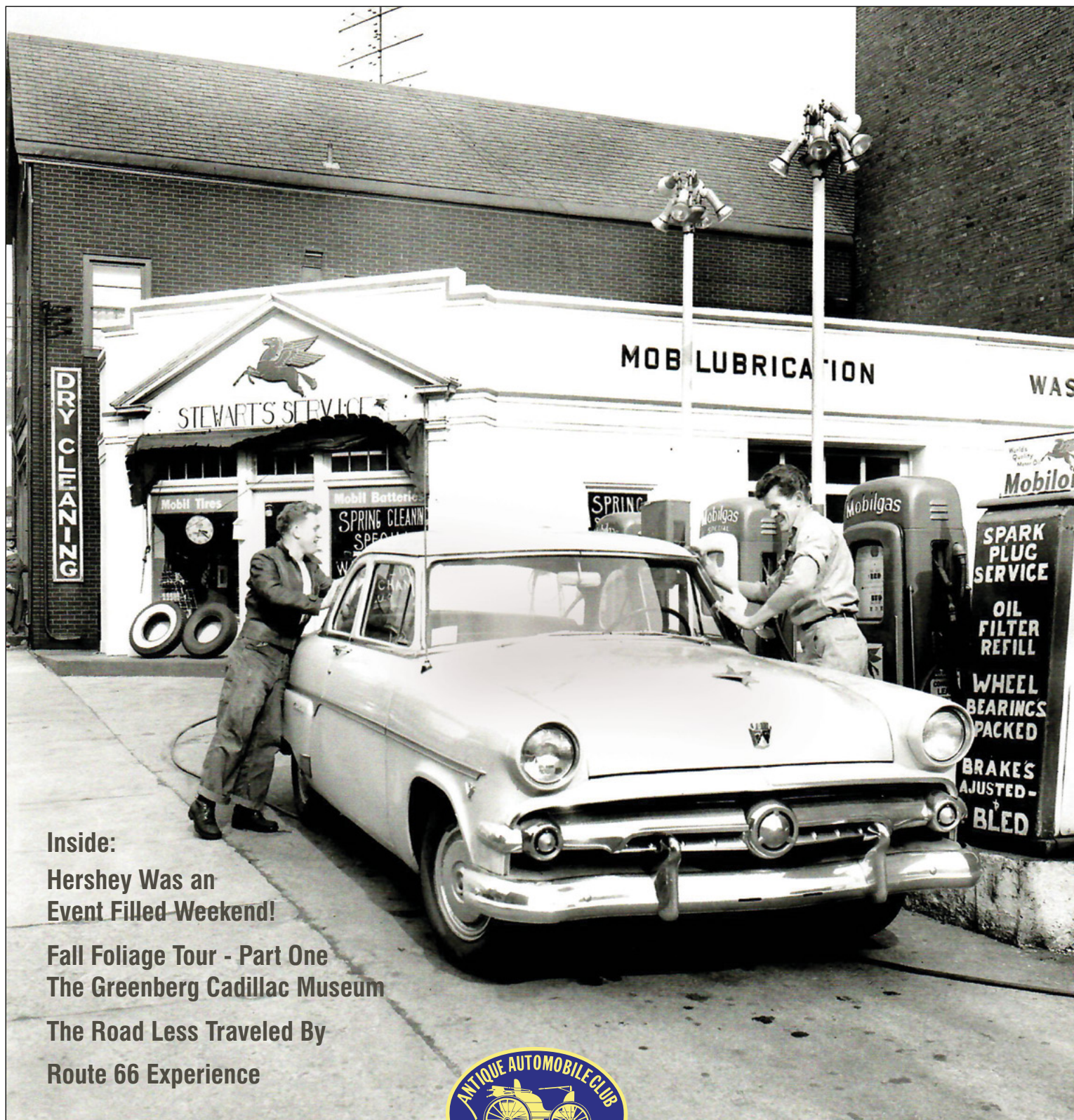


# THE WESTERN ROUND-UP



November 2021

Promoting the Preservation & Enjoyment  
of Antique Automobiles Since 1950.



**Inside:  
Hershey Was an  
Event Filled Weekend!**

**Fall Foliage Tour - Part One  
The Greenberg Cadillac Museum**

**The Road Less Traveled By  
Route 66 Experience**



Stewart's Mobile Service Station at the intersection  
of Weldon and Ligonier Streets, Latrobe, PA

Historic photo courtesy of Guy Davis. See pages 11 -13  
for more Latrobe Service Stations from the past.

