had to prepare for a growth that was sure to come.

The Growth of the Borough

Sometimes events shape action; sometimes actions shape events. Certainly only a part of our destiny can be affected by giving thought to the future but the value of forethought can not be discounted.

By 1959 it had become obvious to the decision makers in the borough government that Lititz was serving as an attractive destination point for businesses, both moderate and good sized. The positive effect of knowing ourselves had been demonstrated by the benefits that came from the State Highway Department study of traffic and parking in the borough. So, in 1959, the borough took the next step in understanding how and where the town might grow - Council established a Planning Commission.

In early action the Planning Commission contracted
with the State of Pennsylvania to carry on a study of the strengths and weaknesses of the borough as a destination point for industry, commerce and as a place to live. The good work of the commission resulted in a comprehensive plan for the future of Lititz and the plan was translated into a Zoning Ordinance to help guide the steps toward that future.

Most communities in the United States have seen the wisdom of a zoning plan (a notable exception is Houston, Texas). But for its time, the Lititz zoning ordinance was different. For the first time anywhere in the country a Historic District was wrapped into zoning, making the required regulations to be a positive guide to the growth of the community while protecting the visible historical heritage.

It is foolish, of course, to believe that the future can be expected to fit into a strict box. The huge plus to the community of the Warner Hudnut plant of the Warner Lambert corporation could not have been anticipated. Why? Even though the borough had taken the right steps in preparing the infrastructure, that plant, employing 600 people, came to Lititz because Elmer Bobst remembered his the positive time of his youth. As he said in his comments at the ground breaking for the plant in August 1955, “I remember clearly, as a curly headed boy of seven, getting off the Reading Railroad train at the Broad Street Station and walking up Broad Street to the parsonage of St. Paul’s Lutheran Church where my father had just accepted the position of Pastor.”

While Mr. Bobst’s grand action in bringing the plant to Lititz could not have been foreseen, the idea of planning our future also demonstrated the value of taking positive action to make good things happen in the future. One such action was for the borough to take the lead in working with Frank Ford to install a metered parking lot behind the businesses on the south side of Main Street, relieving the on-street parking problem. And that joint effort led Glenn McElroy to pave the yard behind his drug store to help his customers.

Another such was to take advantage of the construction of the new Brunnerville School. By annexing a strip of land to the school and extending the sewer system there, the community saved having a separate treatment facility. The power of using the water and sewer system to guide the growth of the borough was significant in shaping the sense of the community.

During the six year period, a number of streets had sewer, water, telephone and electric lines, and street paving completed - Forney Drive, Rome Road, the north ends of Kissel Hill Road and Locust Street, parts of Elm Street, Market Street, Marion Street and Sixth Street plus what the State had done on its highways in the borough.

With growth comes a need to supplement the facilities to support that needs of the people making up that growth.

Public Facilities

The original firehouse was built to accommodate hand drawn fire equipment. By the time the Volunteer Company got to the third generation of fire equipment, the floor of the Fire House, part of the municipal building, was feared inadequate to support the needed trucks. To accommodate the larger fire trucks required to deal with potential emergencies in the growing number of larger buildings we rebuilt the Firehouse floor.

In 1955, the Borough Works Department, the crew that did the work on the water and sewer systems, the streets and public grounds were housed in a double stall garage on Water Street next to the Lititz Run. The equipment available fit the small size of the garage. It was quickly apparent that we needed both a modest increase in inside storage space and a step up in the power of equipment available to the people who cared for the outside facilities of the community.

An early project involved having a contractor cut in a 12” valve on the main feed from the water plant into the town. When the valve assembly arrived the borough forces were embarrassed by not having the equipment necessary to lift the assembly and no inside storage available to keep it until the installation contractor arrived. This incident led to two things; getting a multipurpose tractor, and buying the lot next to the existing garage and erecting a steel garage addition. The tractor was soon joined by another new piece of equipment, a machine to cut out tree roots and
accumulated debris blocking the sewer mains.

Joining the borough together with Warwick Township and Elizabeth Township was another move necessary to cope with the growth of the area. The combined school district made possible the construction of a new Senior High School to the southwest of the Water Plant. An indication of the growth in the population came from the fact that in the interval between planning for the school and completing its construction, the student body was within 100 students of capacity.

