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LEMON HOUSE

ALLEGHENY PORTAGE RAILROAD NATIONAL HISTORIC SITE

JOHNSTOWN, PENNSYLVANIA

U.S. Dept. of the Interior National Park Service

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HISTORIC STRUCTURE REPORT

THE LEMON HOUSE

ALLEGHENY PORTAGE RAILROAD NATIONAL HISTORIC SITE

PENNSYLVANIA

HISTORICAL DATA SECTION

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- National Park Service

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THE LEMON HOUSE

HISTORICAL DATA SECTION

ABSTRACT

The Allegheny Portage Railroad, conceived as a solution to the problem of linking the Pennsylvania Canal, or Main Line, from Philadelphia to Pittsburgh over the Allegheny Mountains, proved to be one of the engineering triumphs of the early 19th century in America. Travelers from around the world, and especially from England, visited and marveled at the railroad which carried trains some 36 miles between Hollidaysburg on the east and Johnstown on the west, by means of stationary engines at ten inclined planes, over a mountainous terrain barely settled when the railroad went into construction in 1831. For 20 years the Allegheny Portage carried the passengers, freight, and local coal across the mountain, serving to promote, on one hand, the national push westward to the frontier and, on the other, the state economy which benefited from the coal mining of Central Pennsylvania throughout the 19th century.

The Lemon House, erected around 1831, represented one of the earliest and few taverns to serve the railroad during its first years, as well as a local landmark and coal center for most of the time from its construction to the end of the 19th century. This history of Samuel Lemon and his family uncovers a broad spectrum of information on the railroad operations, the coal mining and shipping on the railroad and the gradual transition of the area with the demise of the Allegheny Portage Railroad in 1855. The information on the history of the structure itself, however, turned out to be skimpy and hypothetical at best.

INTRODUCTION

On August 31, 1964, Congress authorized the establishment of the Allegheny Portage Railroad National Historic Site, and the National Park Service subsequently assigned Historian Earl J. Heydinger of Hopewell Village to conduct six months of research on the history of the railroad and the structures associated with it. In 1967 Historian Benjamin Levy carried out further research on the Lemon House to complete an Historic Structure Report, Part I, a report which at that time covered rather general historical information.

Heydinger's extensive research notes (3 boxes full at the Lemon House) and both his and Levy's research reports supplied considerable groundwork data for the Lemon House Historic Structure Report programmed in the 1971 fiscal year (ALPO-H-2). In addition to the many sources from these historians' work, the research for this report covered in depth those records from the county courthouses and historical societies, local libraries, and state archives which pertained to the Samuel Lemon family, original builders of the stone tavern and owners of the house for over 75 years.

While considerable information was uncovered during this research on the history of the Lemon family's relationship to the Allegheny Portage Railroad and to the regional economic development, only a small fraction of the material could be added to what had already been established about the construction and use of the tavern.

My research in Pennsylvania took me to several depositories where I received both cooperation and assistance for which I am most grateful. My special thanks go to Mrs. Betty J. Mulhollen, Curator of the Blair County Historical Society, and Miss Martha Simonetti, Curator at the Pennsylvania State Archives in Harrisburg. For granting me an interview, for loaning me an early family postcard of the Lemon House and an 1893 family portrait in front of the Lemon House, and, finally, for providing me with interesting information concerning the Lemon family, my appreciation and thanks go to Joseph P. Gifford, great great grandson of Samuel Lemon.

I am grateful as well for the use of Mr. Heydinger's research notes on the Allegheny Portage Railroad, without which much of the the information concerning the structures at Plane 6, where Lemon constructed his tavern along the railroad route, would have had to be researched from the lengthy Canal Commissioners' reports, a task which would have been quite time-consuming and may have foreshortened other areas of research. I would also like to thank for their assistance and cooperation James Zinck, Superintendent of the Allegheny Portage Railroad National Historic Site, and Dan

Hostler, Management Assistant at the park, both of whom hope to have offices at the Lemon House in the near future.

For the careful editing of this report I would like to thank Barry McIntosh of the Washington Office; for her very fine first draft typing and her assistance in catching errors in the report, I would like to extend special appreciation to Kay Rousch of the Denver Service Center. Finally, I would like to give grateful acknowledgment to Miss Zbel of the Washington Office, who did an excellent job of typing this report in final draft.

I. ADMINISTRATIVE DATA SECTION

Name and Number: Order of Significance

The (Samuel) Lemon House, Structure No. 1, on Route 22 between Cresson and Duncansville, Pennsylvania, is classified as a second order significance structure.

Proposed Treatment of Structure

In order to interpret the primary theme of the Lemon House during the historical period, two rooms on the first floor--the two on the east of the front hall--will be restored to represent the tavern trade conducted at the house from the structure's erection ca. 1831 through the peak years of the Allegheny Portage Railroad. A bar room and parlor will be the proposed themes for the restoration of the downstairs rooms, while two rooms on the second floor will exhibit the sleeping quarters for the family, who lived at the house until 1848.

The remaining rooms on the first and second floors will be converted into offices and residential quarters, and the basement will be adapted for audio-visual purposes and for comfort stations.

II. HISTORICAL DATA SECTION

Historical Significance

The Lemon House, a prominent 2-story structure, erected ca. 1831 "in the wilderness" of central Pennsylvania, served for nearly two decades as one of the area landmarks, a busy tavern at the head of Plane No. 6 on the Allegheny Portage Railroad and, it appears, as the headquarters for one of the largest and most successful coal mining and shipping interests in Cambria County.

Samuel Lemon, owner and builder of the tavern, and reported discoverer and first developer of the E vein, or Lemon vein coal in the area, contributed in several ways to the nationally significant portage railroad which connected the Pennsylvania Canal from Philadelphia to Pittsburg by surmounting the Alleghenies with 10 stationary engines between Hollidaysburg on the east and Johnstown on the west. The contracts sealed between Lemon and the Commonwealth of Pennsylvania tied the history of the structure--Lemon's tavern, residence, and, presumably, his business headquarters--closer to the history of one of the most remarkable examples of engineering works known to this nation in the 1830s. Moreover, the stone tavern reflected (and still does) the nation's bold faith in the future of westward movement, as well as the local confidence in the future of the public works of the state of Pennsylvania.