## Western PA Region AACA Directors



Bob Doppelheuer, *President*  
724-366-5930

Craig DeFloria, *Vice President*  
412-558-3100

Mark Jackson, *Treasurer*  
724-832-9074

Mark DeFloria, *Secretary*  
724-836-7414

John Kuhns, Sr., *Publicity*  
work: 724-539-7574 home: 724-539-0889

John Ross Kuhns, *Safety*  
412-558-0994

for further information see the 2021  
Western PA Region Roster, which is  
available on the Region's website.

## Membership Information

**Do you like old cars?** We at the Western PA Region of the Antique Automobile Club of America are excited to share our fun and exciting activities, events and resources.

You don't have to own an antique automobile to become a member. However, you must first join our national club, The Antique Automobile Club of America (AACA) before joining our Region. For national membership information and to join online visit: [www.aaca.org](http://www.aaca.org) AACA is the largest and oldest antique automobile club in the world and offers a wide variety of resources, and activities. All national members also receive the beautiful *Antique Automobile Magazine*.

For Western PA Region AACA new membership information visit <http://westernparegion.org/>

New members must attend a Western PA Region monthly meeting to be voted in and welcomed. Our monthly meetings are held on the third Tuesday of every month except December and January. We are a Latrobe-based club.

Upon receipt of your membership application, our Membership Chairman will contact you to schedule a convenient monthly meeting for you to attend. Our monthly meetings take place at several venues in the Latrobe and Greensburg, PA area.

To learn more about our club and activities visit our website: [www.westernparegion.org](http://www.westernparegion.org)

Please also feel free to contact any of the directors above with questions about memberships.



## THE WESTERN ROUND-UP

The Western Round-Up is the official publication of the Western Pennsylvania Region of the Antique Automobile Club of America. It is published on a monthly basis with January/February being a combined issue.

Each issue is also posted on the Region's website: [www.westernparegion.org](http://www.westernparegion.org). Members may choose to receive this newsletter by email or a mailed hard copy at an additional cost.

Submission deadlines are the first day of each month for possible publication in that month's edition.

Any items contained herein may be reproduced if proper credit is given. All articles are edited for length, grammar, accuracy and composition. They will be used at the discretion of the editor and Region officials. Please advise the editor of any and all needed corrections.

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**Special thanks to:**  
**Guy Davis, Mark DeFloria, Carl Erb, John Harvey**  
**and Dave and Debbie Sheetz whose time**  
**and talent helped produce this issue.**

## From The Editor

This time of year I am reminded of a little tradition that my Dad followed annually at his place of work. He worked at the Elliott Company in Jeanette for 41 years starting in the late 1940s. Dad held a variety of positions in the plant during that time, finishing his tenure as a steel fitter. This job “fit” him very well, as he was good with numbers, measuring and liked to figure out how to build things.

Dad was very observant, and as November approached each year he watched carefully for what he called “the first snow.” His criteria for determining this was the first day it snowed enough to cover the ground so “you can track a cat.” This could be a fraction of an inch layer or several inches. But the perception as to whether the snowfall was enough to track a cat was entirely Dad’s. He would alert my Mom, sister and I when he determined “the first snow.” Sometimes the snow layer was there when he went to work early in the morning, but melted away by the time we were off to school. Anyway, we too would watch the weather and early snowfall, then check with Dad to see if he thought it was the cat-trackable “first snow.” Sometimes he would say, “No, you couldn’t track a cat in that.” Other times he would say, “You’re right. That was the first snow. I saw cat tracks in it this morning.”

The little work tradition Dad upheld at Elliott’s concerning this was that he would write the date of “the first snow” on the inside of his locker door each year. When he retired he would have had a long list on that door. My sister and I often wish we could have gotten that door from the Elliott Company somehow. Surely it’s passed onto the scrapheap by now. But to this day we share this little family story, and Dad’s children and grandchildren still use his “track-a-cat” formula to determine “the first snow”, with warm memories as the days turn cold.

Thinking back, I also have to thank Dad for introducing me to and supporting my passion for “old time cars.” I would ask him question after question about Model T and Model A Fords, and he would share wonderful stories with me. One of the best Christmas gifts I remember getting was a long box filled with about six 1/24 scale metal “friction cars” – all Model A Fords in various colors and body styles. Although I “played hard” with my toys, a yellow Model A Coupe from this assortment still survives.

For all the simple and beautiful things he showed and taught me all I can say is, “Thanks Dad.”

Happy November!  
Mark Jackson, Editor

## REMINDERS

Western PA Region AACA

### Christmas Party

**Sunday, December 5**

Westmoreland Conservation District  
(barn) 218 Donohoe Road  
Greensburg

1:00 - 2:00 p.m. Social,  
Hors d’ oeuvres & Photo  
Portraits by Ray Adams

2:00 p.m. Holiday Dinner Buffet by King’s Pointe Catering

Adult members \$25.

Youth members 12 and under \$15

Guests \$35.