The former K through 12 building at the corner of Orange and Cedar streets was converted to hold grades K through 8, and the Borough Library. The library at that time had 11,636 books on its shelves, roughly two for each resident.

The return of Elmer Bobst to the community of his youth had another boost for the town. After the Warner Hudnut plant was up and running and doing well, Mr. Bobst returned to the community to make a sizable contribution to the recreation facilities of the town. He donated funds to create a building that would serve as a recreation center and, in a parallel move, gave the Lititz Springs Park Trustees enough money to rebuild the walls for Lititz Run, layout a network of paths, and build some park structures. At the dedication of these facilities, Mr. Bobst indicated the end of his largess with a simple moral of, “If you give a man a fish he has something to eat for a day; if you teach him to fish, he will have something to eat for the rest of his life.”

Taking Mr. Bobst’s advice, the borough used an extension to the per capita tax to build a public swimming pool just north of the Senior High School, in response to widespread citizen pressure.

While much of the community life centered around individual chores of daily living, of school life, and the rhythm of the several churches, there were also happenings that affected every resident.

**Community Life**

As with the recent celebration of 250 years of a settlement now called Lititz, 50 years ago in 1956, the residents of the town got together to celebrate 200 years of history. The occasion was marked in various ways - men growing beards, people wearing hats that might seem from another time, special publications, special sales by the town merchants, a grand staged pageant (which to many people seemed a standard play of imagined older times, imported by the Rogers Company production outfit).

There were regular community events that were special. The July Fourth fireworks in the park were a special event and the proceeds from admission were able to keep the park in decent shape.

The tradition of the Moravian Trombone Choir playing at predawn on Easter morning at intersections through the center of town signaled the good news of the season of awakening.

Aside from these planned activities there were other community events that nature arranged, without schedule or much notice ahead.

Lititz survived the snowstorm of February 1958, which cut off any travel into or out of town for two days as a result of drifting snow. With the good service of the Borough Works Crew, supplemented by the bulldozers of Levi Yerger and Roger Gerhart, all the streets in the borough were open to traffic, but that traffic had to stop at the borough line.

A month later Mother Nature dropped another 18” of snow on the town, this time in heavy wet form. The supply of electric power to most parts of the community were cut off as lines collapsed under the weight of the snow, but fortunately local resident Elmer Bomberger used his position with Pennsylvania Power and Light to keep power supplied to the Water Plant.

Periodically, errant hurricanes would sweep over the area. They would drop enough rain on the valley to the west so that surface water runoff from the farms would cover the park and overflow the bridges over the Lititz Run, cutting one part of town off from another. Not as dramatic, but of increasing importance, the valley along Sixth Street carried large amounts of water from heavy rains. Moderate rains would mean that the Cedar Street ford (a depression north of Marion) would be filled with water too deep for cars to get through.
At those unexpected times confronting the community, neighbors helped neighbors to work through the larger problems developing. There was an ongoing positive awareness of the needs of neighbors.

**Community Environment**

This community awareness made itself apparent in a variety of ways.

People took pride in their property. Lawns were trimmed, gardens were cared for, and buildings were kept in good repair. Noting the bare look of some of the new neighborhoods, the Council established a Tree Committee who pushed a program of selling street shade trees, in place, at a reasonable price to any person wanting one or more along the street in front of their home. The program also provided some control over spacing, and taking into account the overhead wires.

This program reached its peak when the State rebuilt Main Street, removing most of the mature trees that lined the street. The Tree Committee actively followed through on a replacement of the missing trees (although there were a few holdout property owners who did not want tree leaves covering their lawns in the fall).

One major community triumph came when enough pressure had been exerted to get the Morgan Paper Company (now the home of Susquehanna Banchares) to remove their polluting wastewater from the Lititz Run. When the paper company treatment facility was put into place, the Lititz Run turned from a milky color back to clear spring water, something appreciated by all residents.

**Internal Operation of the Borough**

Sometimes it is hard to see the value of the behind-the-scenes work which supports the public service obvious to all. But the impetus of growth of the post World War II and Korean War periods demanded an updating of the internal operations.

Note has been made of the up sizing of equipment and facilities mandated by the enlarged street, water and sewer systems. To help bring the record keeping side of the operation we asked for a review by the Pennsylvania Economy League, which was useful as a guide. The borough set out on a wide path of the indicated work.