Ownership, Construction and Use

In 1826 Samuel Lemon purchased 286 acres, 116 perches in Cambria and Blair Counties, and within a year had constructed a 2-story log house and opened an inn along the Northern Turnpike between Philadelphia and Johnstown.[1] His tavern, as the tax records show, did a good business, for it stood in the wilderness, on the summit of the Allegheny Mountains, where weary travelers in their Conestoga wagons found it convenient to stop and take shelter or refreshment. After four years in the tavern trade, Lemon had accrued sufficient wealth to finance the erection of a large

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1. Cambria County Deed Book 3, pp. 322-23, at Cambria County Courthouse, Ebensburg, Pennsylvania. See Appendices A, B, and C for information on the early history of Samuel Lemon and the land he accrued in 1826.

stone house, which not only was a notable landmark in his lifetime, but one that today remains a prominent feature of the landscape in the Cresson-Duncansville area of Pennsylvania.

The year Lemon erected his stone tavern at the head of Plane No. 6 on the Allegheny Portage Railroad cannot be definitely established from the available records, but evidence does suggest that it was completed by July 1832 when rails for the track were to be delivered at "Lemon's" on the summit.[2] It seems most likely that Lemon had for many years heard the plans of the railroad's engineers who visited the area to survey the land near his tavern, and that he had had a knowledgeable awareness of the route decided upon even before it received confirmation by Congress in March 1831. Nonetheless, there is also a good chance that Lemon waited until the final survey for the track, completed in July of 1831, before he located his site for the tavern at the head of Plane No. 6.[3] While the structure cannot be dated exactly, then, it can be justifiably presumed that it was erected sometime between the spring or summer of 1831 and the summer of 1832.

The Lemon family lived in the stone tavern throughout the heyday years of the Allegheny Portage Railroad, from its opening in 1834 to its gradual decline in the late 1840s. In 1847 Samuel Lemon, having become the richest man in his area and the second richest in the county, purchased a town lot and house in Hollidaysburg, the eastern terminus of the portage railroad, and moved his family there the next year. The Lemon House, however, remained in the Lemon family until 1907, the year Samuel Lemon Jr's widow sold it to Joseph A. Gray.[4]

The Cambria County tax records show Lemon's occupation as a tavern keeper until 1847, which conveniently collaborates with the information concerning the purchase date of his new home in Hollidaysburg. On the other hand, however, there is a possibility that Lemon continued to op-

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2. Research note taken by Historian Earl Heydinger with following citation: State Archives, W2, F4, Document #114, July 2, 1832. Although the catalogue system at the State Archives has been revised, this citation is sufficient to locate the original document.

3. William Bender Wilson, "The Evolution, Decadence and Abandonment of the Allegheny Portage Railroad," Annual Report of the Secretary of Internal Affairs of the Commonwealth of Pennsylvania, 1898-99, Part IV: Railroad, Canal, Navigation, Telegraph and Telephone Companies ([Harrisburg], 1900), 1.

4. See ibid. for contemporary and historical accounts on the railroad; see Appendices A and G for sources on the sale and purchase of land by Samuel Lemon and his heirs.

erate his tavern as an absentee owner after he moved to Hollidaysburg, for in 1852 the tax records again listed his tavern and coal bank for the first time in 5 years and the last time ever. Since 1852 is also the date that the Pennsylvania Commonwealth confirmed the plans to build a New Portage Railroad to avoid the inclined planes, it seems a likely date for Lemon to have relinquished his tavern business at the head of Plane No. 6 for good, and to have concentrated his efforts on the coal mining, which in that year won him higher revenues than in the 5 years prior.[5]

The Cambira County tax records also indicate that Lemon, at least for one year, 1848, set up a store in his stone house. Possibly Lemon wanted to arrange a transitory business which he could manage more easily while making the arrangements to move his family to Hollidaysburg, for a store never again received mention in Lemon's tax assessments.

Although no available records specifically name Lemon's residence and tavern as his headquarters for his extensive coal mining and shipping during the 1840s and '50s, the fact that the coal bank and a coal wharf both stood directly across the railroad track from the house as early as 1840 gives logical testimony to the supposition that Lemon did indeed operate his coal business from his home. (See 1840 map in illustrations.) Moreover, it seems likely that the Lemon house continued to serve as an office base, at least for the mine manager, after the Lemon family moved to Hollidaysburg, merely on account of its convenient proximity to the coal bank.

Whatever the use of his stone house after 1848, Lemon, or his sons, found it desirable to construct a 3-story stone wing on the east side of the structure sometime between ca. 1860 and 1878, according to the technical observations of the National Park Service's historical architect, Norman Souder, and the lease of 1878 which clearly marks the wing. Whether this addition to the house was for business purposes, for residential purposes, or, as late as the 1870s, for summer resort and board purposes, cannot be determined from documentary evidence. The date of its construction, however, might be further pinpointed by the architect's continuing examinations of the available physical clues on site.[6]

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5. Record of Assessments, 1841-47, Cambria County, Cambria County Courthouse; Wilson, p. xciv.

6. Information from Architect Souder during telephone conversation, 9/71. See historical data on owners of the Lemon house for information concerning the use of the house after the tavern closed and the Lemon family moved to Hollidaysburg. See 1878 sketch in illustrations which shows wing construction on house.

Historic Grounds

The available contemporary information concerning the Lemon house grounds during the historic period from 1830-1852 comes from contracts between Lemon and the Commonwealth, Canal Commissioners' reports, and two maps, dated 1840 and 1850, tracing the (Old) Allegheny Portage Railroad. Together these sources name several features of the grounds but fail to supply their location, thereby leaving considerable room for speculation. Some of the answers for the questions that so arise possibly can be found in the Pennsylvania Railroad's 1878 lease sketch of the grounds which might well have been copied from an earlier document, considering the one acre, 141 perches in ejectment was "formerly a part of the Allegheny Portage Rail Road." It seems quite likely, moreover, that the Pennsylvania Railroad Company merely traced and then made its additions to an 1857 document drawing which must have accompanied the legal papers executed when the company purchased the Pennsylvania Main Line on June 25 of the year.[7]

Structures:

1. Engine House
2. Dwelling House

To house the stationary engines and their engineers, the Board of Canal Commissioners ordered the construction of engine houses and dwelling houses at each of the 10 planes, and, according to official reports, both of these structures had been completed at the head of Plane No. 6 by 1834, the year the Allegheny Portage Railroad opened for service.[8]

The map of 1840 by Strickland Kneufs, showing the inclined planes of the Allegheny Portage Railroad, locates only 2 structures other that "Lemmon's tavern", one of which is clearly the Engine House; presumably, the other small structure located to the southwest of the engine house is the engineer's dwelling. Although other structures as early as 1837 stood near Lemon's tavern (a spring house and Paul Ross' cabin, to be discussed below), the Commonwealth's 1840 railroad survey no doubt covered only state-owned or related structures.

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7. Wilson, p. xcv. The author attempted to trace the legal papers for the sale of the railroad with the Pennsylvania Railroad Co., but to no avail. See illustrations for 1878 sketch.