**Registration deadline November 22**

All members were U.S. Mailed registration forms in October. You can also download and print the form at [http://westernparegion.org/events/2021%20Christmas%20Party/Christmas\\_Party\\_2021.pdf](http://westernparegion.org/events/2021%20Christmas%20Party/Christmas_Party_2021.pdf)

If you do not have a form and cannot access one, just send a check for the total amount of registrations with a note to:

Mark Jackson  
133 Alexander Avenue  
Greensburg, PA 15601

Please make checks payable to Western PA Region AACA



NOTE: Toys for Tots donation boxes will be available at the Christmas Party. Bring a new toy to share Christmas cheer.

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### Renew Your Memberships for 2022

Renew with AACA National first. Then renew your Western PA Region AACA Membership. You can renew your national memberships on the AACA website. WPR Membership renewal forms will be emailed to all members and U.S. Mailed with the *Western Round-Up* to members who receive it that way. 2022 renewals are due by the WPR Annual Meeting in January, 2022. We had a great 2021. Don’t miss the fun in 2022.

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### Serve as a Western PA Region Director

We need fresh ideas and energy. Let Secretary Mark DeFloria know if you are interested in being a director candidate for 2022. The election will be held at the Annual Meeting.

# Name That Car

By Mark Jackson

## October's Car



Carl Erb was the first to correctly identify this cool station wagon as a 1956 Studebaker. Bill Maurer and Gary Wiegand also called and correctly identified the Studebaker.

By 1956 Studebaker was in serious financial trouble. Although they negotiated a strategic takeover by Packard to form the Studebaker-Packard Corporation, their situation was worse than anticipated with problems that included outdated production facilities, high labor costs and fierce price competition from "The Big Three."

Studebaker designers did their best under the circumstances. For over ten years they continued reworking the innovative 1953 platform into some sharp looking cars with interesting features.

The introduction of the compact and economical Lark in 1959 gave the company a much needed boost. The introduction of the Avanti in 1963 gave it hope, but Studebaker just couldn't keep up, and production ended at the South Bend, Indiana plant with the last Avanti being assembled there on December 26, 1963.

Studebaker continued limited production at its Hamilton, Ontario Canada plant until March, 1966

Reference source: Wikipedia

## November's Car



My son Regis and I spied this classy vehicle this year at the Downtown Irwin Car Cruise in the Spring. This much looked forward to event was canceled in 2020 due to the pandemic. As the situation began to ease up in 2021 the Cruise returned with much enthusiasm and super attendance.

This car is especially significant to me, and I'll explain why in next month's column. Do you know the correct year and make of this car? Be the first to contact me with the correct answer and win a \$15 Sheetz gift card. Email me at [jacksonmark469@gmail.com](mailto:jacksonmark469@gmail.com) or call 724-832-9074 and leave a message or see me in person at the November Meeting at the Westmoreland Conservation District, Wednesday, November 17 starting at 7:00 p.m.





# Minutes of the October 19, 2021 Monthly Meeting

A meeting of the Western PA Region of the Antique Automobile Club of America was held on October 19, 2021 at Hoss's Steak & Sea house, 1261 South Main St, Greensburg, PA 15601. President Bob Doppelheuer called the meeting to order at approximately 7:30 p.m. followed by the Pledge of Allegiance.

There were 30 members in attendance.

## Minutes

The Minutes of the September 21, 2021 meeting at the American Legion Post 982, Latrobe, PA (Pipetown) 15650 was printed in the October issue of the Western Round-Up. President Bob Doppelheuer asked if there were any corrections or revisions. Hearing none he asked for a motion to approve the Minutes. A motion for approval was made by Becky Blank, seconded by Barbara Shugars and unanimously approved.

## Treasurers Report – Mark Jackson

Treasurer, Mark Jackson read the Treasurer's Report for September. President Doppelheuer asked for a motion to approve the Treasurer's Report. A motion for approval was made by Debbie Sheetz, seconded by Dodie Ulishney and unanimously approved.

## OLD BUSINESS

### Membership – Howard Finney

Membership Chairman, Howard Finney, was not in attendance at the meeting. No report.

### Newsletter – Mark Jackson

Mark Jackson thanked Carl Erb for his article on the Hahn Restoration and Harmony Village tour for the October Round-Up. Mark thanked all the members that continue to contributed articles for the Round-Up.

### Website – Mark DeFloria

Mark DeFloria asked the members present were receiving emails from the Region. Mark reminded the members to update their emails by emailing the Region if there are any changes.

## NEW BUSINESS

### November 2021 Monthly Meeting

A discussion was held concerning the November monthly meeting location. Mark Jackson raised the possibility of having the meeting at the Westmoreland Conservation District (barn). Mark to let the membership know as soon as possible.