Some of the things done included:

- Replacing handwritten records with a bookkeeping machine and cash register for billing and collection
- Moving the accounting to a double entry system
- Introducing a mimeograph type reproduction machine
- Introducing a fingerprint system to the police work
- Indexing ordinances to eliminate overlaps and conflicts
- Going to multi-year budgets for operating and capital purposes
- Re-mapping the borough to show all property lines, and to have accurate locations of underground water and sewer lines
- Preparing a history of the borough government from its inception in 1888
- Beginning the move toward regionalization by combining police and fire dispatching with the Borough of Ephrata, by participating in a Regional Planning effort, and by launching a Lititz Run Watershed Area protection effort
- Developing ordinances dealing with the problems of increasing growth, including plumbing and electrical codes, subdivision regulations, traffic, water, street excavations, and land use.

All these things were successful efforts to match the accelerating march of what was happening in the post war period. These efforts were created and carried forward by a great many people, some recorded below, some whose names have been lost.

Some of the Public Personalities from the Time

- Borough Council – Burgess Benjamin G. Forrest; Council Presidents Menno Rohrer, Russ Templeton, Curt Amidon, W. Roy Enck; Council Members Robert Aument, John Helter, Dr. Byron Horne, Charles Kling, Wallace Lausch, Roy Reidenbaugh, C. Wendell Hower, Edward Reese, Harry Ruley
- Sewer Authority - Norman Bador, Elser Gerhart, Lloyd Hess, Owen Hershey, J.M. Leed
- Sewer Consulting Engineer - Albright and Friel (Alfred Estrada in charge)
• Water Consulting Engineer - Henry Huth and Cal Levis
• Street Tree Committee - Mary Doster, Bill Light
• Planning Commission - Garth Becker, Harold Kauffman, Barton Kent, Don Rannels, Carl Reist
• Lititz Spring Park Trustees - J.M. Leed
• Schools - Marlon Spaid, School Superintendent
• Volunteer Fire Company - Ray Runk, Chief
• Republican Party - Graybill Diehm, County Committee Chair; Paul Diehm, Local Party Leader and Justice of the Peace
• Democrat Party - Herb Wagaman, County Commissioner
• Recreation Program - Bill Bell

Other Prominent Individuals and Organizations:

• Animal Trap Company (called The Trappy by old timers)
• Bob Bomberger, second generation of Long and Bomberger
• Bob Balmer, Developer
• Clyde Benner, Pharmacist
• Willis Bucher, Residential Contractor
• Dr. Franklin Cassel
• Roy Clair, Sr., Grocer
• Willie de Perrot, Suchard Chocolate
• Hiram Diehm, Lititz Springs Bank
• Paul Doster, Grocer
• Al Douple, Farmers Bank
• Frank Ford, Owner Main Street business block
• Ben Forney, Developer
• William Fry, Auto repair
• Harry Gorton, Locksmith
• The Rev. Carl J. Helmich, Moravian Pastor
• Clyde Hendricks, Greenhouse Owner
• John Hershey, Lititz Mutual Insurance
• Hershey and Gibbel Insurance Agents
• John Keehn, Arranger/Conductor Moravian Trombone Choir
• Jack Keehn, Progressive Weekly
• Elvin Kreider, E.R. Krieder Road Contractor
• Lititz Mutual Insurance
• Lititz Springs Hotel
• Paul McCloud and Bill Scatchard, Landscape Architects
• Glenn McElroy, Pharmacist
• McMinn Industries, Street Construction
• Bill Miksch, Sr., Plumber
• Bill Miksch, Jr., Dentist
• Helen Miksch, Linden Hall Art Teacher
• Bill Miller, Accountant
• Morgan Paper - Mr. Black and Ben Goff
• Long and Bomberger, Building Supplies, Coal and Oil
• Sid Long, second generation of Long and Bomberger
• Roy Long, Tailor and Clothes Cleaner
• Hurley Nuss, Lititz Machine, construction contractor
• Ed Pelger, Electrician
• Ray Pettyjohn, Shoe Company
• Anne Pierson, widow of Senator Pierson and owner of the mansion that is now the Audubon Home
• Mike Rosenberg, Furniture
• Harry Sheffy, Electronics and Appliances
• Simcock, Kitchen Appliances
• John Steffy, Steffy’s Garage
• Roy Steffy, Concrete contractor
• Bill Young, Editor Lititz Record Express
• Charlie Wagaman, Printer
• Roy Wagner, General Sutter Hotel
• Wilbur Chocolate
• Sam Ziegler, Plumber

Where Does This History Lead?