8. Two research notes by Heydinger cited, Canal Commissioner's Register, 1834, p. 1508, W2, a5, (Pa.) Archives; Auditor General Book, 76-13, Index, p. 201, Land Office, Harrisburg.

While the map of 1850 does not help to establish the location of the dwelling house, the 1878 lease sketch marks and labels the foundations of the "State House"--the Commonwealth's nomenclature for its buildings in the 1850s--in the same location as the map of 1840 indicated a structure. The dwelling house, then, as the only definitely established state-owned structure other than the engine house to be built at the head of Plane No. 6, most likely stood in the site discussed above. Moreover, according to surveys of the grounds, the stone foundations under the modern barn standing on the Lemon property today date to the historical period and possibly they are the same foundations that were indicated for the state house in the 1878 sketch. (See also Storm's sketch of Plane No. 6, which, although painted from memory many years later (1890s), gives an idea of the type and size of the building presumed to be the dwelling house.)

3. Spring House
4. Paul Ross' Cabin

According to the contract of 1837 to supply water for the Engine House at the head of Plane No. 6 (see Appendix D), somewhere south of Lemon's "Mansion House" stood a spring house and a "cabbin wherun Paul Ross now resides." The exact location of these structures could not be determined from the available documents, and archeological surveys would be required. Presumably the two buildings stood on the east side of the road that passed directly north and south of the east side of Lemon's tavern, for the only contemporary map--that of 1850--which shows more than two structures on the Lemon property, places them east of the road and south of the railroad.

5. John Flick's Father's House

Apparently John Flick hitched and hauled cars for the Allegheny Portage Railroad for seven years (1835-42), and, for a part of this time, he lived at his father's house at the head of Plane No. 6.[9] Although this account has not been confirmed, nor the location for the Flick house established, the map of 1850 leaves room for 4 unidentified structures, one of which could have been this house. Possibly, then, the 1850 map shows the 4 structures mentioned above, all of which stood to the southwest of the easily identified engine house.

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9. As cited by Heydinger, John Alexander Caldwell, Illustrated Historical Combination Atlas of Cambria County (1890), p. 21. This book can be found at Hoenstine's rental library in Hollidaysburg.

6. Log Cabin in Storm Sketch

Although the log cabin which stands to the north of the railroad track, and west of the engine house in Storm's illustration of Plane No. 6 does not receive mention or notation of any kind in the available contemporary accounts, there is some possibility that this structure did exist based on the knowledge that Storm as a painter attempted to depict to the very best of his memory the historical scene.[10] If it did stand, however, the log cabin no doubt was related to Lemon's coal mining operations, as the coal shaft also was located on the north side of the railroad track. There is some justification that the cabin would not have appeared on the 1840 map as that one showed what appears to be only state-owned structures, and possibly by 1850 the structure no longer stood, or was no longer in use. The hypothetical nature of this log structure, however, makes it very difficult to interpret as part of the historic grounds.

7. Large Shed
8. Stable

Even more hypothetical, however, to a discussion of the historic grounds at the head of Plane No. 6 is a large shed built by the Commonwealth in 1851 "near Plane 6."[11] Whether or not the "near" describes the head, foot, or plane area from Plane No. 6 head to foot cannot be determined by the available documents. The 1878 lease sketch, the latest specific record of the structures near the Lemon house, does indicate, however, that a stable stood at the head of Plane No. 6, to the left of the state house foundations, which might possibly have been the shed described, although the structure does not appear to be large in the

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10. Wilson, p. xl.; According to a clipping from an Altoona Tribune (no date) owned by Mr. and Mrs. George Gifford, George Storm, born in 1830, lived much of his childhood in the area of the railroad, and traveled often as a passenger in its cars. Until 1888, Storm pursued his drawing and painting skills with a dilettantism which won him considerable acclaim. Finally, he settled in Harrisburg and devoted his full time to painting, at which time he was commissioned to do the sketches for the Wilson article on the history of the Allegheny Portage Railroad. He apparently revisited the historical sites of his childhood often to try to preserve the past as accurately as possible.

11. Heydinger citation: Report 1851, Document #56, Statement #4, W2, c14, Pa. State Archives, Harrisburg.

drawing. On the other hand, the stable, it would seem, must have been a necessary part of the historic grounds, as Lemon always owned an average of 3-5 horses, and 3-4 head of cattle, and would have needed a stable to house them. In addition, since he owned a carriage in 1848, it is likely that this stable would have been in the vicinity of the house proper.[12]

Plantation: Other than the numerous accounts in the Canal Commissioners' reports about the heavily forested nature of the Allegheny Mountain, the plantation surrounding the Lemon tavern received no specific mention in the contemporary documentation. The Canal Commissioners did authorize the clearing of these woods on either side of the track for 60 feet, which of course applied to the area running in front and to either side of Lemon's Tavern.[13]

It is certain, however, that somewhere on his 286 acres Lemon had cleared some acreage for farming, for in the 1840 census one member of the Lemon family was engaged in agriculture.[14] Since Cambria County did and does not have an inviting terrain and soil for farming--most of the geography could be described as elevated and mountainous with an irregular and rolling surface, furrowed by deep and precipitous ravines[15]--the Lemon family probably raised crops specifically to serve the needs of the tavern trade and not to sell for profit. It seems possible that the only existing description of the Lemon grounds and its capacity for agriculture as set down in an 1899 deposition of John Kephart during a dispute among Samuel Lemon's heirs would be generally applicable to the historic period:

> All of the land I have seen could be made good farm land for the raising of grass, oats, corn, potatoes and summer crops, not good for winter grain. It would make a very good stock farm. I think wheat

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12. The information on Lemon's livestock comes from the Cambria County tax assessments, all of which can be found in the courthouse in Ebensburg. For the years to 1835, Lemon was listed in Allegheny Township, and those through the remaining years of the historic period in Washington Township.

13. Because of the tall heavy timber of the mountain, the Commissioners felt that in order to assure the safety of the cars and passengers from falling trees, they should buy and clear 120 feet of ground the whole length of the railroad. Wilson, p. li.

14. Washington Township, Cambria County, 6th Census, 1840, vol. 7, on microfilm at Pa. State Archives, Harrisburg.

15. Daniel Rupp, The History and Topography of Dauphin, Cumberland, Franklin, Bedford, Adams, Perry, Somerset, Cambria and Indiana Counties (Lancaster City, 1848), p. 575.

could be raised there, but am inclined to think the climate is too cold and am of opinion it would freeze out....The ground lays well enough, it is rolling land, but not hilly, although it lays high.[16]

Miscellaneous Features

1. Coal Mine and Coal Wharf

Both the coal mine and coal wharf at the head of Plane No. 6 appear on the map of 1840 and the 1878 sketch of the grounds. They both were located to the north of the track, just across from Lemon's front door. There is a possibility that an archeological probe would turn up evidence of the coal wharf, as well as give more information on the exact location of the coal mining entrance and its dimensions. The mine entrance reportedly was covered over by the Roberts family in the 1950s, and written details on its prior characteristics do not seem to be in existence.