*(added information since meeting)*

The November Monthly Meeting will be held WEDNESDAY, November 17, 2021 at the Westmoreland Conservation District (barn), 218 Donohoe Road, Greensburg. Time: 7:00 p.m.

### Tours – Carl Erb

Carl Erb spoke about the Region's tour on Saturday, October 16, 2021, to the Greenberg Cadillac Museum, Brookville, PA and The Coolspring Power Museum, Coolspring, PA. It was a damp day but the members that attended had an enjoyable day. The members were treated to a "car by car" tour by the Greenberg Cadillac Museum owner.

### 2021 Western Pa Region – Paul P. Bell Memorial Car Show/Cruise – Bob Doppelheuer / Mark Jackson

Mark Jackson reported that he believes most, if not all, of the bills are in for our car show. There were 32 cars registered for the show. Mark thanked the club members for all their support during the show and reported that the region realized only a slight financial loss.

### Christmas Party – Mark Jackson

Mark Jackson reported that the Christmas Party will be held Sunday, December 5, 2021 with at the Westmoreland Conservation District (barn), 218 Donohoe Road, Greensburg. Hors d'oeuvres from 1:00 pm and Dinner Buffet at 2:00 p.m. (Registration Deadline: November 22, 2021). A registration form to follow.

### Adjournment

President Doppelheuer asked for a motion to adjourn the meeting at approximately 7:50 p.m. Becky Blank made a motion for adjournment, seconded by Dottie Ulishney and unanimously approved.

-- Respectfully submitted by Mark DeFloria, Secretary

# Hershey Was an Event Filled Weekend!

By John W. Harvey



Ribbon Cutting - Left to Right: Kathleen and Chris Koch (Library name rights), Jim Elliott – AACA President, Steve Moskowitz – AACA CEO, Calvin High (Headquarters name rights),

The Eastern Division AACA National Fall Meet was held October 5th to the 9th, 2021. The event takes place each year during the 1st full week in October. The Hershey Region began hosting the show in 1955 and has done so each year since then.

The meet is located in beautiful Hershey, PA on the grounds and parking lots surrounding Hersheypark and The Giant Center. Hershey is considered one of the largest antique automobile shows and flea markets in the United States.

On Wednesday October 6, 2021, the AACA held a Dedication Ceremony to officially open the new Calvin G. & Janet C. High AACA National Headquarters and the Chris and Kathleen Koch AACA Library & Research Center. The limited capacity event was attended by invitation only guests. The festivities included a few short speeches, a ribbon cutting, photos, and a tour. Champagne and light hors d'oeuvres were served. A special thank you memento



Guests were invited to join AACA President Jim Elliott for the official ribbon cutting.

was given to the attendees.

The Chris and Kathleen Koch AACA Library & Research Center – “America’s Automotive Library” – is now considered the world’s finest and largest automotive library.

From Tuesday to Saturday, spectators visited over 9,000 vendors, viewed over 1,000 cars for sale in the car corral, and admired the approximately 1,200 vehicles at the Fall National Meet on Saturday.

One of the vehicles on the showfield was a 1981 Fiat X19 owned by WPR members Tony and Norma Mascia. The Mascia’s entered their Fiat in the HPOF (Historical Preservation of Original Features) class. This was the first time Tony and Norma participated in an AACA National Meet.

Since its founding, AACA has been dedicated to the preservation, restoration, and maintenance of automobiles. The vehicles in this HPOF class represent the evolution of automobile history and depict originality over restoration. A cornerstone belief of AACA is based upon originality, and the HPOF class allows us to see history as it was, and establish a program to encourage the saving and display of collector vehicles in their original, as manufactured, condition.

A vehicle being evaluated for the first time, if certified, will receive an HPOF board, HPOF chip, and HPOF badge. And that is exactly what Tony and Norma received at the banquet on Saturday night at the Hershey Lodge!



Tony and Norma Mascia holding their HPOF award/board (Historical Preservation of Original Features). The personalized engraved plate for the board will be sent via U.S. postal.

WPR members Molly and Cris Detwiler entered their 1946 Nash Ambassador Slipstream for a Repeat Preservation. The Detwiler’s received their 8th Preservation Award for their Nash in Hershey!

Congratulations Tony, Norma, Cris, and Molly!



Senior Master Judge John W. Harvey was recognized at the Saturday morning judge’s breakfast for earning his 150th judging credit. The award was presented by Chuck Crane – AACA VP Class Judging.

## Fond Memories of AACA Touring

By Wayne Tuck  
Executive Vice President



**A**s I’m dusting off the Model A, checking all the fluid levels, tire pressure, lights, horn, lubrication and getting in that test drive, I can’t help but to reflect on all of our past tours.