The growth happening in northern Lancaster County after World War II, and particularly the surge during 1955 to 1961, leads to the possibility that by 2010, local government in the total area may need an overhaul. Is there some way that the growth, taking place can be better structured? Will the total community fifty years from now, a community that is bound to be two or three times larger, have a street and road pattern that will make traffic movement possible? What impact will the changing ethnic makeup in the State have upon the community?

Are the boundaries between Borough and Townships
still meaningful? What regional challenges might be better met with a reorganization? What future would the citizens in the area want to see? Are citizens able to elect the people who make the local policies affecting their lives? Are we getting what we want?

Closing Thoughts

From a personal point of view, Lititz was a time of an exciting growth experience - growth in my abilities, growth in my family. The two oldest kids started school in Lititz. Four of our six children were born while we in Lititz. Beth, the oldest, is the Town Finance Director for Coventry, Connecticut; Johanna is a Wage and Hour Administrator for the US Labor Department in White Plains, New York; Susan is a Mother and right arm for her husband's business in Lansing, Michigan; Ben is a Computer System Administrator for the Federal Court House in Boston; Andy teaches junior high school in Glastonbury, Connecticut and is a successful advocate for Clean Air Laws; Martin is a Computer Security Consultant for the State Street Bank in Boston.

We were not happy to leave Lititz. However, the needs of our expanding family plus the fact that over a period of six years any person active in public life has ruffled enough feathers (often without realizing it) made August 1961 a time to move on. Our next stop was an eleven-year stay in an even older town – Wethersfield, Connecticut.

What If? The Lititz Air Force Base ~ by Glenn B. Knight

The summer of 1950 was noteworthy because my first grade teacher, Miss Vera Hoffman, had decided that it was time to inflict me upon Mrs. Weidman, who would become my second grade teacher at Lititz Elementary School. That pesky Korean Police Action (hey folks, can anyone spell “war”) was beginning on the road to stalemate. Ford was producing thousands of its “flat heads,” making it sort of the American version of the Volkswagen, and the United States Air Force announced its plans for Lititz Air Force Base.

Olmstead Air Force Base, in nearby Middletown, was the center of a broad system of maintenance and supply for the recently independent Air Force (The Defense Reorganization Act of 1947 created a separate Air Force). Olmstead had a lot of engine and airframe shops, and a supply distribution system, but a really poor runway that, it was felt, would be too expensive to improve. It would involve claiming marshland and portions of the Susquehanna River (both of which have since been accomplished), and the Air Force leaders needed more land for supply and maintenance buildings.

The solution was a new Air Force base, and the early 1950s were the time to do it. Since World War II ended, the U.S. economy was growing at a rate never before seen. The Korean Conflict (that’s a little better, but it was still a war) was not nearly as expensive as “doubleeya doubleeya eye eye” (WWII) - the big one. Growing economy meant more spending, which meant more tax income for government and more money for

Dover Air Base, Dover, DE. 
Photo courtesy of the United States Air Force.
government to spend or give back. Sound familiar?

So the Air Force needed a big valley suitable for a big runway and some big buildings. They needed a large supply of available workers (preferably ones with a patriotic spirit and a Pennsylvania Dutch work ethic). They needed rail access. They needed access to a major highway system like the Pennsylvania Turnpike. They needed Lititz. Specifically, they needed the Penn Valley between Lititz and Penryn.

It was virtually a done deal. Lancaster County’s elected leadership tripped over each other to praise the wise decision of the Air Force planners. They could see how military bases had helped other communities extract more than their fair share of the government largess. The newspapers were filled with glowing reports of job opportunities and benefits that the project would bring to the county. No one interviewed the farmers whose land would be taken. There were no preservationist groups prepared to stand in the way of any and all progress like there is today, and no one asked me what I thought about my Koehler/Bomberger/Oberholtzer

roots being turned into a massive military complex - like I would have cared at that time.

Having lived and worked in and around many military installations since then, and seeing first-hand the types of communities that build up around those places, it is painful to think of Lititz like one of them. Each of them has a strip of sleazy bars, a red light district, pawn shops, and rip-off stores. The soldiers, sailors, airmen and Marines - mostly youngsters looking for a foothold in life - show little respect to the communities they invade on Saturdays and paydays. Things are different now at most of those places, but just imagine if that had all happened to Lititz - how different a place it would have become.