The Cambria County tax records give clear evidence of Lemon's long and profitable mining of the E vein coal, the vein which presumably received Lemon's name because of his early and extensive exploitation of this level of coal. Today another Lemon mine entrance--it has not been established how many there were--is visible to the south of the Engine House remains. This entrance apparently is large enough to drive a car into. While there are ready possibilities here for an interpretation of Lemon's coal mining and its relationship to the Allegheny Portage Railroad, there are also potential dangers to the visitor which should be considered with the restoration planning for the Lemon House grounds.[17]

2. Fences

According to an advertisement placed in the Ebensburg Sky on April 24, 1834, contracts were to be let to construct fences around "the lots

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16. The dispute mentioned above is discussed in the section, "Samuel Lemon and Heirs in Hollidaysburg," in the following historical data background on the Lemon house owners. The legal papers concerning this matter are in both the Cambria County Courthouse and the Blair County Courthouse. This author transcribed the depositions from the former courthouse collection in the Register of Wills Office, No. 6119, Orphan's Court.

17. The information on the coal entrance was supplied by Architect Norm Souder in one of many telephone conversations on the Lemon House and grounds.

attached to the houses at the head and foot of several inclined planes." Although no contemporary sources give any details on the fencing at the head of Plane No. 6, Storm's depiction of the scene suggests the probable construction of fences not only around the state-owned property, but around Lemon's front yard as well. The earliest photographs showing the front yard, moreover, continues to show fencing around the yard.[18] (See illustrations 3 and 4.) And the sketch of 1878 also indicates that fences possibly from the historic period still enclosed the Plane 6 structures.

3. Wells and Cisterns

While the Commonwealth's records show that a well was dug on the property, presumably near the engine house, in 1833, and that a cistern was installed in 1851, also for railroad purposes, the locations of these water supplies have no documentation in the available records.[19] Considering the large visitation Lemon's tavern received, as well as the large household he maintained, a well must have also stood close to the house, near one of the entranceways, there being three on the front (even without the wing addition), and one on the ground level to the rear of the house. The undated but earliest photograph as mentioned above shows a well directly in front of the main entranceway, which location generally collaborates with the Storm painting's depiction, and is, therefore, possibly the historic house well site.

4. Roads

Even after Lemon moved his tavern to the head of Plane No. 6 to cash in on the railroad trade, his house was only several hundred yards from the northern turnpike from Hollidaysburg and Johnstown. Whether he carried on any trade with the travelers along the road cannot be determined, but it seems very likely that Lemon received his supplies for the tavern by wagon deliveries to his back ground-floor door which led to the basement, a convenient storage area.[20]

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18. Illustration 4, taken from a postcard postdated 1903 in the possession of Joseph Gifford, has not been dated. The costumes of the people standing on the porch did not show up in sufficient detail to be analyzed by a period costume expert at the Smithsonian Institute. The photograph could be from the 1890s or possibly even earlier, as on occasion old family portraits--as this picture appears to be--were used for postcards.

19. Heydinger citations: Pa. Senate Journal, Appendix to Vol. 2, 1835-36, p. 73, State Library, Harrisburg; 1851 Report, Document #56, Statement #4, W2, c14, Pa. Archives.

20. According to an 1849 boundary survey, the turnpike route passed closer to Lemon's tavern during the historic period than does Route 22 today. See the illustrations for a sketch of the survey drawing.

Another road which today is the rural route north to Gallitzin, passed just to the east of the house and traveled north from the Northern Turnpike as early as 1840 (see map of 1840). Although time did not allow a search into county records to establish a construction date for this road, it probably did not preceed the erection of Lemon's stone tavern, ca. 1831. In fact, it seems possible that the close proximity of the road to the tavern had its origin with a planner's realization that Lemon's would meet the considerable demand in the area for tavern facilities just prior to and after the opening of the Allegheny Portage Railroad.

5. Stone Quarry Trace

When making a walking tour of the Lemon House grounds today, the visitor can see the trace of a stone quarry which the sign says once supplied the stone blocks for the Allegheny Portage Railroad track. Although no documentation to support this statement turned up in the Commonwealth records concerning the portage railroad, it seems likely that the stone, so abundant in central Pennsylvania, was also present on Samuel Lemon's property for the use of his stone tavern as well as the railroad.[21]

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21. Charles M. Stotz, in his book The Architectural Heritage of Early Western Pennsylvania, noted that "Much of the stone used in early building was accumulated when the fields were first cleared for cultivation, and natural quarries . . . [were found] in many loose ledges and outcroppings . . . Almost every stone house illustrated in this book [the Lemon House is one of them] was built of stone . . . [from the] owner's farm or immediate vicinity.", p. 25.

III. HISTORICAL DATA ON OWNERS OF LEMON HOUSE

Samuel Lemon as Pioneer Settler

Samuel Lemon perhaps had been inspired by tales about his adventuresome grandfather, John Lemon, soldier both in the Revolutionary War and in the Indian Wars of the Northwest, or about his father, Neal, who had enlisted in the War of 1812, when he set out himself in 1826 for the wilderness of Cambria County, Pennsylvania.[1] Still a young man at 31, Samuel elected to cut his roots with his native county of Huntingdon, to take Jean Moore of the county as his bride, and to try his hand at pioneer living as a tavern keeper.[2] In August of 1826 he purchased the land warranted to Thomas Bond in 1784 and owned and settled by David and Margaret Williams. The 286 acres and 61 perches lay in Allegheny

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1. The skimpy information gathered on Samuel Lemon's descendants comes from A Brief History of the Yeager, Buffington, Creighton, Jacobs, Lemon, Hoffman and Woodside Families and Their Collateral Kindred of Pennsylvania (pp. 196-201), by James Martin Yeager, who did research on John Lemon as the great grandfather of Mary J. Creighton Yeager. (According to the call number of this book in the Library of Congress, the author apparently published his own work privately in 1912.) Mr. Yeager cited War Department records as the source for his findings on John Lemon's birth in Ireland, his migration to America in 1775 at age 14, his subsequent enlistment that year in the 12th Pennsylvania Regiment, and his participation in numerous Revolutionary battles and Indian wars. Benjamin Levy covers most of this family history in his Lemon House and Coal Mine, Allegheny Portage National Historical Site, Historic Structures Report, Part 1, Historical Data, Washington, D.C., U.S. Department of Interior, 1969, pp. 3-4. More extensive research on the early Lemon family in the Pennsylvania Archives would have required too much time, as the list of Lemmons and Lemons ran into the 40s. For example, a cursory search in the 3rd series of the Pennsylvania Archives turned up with John Lemmon (Lemon) in four different counties.