Remember that stop in front of the U.S. Capitol Building to have our car’s photo taken with the building in the background? Who would have thought you could arrange such an event for pre-1932 vehicles in a busy city? That feat was only topped off with an old time silent movie, accompanied by a live organ performance. What a great tour!

The Johnstown Flood Museum, Flight 97 Crash Site, a Mulch processing plant, Horseshoe Railroad, Ferry rides, private car collections boat rides on Raystown Lake, ice cream stops, coffee stops, caverns, museums, historical sites, I could go on endlessly with fantastic events provided by our regions sponsoring National Tours.

All of these events while enjoying the delight of driving an old car. Yes, there is something about double clutching, manual spark advance, open windows, large steering wheel, engine noise and whining gears that is invigorating. A step back in time.

All of this while meeting new friends and enjoying the company of old friends. One of the most enjoyable parts of touring is spending time in the hospitality room. Then there is the time spent walking around the parking lot full of old cars. As soon as someone sees a hood raised there is a gathering to see what the problem might be.

Don’t forget the food. Seems every stop includes some sort of goodies. Most tours include a least a couple of “dinner on your own” opportunities that result in more time with your friends. Someone mentioned that they judge the quality of the tour by how many pounds they gain.

Touring is back. If you have never experienced the fun of an AACA National Tour, you don’t know what you’re missing. I you are already an avid tourer, look around your region for interesting points. Consider having your region step up to host a tour. Fun times are ahead.

-- The Rummage Box

# *Fall Foliage Tour - Part One*

## The Greenberg Cadillac Museum

By Carl Erb



Everyone enjoying Steven Greenberg's First "Collector Car", a beautiful 1958 Cadillac Eldorado Biarritz

Despite the rainy weather, which hampered our view of the beautiful fall foliage enroute to Brookville PA, we arrived at the Greenberg Cadillac Museum at our scheduled time where we were welcomed with open arms by Steven and his wife Deena, Steven's upholstery mentor and helper, who also enjoys working on the cars as long as she doesn't need to get her hands dirty. Although Steven has been restoring and collecting Cadillacs for 20+ years, up until this year his 70+ Cadillac collection has only been open by special appointment because Steven says he prefers spending his time restoring the cars rather than showing them. However, I think he must like talking about the cars more than he realizes because he gave us one of the most complete and informative tours we have ever had. He walked us through the showrooms and told us details about every single car. I think Steven must know more about the history of Cadillacs than anyone in the world, even at Cadillac headquarters in Warren Michigan. I had arranged our tour to start at 10:30 before the doors were open to the public at 12:00 noon because at the museum's first "Open House" in June of this year about 300 people showed up. These "Open House" tours are only possible because the Jefferson County Historical Society has made arrangements to help Steven with the

tours by supplying docents. The day of our tour coincided with the Coolspring Power Museum's Fall Exposition and Swap Meet which attracts people from all over the U.S. and some foreign countries as well.

As a young eye surgeon on his trip from Detroit MI to Brookville PA where he was to start his new ophthalmology practice, that trip was not in his first Cadillac, but it was in his 1966 Eldorado. Check this link to a video by a local TV station -- <https://www.youtube.com/watch?v=KY-faLKjTgdg&t=15s> When I asked Steven why he decided to move from such a highly populated area like Detroit, which was in good economic condition at the time, to start his own practice in a rural area such as Brookville PA, the businessman in him came out when he said, "because they offered me the best deal". From what I have learned from articles I have read and talking to a few locals, the people in this rural area got a good deal too because his multi-institution ophthalmology practice has resorted eyesight to thousands of patients. Steven currently has just over 70 Cadillacs and his goal is to have one for every year of production which began in 1902. His oldest Caddy is a 1905 and although he has several very recent models, he never buys a new car. He prefers to get cars that need at least a paint job all the way down to ones that need a



1906 Model K Runabout Two Seater – Tony, Norma and Camille are soaking it all in.



A rare 1942 Series 62 made before the World War II factory shut-down



Steven's 1929 Gangster's "Chicago Car"



New York Times Celebrity Airport Limousine

“frame-off” restoration to bring them back to life. In his shop he has an early Cadillac frame and drive train. which was the same for several years up to about 1906-07, just waiting for someone to call him to let him know they have a body that could be mounted on it. Some of the cars in his collection were given to him or sold to him for nearly nothing because they needed so much work.