The base was built. It was built upon promises from the political arm of the DuPont family to build roads and railroads, and it was flat. Today it is home to most of the giant C-5 cargo aircraft on the East Coast, and I pass it every weekend that I go to the family recreation spot at Bethany Beach, Delaware. It’s called Dover Air Force Base.

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**Playing Political Pool ~ by Stephen J. Palkovic**

The town of Lititz has had some inflammatory elections in the past 250 years, but none will surpass the fall of 1959. One had to live through the year of campaigning to feel the hostility in the air.

Through the years thousands of families have enjoyed the Lititz Spring Pool and its surrounding amenities since opening in 1962. However, few are aware of the battle that took place before this recreational gem of the Lititz-Warwick area became a reality.

Three years prior to the election of 1959, George Kalenich led a group of citizens who presented a petition signed by 500 hundred residents asking that the pool question be placed on the ballot. After several hostile meetings, council agreed to put the issue before the people. A yes vote would give council permission to float a bond for up to $175,000 to build a pool on borough property.

Despite the favorable vote council continued to drag their feet. As a result the pool became the hot topic for the next election.

In the months prior to the campaign the Lititz Record-Express was deluged with letters on the issue. Some comments were off the wall since the paper could omit the name of the writer. Most were in support, while others vilified those on the pool committee and even suggested a bus ride out of town.

One of the positives to emerge during the 1959 election was the enthusiasm created in both political parties. It was a first for Lititz with both Democrats and Republicans submitting a full slate of candidates for council and school board.

However, months after the election the one party council who promised a pool did all they could to stall
The progress. Most notable of their deceptions was the pool poll of per capita taxpayers in March 1960. The poll mailed out with the tax forms, asked, “Would you favor a tax increase to build a pool?” This was done despite the fact all studies indicated a tax increase would not be necessary.

At this point, the pool appeared to be a dead issue with most committee members throwing up their hands in frustration.

However, the Lititz Jayces, led by Steve Palkovic and Pat Mastromatteo, appeared at council meetings demanding answers. After some serious discussions, the pair heard the final reason. Money! How much would be needed to insure the pool issue could be resolved?

Council agreed to build a pool if the Jayces could raise $20,000 to cover operating expenses for the early years. In today’s market that may be a simple task, but keep in mind homes in Lititz were selling for that price.

Photo courtesy of Derck & Edson Associates.

The Lititz Jayces took on the challenge and used the community to put together an army of volunteers. One year later Palkovic and Mastromatteo led the Jayces and a group of citizens to a council meeting where they presented a Farmer’s Bank book indicating that they had the amount needed. After some serious discussion and bickering, it was put to a vote. Council was deadlocked, three yeas and a like number of nays. The late Ben Forrest, after admonishing council for not keeping their promise, voted yes to break the tie. Ben became the first, and to this point, the last mayor to cast a ballot at a council meeting.

Construction got under way with the opening day set for May 30, 1962. It was an impressive event with all the local service clubs involved in the festivities.

The party began at noon with the Lions and Rotary clubs sponsoring a chicken barbecue in the Lititz Spring Park. The cost was $1.25. The profits were used to buy prizes for the games held by the ABCs. The Warwick Jr. High Band held a concert at the park pavilion.

When the party ended, all headed to the Lititz Springs Pool entrance for the ribbon cutting. The late Dr. Art Griswold was the new mayor and was given the honor to cut the ribbon, but he deferred to Ben Forrest. The pool was finally open for a free swim. However, the first to hit the water were Steve and Pat, tossed in fully dressed courtesy of their fellow Jayces.

Lititz’s Derck and Edson were the architects, earning a national award for the pool’s unique design.

The pool’s success prompted council to build a second pool. Incidentally, none of the funds raised by the Jayces was needed. The entire amount was returned to the club to be used for other recreational activities in the community.

Photo courtesy of Derck & Edson Associates.
A letter from the American Civil Liberties Union (ACLU) was received at the Lititz Borough office on December 17, 1993, directing the borough to remove the nativity scene that was displayed at the fountain area on the square.