2. The 7th Census, 1850, volume II, in the Pa. Archives in Harrisburg listed Samuel as 54 years old. His obituary in the Cambria Freeman, March 7, 1867, p. 3, however, said he died at 72 years old, which would have made his birth date in 1795, and his age 31 in 1826. Information on Jean Moore in Yeager, p. 211. The actual date when Samuel migrated west is unknown, as is the date of his marriage. The writer of his obituary in 1867, however, gives a strong implication that Samuel had already moved to Cambria County before he purchased the land. See Appendix C for obituary.

and Summerhill Townships along the eastern border of Cambria County on the summit line of the Allegheny Mountains, and, most importantly, it touched on the well-traveled Northern Turnpike running from Hollidaysburg west to Johnstown. Samuel paid $860.00 outright for the property, so making an auspicious and indicative beginning to his long career as a successful businessman.[3]

Before Samuel Lemon purchased his tract, however, the Commonwealth had already sent surveyors to the area to search for a "navigable communication between the Allegheny and Susquehanna rivers, across the great ridge which divides the east and west waters of the state."[4] The plan to extend the proposed Pennsylvania canal across the mountains had resulted in the following description of Samuel Lemon's future land and vicinity:

> From the Allegheny mountain at or near to Blair's Gap [near to Lemon House], and in the neighborhood of the headwaters of the Juniata and Conemaugh, . . . there is a ridge which may be considered generally, as the dividing summit in that direction between eastern and western waters. This ridge passing through an unsettled country, thickly covered with timber, and hitherto little explored or known, had never (it is believed) undergone a careful examination on both sides of it.[5]

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3. See Appendix A for a chain of title on the property from 1815 to the present, as found in the Recorder of Deeds Office, Cambria County Courthouse, Ebensburg, Pa. The original warrant surveyed in June 1788 as part of Bedford County, was not returned until May 1, 1834, when Joseph Lemon, as patentee, had the land resurveyed and recorded in the Commonwealth's Land Office. Survey copied in Bedford County, Book D, p. 297, and recorded in Volume H, No. 32, p. 615, Land Office, Harrisburg, Pa. The "Joseph" must be an error by the recorder, as Samuel Lemon owned the land in 1834. See Appendix B for description of land as recorded in 1788 and 1834. The deed from Robert Lyan to David Williams in 1815 specifically states that David Williams at that time was already occupying the tract. See appendix A for citation.

4. "Report of the Canal Commissioners, Transmitted by John Seargeant, President, February 3, 1826," in Samuel Hazard, ed., The Register of Pennsylvania Devoted to the Preservation of Facts and Documents and Every Other Kind of Useful Information Respecting the State of Pennsylvania, Vol. 4, No. 19, p. 289. Herein cited as Hazard, The Register of Pa.

5. "First Report of the Canal Commissioners, submitted December 30, 1825," in Hazard, ed., The Register of Pa., Vol. 4, No. 15, p. 234.

Whether Samuel Lemon knew of these surveys and suspected that the great traffic from Philadelphia to Pittsburgh would someday pass through the land around Blair's Gap, and whether the information helped motivate him to purchase the Bond tract is left to speculation. What Samuel would have been confident of, however, was the fact that his tavern trade on the highway east and west between Hollidaysburg and Johnstown would suffer little from competition in the area.

In the same year Lemon purchased the land in Cambria County, he appeared on the tax records as an innkeeper, earning a yearly valuation of $219, which, for the Allegheny Township assessment, was below the average income. He had, according to the tax record, cleared 20 acres of land, and acquired one horse and two head of cattle. But his modest beginnings transformed in fast order into a booming tavern business with a capital gain, according to his reminiscing obituary writer, "enough to make himself and his lady comfortable for life." Although the early tax records reveal only a gradual escalation in Samuel's yearly valuation--in 1827, it was $374; in 1828, $375; in 1830 and 1831, it had climbed to $550--he apparently never was at a loss for customers in the area he built his tavern.[6] Indeed, from all accounts available, Lemon's tavern stood as a landmark in a sparsely populated area. To verify this, one need only read contemporary accounts, beginning with a fragment of the vivid recollection evoked by Samuel Lemon's obituary writer, who made every indication by the tone and detail of his description that he himself had stopped frequently at Lemon's:

> This was the era of the Conestoga Road Wagons . . . Often the number of these wagons, in a single night, at "Lemon's" would be as high as 50. They would adjust the "feed trough" on the tongue of the wagon, prepare it full of "chop feed," secure the horses to it, unswing their own beds from the wagons, carry them to the bar-room, and after a bountiful supper, they would regale each other with stories of the road, and an occassional song, and retire to rest. (See Appendix C)

Although the obituary writer interchanged the use of tavern with inn to describe Lemon's "unpretending two-story log house" on the turnpike, all the available contemporary accounts, except one--the tax record of 1826, which listed Lemon as an innkeeper--referred to Lemon's as a tavern. Starting in 1827 and continuing annually until 1847, the tax records assessed Lemon as a tavern owner, in clear contrast to others

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6. Record of Tax Duplicates, 1808-1840, Cambria County, Cambria County Courthouse, Ebensburg, Pennsylvania. Until the establishment of Washington Township in 1834, Samuel Lemon was listed under Allegheny Township, Cambria County. See Appendix C for full account and citation of the obituary notice.

listed as innkeepers; and, too, when mentioned in local newspapers or in state records, Lemon's was always referred to as a tavern.

In a random search in the Ebensburg Sky, at least one reference to Lemon's tavern turned up, when Michael Doyle advertised the loss of a stray cow from his home "near the tavern of Samuel Lemon."[7] The tavern, however, received more frequent and more significant mention as a landmark in the reports of the state-appointed surveryors who from 1827 were seeking a portage route (as opposed to a canal route) over the Allegheny Mountains.[8] In his detailed and extensive report to the Board of Canal Commissioners in 1828, concerning various options the state had for the portage line, N. S. Roberts described one of three routes east from Sugar Run Gap as crossing "the turnpike road about half a mile east of Lemon's tavern."[9] The next year Moncure Robinson, in his report to the Board of Commissioners, used the Lemon tavern as a point of reference to discuss both the surveys that he had considered and the one he had selected to recommend as "the most eligible." The latter was a line that crossed the mountain "immediately north of Samuel Lemon's tavern."[10] Finally, another survey authorized in 1830 and carried out by S. H. Long in that year described the proposed route over the mountain as: "thence pursuing a course westward of the summit, about 1 1/4 miles, to its intersection with the turnpike, which it crosses at about the same distance from Lemmon's tavern."[11]

Thus, already the owner of a local landmark and prosperous tavern in 1830--according to the tax assessment for that year, his income had

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7. Ebensburg Sky, May 16, 1833, p. 3, at Cambria County Historical Society.