We were amazed at the size of Steven's shop in building #2 and the amount of equipment in it. Unlike a lot of restoration shops, Steven and his small crew of helpers do everything except re-chroming which is such a highly government regulated and specialty business that it is best left to those specialty shops. When I asked him how he went from being an eye surgeon to being someone who can rebuild an engine; cut out rust and replace it with new metal; paint a car; or do complete upholstery in cloth or leather this is a paraphrase of what he said “If you can learn how to cut into a person's eyeball and put it back together to make him or her see better or even see at all, you can learn how to do most anything”. Steven was working on several cars in the shop at the time of our visit, but he was most excited about his rare 1973 Cadillac Eldorado Indianapolis Pace Car which was nearing completion. Although there were over 500 Indy Pace Cars replicas built in 1973, only

two of them had the engine beefed up from the stock 200's horsepower to nearly 500 horsepower to be able to stay in front of the actual race cars. After the race and festivities were over those two official cars were crushed. There were 53 replica pace cars built for dignitaries and celebrities to drive with the stock 200 HP engines. I just talked to Steven today and that project will be the only one in the world like the original 2 pace cars with the “beefed-up” 500+ horsepower engine. Click on this link to learn more. <https://automotivemileposts.com/eldorado/eldo1973indy500pacecar.html>

To share all the information about all the cars would be virtually impossible, so we will focus on just a few of Steven's most favorite ones. Building #1 housed Cadillacs from the 1970's to present day and Steven, who probably knows more about Cadillacs than anyone at General Motors, gave us details about every one of them including the much touted “Last American Convertible” in 1976 to the next Cadillac convertible when GM decided to start making them again in 1983. There were unique Cadillacs like a stretch limousine owned by the New York Times to shuttle celebrities around, a pink “Mary Kay” car and even a couple of the less illustrious Cadillac Cimarrons. While

*continued on page 10*

all the cars in this building were interesting and in beautiful condition with the most luxurious interiors of any American car, building #2 was home to older Cadillacs with more historical significance.

Although Steven has a replica of a 1903 which he built, his actual oldest car is a 1905 and the newest one is a 2013. Steven is the third owner of his 1906 Model K Light Runabout for which he paid more than the price listed on *Hemmings's* website. When he got in touch with the owner in Arkansas and told him that the car was worth more than he had it listed for, the owner was happily surprised and sold it to Steven at the value he suggested. In 2018 that car came from a doctor in Arkansas whose grandfather took it in trade at his repair shop in 1920. Because of this fair treatment, the doctor recommended that a neighbor, who lived just a few blocks away, contact Steven when he wanted to sell his 1959 Cadillac Eldorado. That car had just arrived at his shop a few days before I visited Steven in June of this year and after fixing what needed to be done it now resides in his showroom. One of Steven's most favorite and most beautiful cars is the 1958 Eldorado Biarritz convertible which Steven has wanted ever since

his uncle took him to a Detroit auto show at the age of 14. This was his first "collectible" with many more to follow.

The 1942 series 63 painted in army green was restored as a tribute to his father, Jerome, who was a Lieutenant Colonel in Europe during WWII. One of his father's uniforms is in the car along with his original army footlocker which is in the trunk. There is a black and green 1929 Fleetwood which was used by the Chicago gangsters because of its powerful engine and large size to transport their boot-leg whiskey. The Chicago police bought this same car so they could catch the gangsters, so the gangsters painted their cars the same as the police cars just to confuse things. Link to info about Capone's car -- <https://www.businessinsider.com/al-capone-bulletproof-1928-cadillac-sale-for-1-million-2020-2> The 1958 Eldorado Brougham in the museum was so expensive to build and so rare that rumors say that Cadillac lost about \$20,000 on each one even though the sales price of \$13,5000 was \$4,500 more than the most expensive Rolls Royce. To learn more about the Greenberg Cadillac Museum you will just have to visit it yourself when the Jefferson County Historical Society has another event or when WPR-AACA schedules another tour. (An article about the Coolspring Power Museum, Fall Foliage Tour Part Two will be in our next newsletter.) ■



A 1942 Cadillac Series 62  
World War II General's Staff Car



The 1948 Cadillac was the first with tailfins.



(l-r) Phil Beattie, Norma and Tony Mascia  
and Tom & Doreen King listen to Steven explain the details on a 1985 Coupe de Ville.



"Over the top" brocade interior  
of a 1974 Coupe de Ville



1973 Eldorado Indianapolis Pace Car  
nearing completion in Steven's Shop.



Steven and Deena stand by a 1959 Eldorado,  
which just arrived from Arkansas.