According to the letter, because the nativity scene is displayed on borough property it gives the appearance that the borough is sponsoring, endorsing and advancing the Christian religion. The ACLU said that this is impermissible under the U.S. Constitution, citing two court cases. They directed the borough to remove the nativity scene immediately and to agree to not erect a nativity scene in the future. They required a reply by the end of the business day on Christmas Eve, December 24, 1993. The letter stated that while the ACLU would prefer voluntary compliance, they would be prepared to pursue this matter through the federal courts. The borough owned, maintained and erected the nativity scene throughout the years.

An article regarding this directive first appeared in the Lancaster Intelligencer Journal on December 21, 1993, initiated by an anonymous phone call to a reporter. Upon reading and hearing of this, the public protested the action and the Lititz Borough Hall was inundated with 507 documented phone calls, 218 written letters, and petitions with 5,417 signatures. Folks from all over peacefully demonstrated in the square, and a candlelight vigil was held in support of the crèche remaining at its location. There were some demonstrators dressed as wise men and accompanied by camels and donkeys.

John Pyfer of the law firm Pyfer & Reese had offered his services, free of charge, to represent the borough in an attempt to resolve this issue. Borough Council voted to appoint Attorney Pyfer to the task. Pyfer said that he saw the borough’s involvement in the crèche display different from the court cases cited by the ACLU in a number of ways:

- The number of years the display has been set up;
- The absence of banners with Christian adage at the square;
- The absence of identification of a particular group that displayed the scene;
- The Christmas tree, also located in the fountain area, is a secular symbol;
- The square area is not the seat of the government;
- The manger scene is not located on or in the Borough Hall property.

There were other options for keeping the nativity scene at its same location. It could be given to a group to own, maintain and erect. There is also the question that the square may not be viewed as a public park or forum, open for public debate and discussion. Would it be reasonably assumed that someone driving by would immediately think that the land was Borough property? There was also a question of ownership of that plot of ground since a deed had not been located.

Comments from the public were heard at a regular meeting of Lititz Borough Council on December 28, 1993. One gentleman offered his house for the nativity scene display, and a little girl was dismayed with the notion that anyone would be offended by a symbol of peace. Other sentiments included:

- The nativity scene display is part of the Lititz heritage.
- The action of the ACLU goes far beyond the small town of Lititz.
- How can the one individual who reported this remain anonymous?
- This country would not have a Constitution if it were not for Christians.
The majority should rule in a democracy.
This is judicial tyranny.
The crèche represents the values and history of this community.
Congress in the Constitution does not spell out issues of state or local government.
The ACLU misconstrued the message of Christmas.
The ACLU took prayer out of schools, and now what is in schools - the metal detector.

In January 1994, the manger figurines were given to a group called LAMPS (Lititz Area Manger Preservation Society) who quickly formed and offered to take the scene off the borough’s hands.

It was eventually determined that the town square, where the manger scene was annually displayed, was not owned by the local government. It was, in fact, owned by the Lititz Moravian Congregation, which also owns the Lititz Springs Park. The Moravian Church/Lititz Springs Park Board can dictate what happens on the square, and since they are obviously not part of the government, can display the Christian symbols freely. To the delight of the citizenry, the park board planned to have the same crèche displayed, uneventfully and with reverence, as it had always been.

The LAMPS group wanted to have a rededication of the nativity during the 1994 Christmas season. Although the Borough Council felt that the citizens realized their goal by being permitted to keep the nativity scene on display at the square, and they thought the least amount of fanfare the better, they did not object to the group having a small ceremony. As there was an annual Lititz Retailers Association Christmas Carol Sing, Borough Council, the Lititz Retailers and the Lititz Springs Park Board thought that having a rededication, along with the retailers event, made sense.

In November 1994, the Borough Council was made aware of the scope of events that LAMPS had planned for the Lititz Square and Main Street later that same month. Entertainment and speeches were planned that needed scaffolding, sound, video, lighting, crowd control, and accommodations. Borough Council and the park board were skeptical, as they did not feel that the setting up of the nativity scene should be filled with this type of pageantry. The event did not draw the overwhelming crowd expected, and went on without incident. The next year, LAMPS gave the crèche to the park board and the group disbanded.

Each Christmas season, residents and visitors continue to delight and feel comfort in seeing the nativity scene on display in the square, knowing in their hearts that the scene solemnly characterizes the values and history of the Lititz community and a widespread symbol of peace.

Nativity Scene at Lititz Memorial Square in 1995. Photo courtesy of Ron Reedy.