8. Canvass White, Esq., made the first survey, but did not mention Lemon's tavern. "Report of the Engineers Appointed to Survey the Allegheny Portage, December 18, 1830," in Hazard, ed., The Register of Pa., Vol. VI, No. 21, p. 323.

9. "Report on the Survey of various routes for a portage across the Allegheny Mountain by N. S. Roberts, Engineer," in Hazard, ed., The Register of Pa., vol. III, no. 18, (May, 1829), p. 290.

10. "Report of Moncure Robinson, Principal Engineer upon the Allegheny Portage, to the Board of Commissioners of the State of Pennsylvania," in Hazard, ed., The Register of Pa., Vol. 5, No. 7 (February, 1830), p. 97.

11. "Report of the Canal Commissioners to the Governor, submitted December 15, 1831," in Hazard, ed., The Register of Pa., Vol. 8, No. 27, p. 427. "Report of S. H. Long to the Board of Commissioners, submitted February 28, 1831," in Hazard, ed., The Register of Pa, Vol. 7, No. 15, p. 228.

passed above the average for his township--Samuel could also entertain hopes that the Commonwealth would decide to route the Allegheny Portage Railroad across his property. Indeed, a man with his astute business sense and with his central locality in an area described as "the depth of the wilderness" as late as 1832,[12] Samuel had likely picked up sufficient information on the probable route to have decided to build a substantial two-story stone tavern along the Allegheny Portage road even before the Commonwealth legally authorized the commencement of the track in March of 1831. But, at the same time, in order to assure the benefits his stone tavern would receive from the railroad trade, Samuel might well have waited for the official survey for the track, which was completed by July 1831, before he commenced the construction of his new tavern.[13] Samuel Lemon's subsequent association with the Allegheny Portage Railroad helped to establish him as one of the wealthiest and most prominent men in Cambria County, and his stone tavern as one of the historic sites long remembered in local tradition.

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12. "Report of the Canal Commissioners of Pennsylvania to the Governor, submitted December 6, 1832," in Hazard's Register of Pa., Vol. 10, No. 25, p. 387. (Beginning with Volume 10, the title of this series changes slightly to become Hazard's Register dropping the Samuel Hazard, ed.)

13. William Bender Wilson, "The Evolution, Decadence and Abandonment of the Allegheny Portage Railroad," Annual Report of the Secretary of Internal Affairs of the Commonwealth of Pennsylvania, 1898-99, Part IV: Railroad, Canal, Navigation, Telegraph and Telephone Companies ([Harrisburg], 1900), 1. In the introduction to this lengthy and detailed report, it is explained to the reader that Wilson's history of the construction of the road is "probably the best article that has ever been prepared on the subject, and reflects great credit upon the writer."

Samuel Lemon and the Allegheny Portage Railroad

Samuel Lemon capitalized fully on the opportunities which arose when the Commonwealth routed the Allegheny Portage Railroad through his land in the early 1830s. Within a decade from the first construction contracts for the railroad in 1831, Lemon had become the second wealthiest taxpayer in Washington Township, Cambria County, having successfully managed and operated his tavern at the head of Plane No. 6, having profitably contracted with the railroad to supply water, horses, and coal, and having discovered, mined, and shipped coal from the most extensive E level deposit uncovered in Cambria County--the Lemon vein.

Samuel Lemon, Tavern Keeper: Almost every writer who has discussed at any length the history of the Allegheny Portage Railroad or of Blair of Cambria County has made mention of Samuel Lemon and his stone tavern along the trace of the portage road.[1] In fact, the house still represented such a local landmark at the turn of the century that the Cresson Pharmacy printed a postcard entitled, "Old Stone House," which undated is possibly the earliest photograph of the structure. (See illustrations) And even today the memory of Samuel Lemon's prominence in the vicinity is quickly evoked by the impressive stone structure which stands in bold contrast to the overall architecture of the Cresson-Duncansville area.

As has been mentioned earlier, no information has ever been located in original sources to determine the exact construction date of Lemon's tavern at the head of Plane No. 6, but it seems very likely that he started building during the summer of 1831 after the final decisions and surveys for the route over the summit had been completed, and that he saw it finished by July of 1832 when "Rails, etc." for the railroad

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1. See Blair County Historical Society, Blair County's First Hundred Years, 1846-1946 (Altoona, 1945), pp. 165 and 134; Cambria County Historical Society, Sesquicentennial of Cambria County, 1804-1954 (Ebensburg, 1954), p. 31; Robert McCullough and Walter Leuba, The Pennsylvania Main Line Canal (Martinsburg, Pa., 1962), p. 131; Lynn Griffith, "The Allegheny Portage," n.d. (paper xeroxed in files of Lemon House), p. 18; Mahlon J. Baumgradner and Floyd G. Hoenstine, The Allegheny Old Portage Railroad, 1834-54, privately printed, 1952, p. 5; Henry Wilson Storey, History of Cambria County, Pennsylvania I (New York, 1907), p. 349.

were to be delivered at "Lemon's" on the summit.[2] Certainly Samuel Lemon was well aware of the potential market to be cornered by relocating his tavern nearer to the railroad workers and planners, supply deliverers, and curiosity seekers who descended on the summit near Plane No. 6 in 1832, and, too, that his business would swell as the railroad track, water wells, fences, and structures ordered for each of the plane heads reached their completion in the early part of 1834.[3]

And yet while the tax records for the years 1831-34 show a gradual rise in Lemon's income in proportion to the other taxpayers in the county, his tavern trade faced ever-growing competition from the individuals gathering "where the railroad crosses the turnpike near the Summit," which location eventually became known as the Summit, and then Summitville, and, finally, Cresson. In December 1832 John Carland offered for sale 103 acres of first rate wood land "situated where the Rail Road crosses the turnpike near the Summit, and below the Engineer's Office."[4] By February 1833, less than three weeks later, the Ebensburg Sky mentioned a post office at the Summit, indicating that Summit had already begun to be an administrative center for the railroad.[5] In December of 1833

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2. See Part III, Samuel Lemon as Pioneer Settler, footnote 12, for citation regarding Board of Canal Commissioners' decisions and resolutions in the planning of the portage route. The reference to the rail delivery at Lemon's comes from a research note made up by Park Historian Earl Heydinger, who cited Pennsylvania State Archives, W2 F4, Document #114, July 2, 1832. This reference stems from a catalogue system which presently has been revised, but the old cataloguing method has been kept as an aid to the new.