Atlantic Service Station, corner of Ligonier St and Spring St., Latrobe, PA - Owner, Bob Ramsey

# The Road Less Traveled By

By Guy Davis

The gas stations of today have little resemblance to those of yesteryear. The Sheetzes, GetGos, and Speedways where we now purchase our petroleum products are located on several acres of land along major highways or busy roadways. These super stations feature multiple gas pumps, large convenience stores, and often a car wash. The corporate owners of these mega stations are unknown to us and the employees who work there are often transient in nature so we seldom develop any type of meaningful relationship with them. The stations of old were small, simple, of sole proprietorship and often located on tiny lots within our towns and residential neighborhoods. We came to know the owners and his workers and they came to know us, our families, and our cars. Though few “neighborhood” gas stations remain today, there was a time when they were a common site. The brands of gasoline back then were also familiar trade names such as Texaco, Dino, Sunoco, Shell, Mobil, Gulf, American (Amoco), and Atlantic Richfield.

Wouldn't it be fun to pull into an old neighborhood gas station again, to engage in a conversation with the owner, and perhaps enjoy a refreshing Coca-Cola from a real glass bottle, while the attendant checks our car's oil, tire pressure, and cleans the windshield? By using a little imagination and with the help of a few vintage photographs, we can revisit some of our favorite gas stations right here in the city of Latrobe. So, let's all pile into the DeSoto Firedome, and embark on the road less traveled by, as we drive north on Route 981 heading straight into downtown Latrobe.

The first business we come upon after crossing the bridge which spans the Loyalhanna Creek is the Gulf station owned by Dave Lizza. Dave opened his station in 1952. It is situated at an ideal location at the intersection of Depot and Main Street. After saying hi to Dave, we cruise up Main Street a few blocks to Lincoln Avenue. If we turn left, we can visit John Roman's Sunoco Station at the corner of Depot and Lincoln. Instead we'll go right and drive to the intersection of Lincoln and Josephine Street where we pull into Dan Yates' Amoco Station. Since the Firedome's gas tank is near empty, we'll spend three dollars at Dan's station which puts about ten gallons of gas into the DeSoto's twenty gallon tank. At the end of Lincoln Avenue, let's make a right onto Route 982, travel a short distance then make another right onto Ligonier Street and head back towards downtown Latrobe.

At the corner of Avenue E and Ligonier Street is Chuck's Atlantic Service Station. Just four blocks from Chuck's at the corner of Wagner and Ligonier Streets is the bright blue and white Sunoco Station owned by Graham and Byers. Another four blocks of travel brings us to Harrison Avenue and John Kirzgavis's Gulf Station where we can receive a free set of four glasses with a minimum eight gallon purchase. Even after the attendant pumps the eight gallons of petrol, there is still some room left in the Firedome's fuel tank, so let's continue down Ligonier Street to the intersection with Grant where the Esso Service Center is celebrating it's grand opening. Part of the festivities includes

*continued on page 12*

## THE ROAD LESS TRAVELED BY - A LOOK BACK AT SERVICE STATIONS IN LATROBE, PA



Sinclair Service Station Owner, Jack Denny, also used as the base for The Latrobe Ambulance Service located the intersection of James St. and Ligonier St., Latrobe

John Kirzgavis Gulf Station at the intersection of Ligonier St. and Harrison Avenue, Latrobe, sometime in the late 1950s.



*The Road Less Traveled by continued from page 11*

a chance to win a brand new television set, orchids for the ladies and lolly pops for the kids. A few streets before the Latrobe High School at the intersection of James and Ligonier we can wave to Jack Denny, owner of the Sinclair Station, and a little beyond Holy Family Catholic Church, we find Bob Ramsey, proud owner of a modern Atlantic Service Station. We'll conclude our journey through Latrobe's neighborhood gas stations with a stop at Stewart's Mobil Service Station at the intersection of Ligonier and Weldon Street. Here we'll top off the Firedome's fuel tank with Mobilgas while the smiling attendants clean the car's windows. From this location, we have almost gone full circle to the point where we first entered Latrobe. At Depot Street, we'll turn left, drive back over the bridge and onto Route 981 south heading out of town.

We have now concluded our nostalgic tour of Latrobe's neighborhood gas stations and must return to reality. It is a reality filled with uncertainties, social distancing, masks,

mandates and gas stations unlike those we had just visited. No longer will we hear the familiar "ding-ding" of the bell that we just experienced when the DeSoto crossed over the pneumatic hoses alerting the attendant that a customer had pulled into his station. Nor will we deposit a dime into the pay phone in order to make a local call, and we won't quench our thirst anymore with a refreshing bottle of Pepsi, Coca-Cola, or Royal Crown pulled from the large metal pop dispenser outside the gas station's office while the attendant fills up our tank with leaded fuel. Perhaps most unfortunate of all, is the fact that we will no longer shake the hand of the man who owns the service station, who knew you by name, and would engage with you in conversation concerning family, social events, politics, or sports. As the folk musicians Simon and Garfunkle once sang, "Where have you gone Joe DiMaggio? Our nation turns its lonely eyes to you." ■

# THE ROAD LESS TRAVELED BY - A LOOK BACK AT SERVICE STATIONS IN LATROBE, PA



Graham and Byers Sunoco Service Station located at the intersection of Ligonier St. and Wagner St., Latrobe. Notice the length of the Cadillac at the gas pumps!