3. At Plane No. 6 workers were needed to clear the trees 60 feet on each side of the center of the road, to construct fences around the property purchased by the Commonwealth, to dig a well to supply water for the stationary engines, to lay and grade the track, and to construct the engine house and other buildings authorized for that location. (The number and function of the other buildings have not been definitely determined. See section on the historic structures in the Historical Data Section.) Wilson, pp. li and lix; Ebensburg Sky, April 24, 1834, p. 3; Pennsylvania Senate Journal, Appendix to Vol. 2, November 1, 1833 (Heydinger note); Canal Commissioners' Register, 1834, Pennsylvania Archives, W2 a 5, p. 1598 (Heydinger note); Samuel Jones, Superintendent of the Allegheny Portage Rail-Way, reported that the road was formally opened for public use on March 18, 1834. "Report of Samuel Jones . . . November 1, 1834," in Hazard's Register, Vol. 15, No. 21, p. 321.

4. Ebensburg Sky, December 27, 1832, p. 3.

5. Ebensburg Sky, February 14, 1833, p. 2, as copied by Heydinger. In 1839 John Snodgrass, Superintendent of Motive Power for the railroad, requested that Morgan & Co. direct their letters to him care of the Summit Post Office. Folder 15, Box A-1, Allegheny Portage Railroad Collection, Blair County Historical Society, Altoona, Pennsylvania.

the same newspaper reported a meeting had been held that month at Denlinger's--a tavern at the summit--to make preparatory arrangements for suitably celebrating the completion of the Allegheny Portage Railroad.[6] And by 1834 the Commonwealth had down on record that "a riggers loft for the storage of ropes of the inclined planes is built on the summit of mountain where the railroad crosses the turnpike--at this point, smith and carpenter shops are to be built also." In addition, a machine shop had been constructed close by the Rigger's loft.[7]

The excellent location and the combination of the railroad, tavern, and postal accommodations quickly made the Summit a promising site for commercial adventures. Within seven months after the railroad opened, two ambitious competitors of Samuel Lemon's printed the following advertisement in the Pittsburgh Gazette: "Summit, Cambria County, written from the spacious house of Jones and Thompson located on the Allegheny Portage Road and Pittsburgh and Philadelphia Turnpike, serving or hunting for woodcock, partridge, bear, deer, squirrel plus fine trout fishing in Conemaugh."[8] It was probably this very house which "J.H.B." described in December of 1834 for fellow citizens of West Chester, near Pittsburgh:

> When you get to the very summit of the mountain, at the point where the northern turnpike is crossed by the rail way, you come at once upon a large and commodious hotel--and near to it a frame building still larger, which the state has erected for her warehouse and riggers loft, in the midst of this solitude.[9]

But Samuel Lemon no doubt appreciated the convenience that went hand in hand with the commercial development of the Summit. For example,

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6. Ebensburg Sky, December 19, 1833, as originally cited from Thomas J. Chapman, The Valley of the Conemaugh (Altoona, 1865), and then copied for research notes by Heydinger. In August of 1834 the State granted William Denlinger the right to place water pipes under the railroad track "at his tavern on the Summit." As copied by Heydinger from Canal Commissioners' Register, 1834, Archives, p. 1578, W2 a 5 (his citation).

7. As copied by Heydinger from Pennsylvania Senate Journal, Appendix to Vol. 2, 1834-5, p. 11, and Canal Commissioners' Journal, 1834, Archives, W2 a 5.

8. As copied by Heydinger from the Pittsburgh Gazette October 7, 1834, p. 2, c3.

9. J.H.B., "Improvement," West Chester Democrat, December 7, 1834, as reported in Hazard's Register, Vol. 14, No. 25, p. 406.

he was able (when need be) to send his man, Mathas Post, to William A. Cambell's store on the Summit to purchase such dry good items as sugar and coffee.[10] And judging from contemporary reports, the traffic along the Allegheny Portage was so heavy that Samuel could never have accommodated all the passengers at the summit by himself.[11]

The flood of passengers and freight which traveled between Philadelphia and Pittsburgh during the Pennsylvania Canal's first two years in operation was prompted in part by an active promotional program on a local and state-wide level. Samuel Hazard in his Register of Pennsylvania printed a variety of newspaper articles and official reports which lavishly vouched for the speed and ease of the journey across the state, and gave dramatic testimony to the popularity of the Allegheny Portage Railroad. Foreign visitors as well spread the word about the portage railroad in their published travel accounts. This publicity both directly and indirectly promoted buisness for Samuel Lemon's tavern.[12]

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10. William A. Cambell, Merchant, Daybook, Summit, July 17, 1835 - November 10, 1835, Box A-9, Folder 1, Allegheny Portage Collection, Blair County Historical Society. Samuel Lemon was on account for July 4, August 31, and September 9 and 25. Samuel most likely raised his own farm products for the tavern's tables. In 1840 the census listed one member of his family in agriculture (and six in mining). 6th Census, 1840, vol. 7, on microfilm at Pennsylvania State Archives.

11. On November 1, 1834, Samuel Jones, Superintendent of the Allegheny Portage Rail-Way, reported that since the opening of the road on March 18, "the transportation has remained almost uninterrupted . . . The transportation . . . east and west, has been very extensive considering that this is the first season." Jones' Report as printed in Hazard's Register, Vol. 15, No. 21, p. 321. In the next volume, Hazard's Register noted: "A letter from an Engineer on the Pennsylvania Canal, states that the travelling over the Portage railroad, of passenger cars during the last year has been 600,000 miles." Ibid., vol. 16, No. 20 (Nov. 1835), p. 320. In 1836 traffic west from Hollidaysburg for the month of April to October alone climbed to 15,747 plus 2,824 emigrants in burden cars. As cited by Heydinger: State Library, Pa. Senate Journal, Appendix to Vol. 2, Allegheny Portage Report, 1836-7, Report #8.