The Grand Opening of the Gulas Latrobe Esso Service Center at the intersection of Ligonier St. and East Grant St. Photo taken in the early 1950s.



Chuck's Atlantic Service Station located on Ligonier St. and Avenue E., Latrobe. Photo taken sometime in the early 1950s.

Latrobe Service Station photos by Harry K. Frye courtesy of Guy Davis

# Route 66 Experience

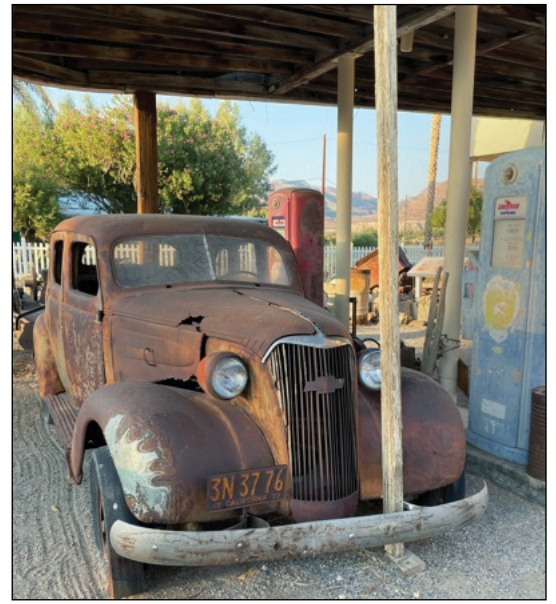
By Dave and Debbie Sheetz



At the National Route 66 Museum in Elk City, Oklahoma



An abandoned motel in New Mexico



A 1937 Chevy at a small gas station museum in Shoshone, California not far from Death Valley

Starting in early September we made a once in a lifetime, Bucket list trip to tour the southwest United States in our RV. We traveled thru 18 states, visited 9 National Parks while driving 6,500 miles.

Starting in Arizona returning east, we traveled on the now Route 40, a modern expressway which was once the historic Route 66. We would exit the expressway at one town and travel on Old Route 66 and return to Route 40 at the next town.

As we drove thru these towns, many of the buildings and businesses are closed, boarded up and abandoned. We saw many old gas stations closed with old cars and trucks in their back lots.

A side trip to Jerome Arizona had us touring the Gold King Mine. A gold mine and ghost town with a collection of antique trucks on top of a mountain. (Deb has seen enough mountains for her lifetime!)

In the town of Elk City, Oklahoma we stopped at the Old Town Museum where there is a re-created Wild West Town and Rodeo Museum. A newer addition to the museum is the official National Route 66 Museum. Inside is an old Ford truck decorated to look like the truck in the movie *The Grapes of Wrath* starring Henry Fonda. Also in town is a 180 foot tall old time oil drilling rig.

We were told that tourists from Europe and Australia spend their vacation traveling the entire Route 66 from Los Angeles California to Chicago Illinois every year!

Near Amarillo Texas we had to stop at the Cadillac Ranch. It is a dozen Cadillacs planted in the ground in a corn field. While we were there, two tour buses stopped to

let people off to visit. There was even a concession trailer there selling spray cans so you can put your own graffiti on the cars. Of course we did!

Traveling thru Kentucky we stopped at the National Corvette Museum. In 2014 a massive sink hole opened up in the middle of the museum and swallowed eight corvettes. They have restored three, but five are on display as unrestored and still having the dirt on them as they were pulled up out of the sinkhole.

As travelers we can always find something to pertain to antique cars. On to planning our next trip...



Along Old Route 66 near Amarillo Texas, our campsite was a field in the middle of nowhere - just grass, windmills and this old car.



A collection of great old trucks lined the curvy mountain roads at Gold King Mine, Jerome, Arizona



A close up of a truck at Gold King Mine and an old rustic house on the hillside.



This old gas pump was at an outdoor BBQ stand in Page, Arizona



In the middle of a cornfield near Amarillo, Texas we left our mark at the Cadillac Ranch.



A small Texaco service station in the National Route 66 Museum



At the Museum, a Depression era truck is packed with family belongings as in "The Grapes of Wrath".



We enjoyed a fantastic view by a natural stone arch at the 330,000 acre Canyonlands National Park in Utah.



5 of the 8 rare Corvettes that fell into a 30 ft. sink hole which developed under the National Corvette Museum in 2014.



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Grand Opening of Lizza's  
Gulf Service Station at  
the intersection of Depot  
St. and Main St. Latrobe,  
PA. Photo taken in 1952.