12. The roll-call of persons who left written descriptions of their journeys over the Alleghenys on the portage railroad includes such famous individuals as Charles Dickens and David Stephenson, a prominent English engineer of his day. Others left their articles unsigned, but made such explanations for their literary endeavors as: "having experienced great pleasure and astonishment at what I saw, and what we Pennsylvanians possess, I have been induced to give you a hasty sketch. . .and for no other object than to promote the intercourse between Philadelphia and Pittsburgh." [sic] "Jaunt from Pittsburgh to Philadelphia," Philadelphia Gazette and Intelligencer, as printed in Hazard's Register, Vol. 15, No. 26, pp. 414-15. Charles Dickens, American Notes and Pictures from Italy (London, 1957; originally published,

One of the earlier accounts of the portage railroad was written by a local eye-witness who "had an opportunity of seeing the engine at plane number six, near Lemon's [sic] tavern in full operation," and who marveled at the changes it would bring to travel over the mountain. Recalling a few years prior, he wrote, "Then the mountain was surmounted with great difficulty by a steep and rugged road . . . Then, the heavy teams labored long and arduously to bring up a light load, now immense burdens can glide swiftly up under the almost magical influence of steam."[13]

While many of the writers who traveled on the railroad mentioned their dining or spending the night on the summit, few made specific enough descriptions to identify Lemon's tavern from others on the summit. Philip Holbrook Nicklin, however, having made the trip over the portage road, depicted what might have been the Lemon tavern, although the location on the summit level seems questionable: "the length of the road on the summit of the mountain is one mile and five eighths, and about the middle of it stands a spacious and handsome stone tavern."[14] Since the Lemon tavern stood on the eastern end of the summit level, at the head of Plane No. 6, this reference cannot be definitely attributed to the Lemon House.

Even though Lemon's tavern did not appear by name in the numerous travel accounts during the first years of the portage railroad, the tax records speak for the handsome profit he made from the traffic over the road. In 1835 the first year after the railroad opened and the year the second track was completed, some 25,000 passengers traveled over the line, and the valuation for Samuel Lemon's tavern in the tax assessments doubled from $75.00, in 1834, to $150.00, helping to make him one of the

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1843), p. 153. David Stephenson, Sketch of the Civil Engineering of North America (London, 1838), p. 273. J. B. W., "Pennsylvania Improvement," New Yorker, as printed in Hazard's Register, Vol. 16, No. 9, pp. 140-41. "Pennsylvania," Casket, as printed in Hazard's Register, Vol. 16, No. 5 (1835), p. 70. "Letter from a Gentleman of Massachusetts, travelling West, Ohio and Kentucky Hotel, Pittsburgh, October 13, 1834," Boston Atlas, as printed in Hazard's Register, Vol. 14, No. 18, pp. 282-84.

13. "The Public Works," Ebensburg Sky, March 13, 1834, p. 3; also printed in Hazard's Register, Vol. 13, No. 13 (March 29, 1834), p. 207.

14. Philip Holbrook Nicklin, A Pleasant Peregrination Through the Prettiest Parts of Pennsylvania Performed by Peregrine Prolix (Philadelphia, 1836), pp. 119-124. This book can be found in the Toner Collection of the Library of Congress' Rare Book Collection.

five richest people in Washington Township. From 1835 to 1840 Samuel's tax valuations varied, but his wealth in comparison to others in his township steadily grew. By 1839 only one other tavern in the township had reached his $200.00 valuation.[15]

Samuel Lemon operated his tavern, it appears, until he moved to Hollidaysburg in 1848 or 1849. The tax records as the only available record of his tavern business cannot always be depended upon for accuracy. From 1843 to 1847, for instance, his tavern's valuation climbed from $400.00 to $600.00 and then was not mentioned again until 1852 when it received a $200.00 valuation. Possibly Lemon maintained his tavern trade after he moved to Blair County by hiring a manager and staff. However, judging from the 1852 valuation, the tavern no longer represented one of Lemon's primary commercial concerns.[16]

The decline and demise of Lemon's tavern trade related to the discovery and development of his coal bank--which appeared on the tax assessments for the first time in 1840--and to the gradual deterioration of the railroad it served. In 1844 his tavern still carried on a good business with a tax valuation of $500.00, but his coal bank was worth three times that much. That year and until 1847, when he purchased his Hollidaysburg house, Samuel Lemon was by far the richest man in Washington Township.[17]

At the same time, the railroad was suffering a slow but steady death, principally on account of its constant disrepair and slowness. In 1847

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15. Record of Tax Duplicates, 1808-1840, Cambria County Courthouse, Ebensburg, Pa. (Again, in 1836, Lemon's township changed from Allegheny to Washington.) Storey, p. 365. Wilson, p. lxvii. In 1839 Lemon's tavern was competing with seven others in his township. Part of Samuel's profit was created by the numerous delays for repairs. In 1837, for instance, a breakdown of one of the engines on Plane 6 caused a 36-hour travel interruption. Samuel Lemon's tavern undoubtedly supplied refuge for the passengers. Archives, W2C3, Group 17, Box 1, 1834-37, as cited by Earl Heydinger.

16. According to the land records in the Blair County Courthouse in Hollidaysburg, Pa., Samuel Lemon purchased Lot No. 108 with a 2-story brick house on it from William Lyon and wife on September 22, 1847. Deed Book A, p. 315, Recorder of Deeds Office. On January 23, 1849, Samuel Lemon of the Borough of Hollidaysburg paid $585.33 for Lot No. 180 in that town; less than a month earlier, on December 31, 1848, he had purchased the 2-story brick house on that same lot from the Sheriff at a public sale. The place of Samuel's residence at that time, however, was not noted. Deed Book B, pp. 168 and 170, Ibid.

17. Record of Tax Assessments, 1841-52, Cambria County, Cambria County Courthouse, Ebensburg, Pennsylvania.

the Pennsylvania Railroad Co. began construction of an improved route over the mountains which in turn prodded the Commonwealth to give serious consideration to a New Portage Road to avoid the inclined planes.[18] In 1852 W. Milnor Roberts and Edward Gay, Civil Engineers for the Commonwealth, sealed the fate of the Old Allegheny Portage with their proposal to the Canal Commissioners:

> It is so well known to the board that it is perhaps scarcely necessary for us to repeat that the present Portage road is a worn out public work; . . . some efficient change is indispensable at the earliest possible period. The old Portage, once the wonder of the age in which it was constructed, has done its work, and sound policy, as well as true economy, dictate that the Commonwealth should without the unnecessary delay of a single day apply the most radical and perfect remedy . . . by the construction of the line on the route proposed [the New Portage route].[19]

Samuel Lemon and the other tavern owners along the Allegheny Portage Railroad might well have predicted the eventual demise of the portage road as early as 1837 when the first suggestion to reroute the railroad to avoid the inclined planes was introduced in Pennsylvania's House of Representatives.[20] While Samuel's tavern business evidently did not suffer from the railroad's problems prior to his removal to Hollidaysburg in 1848, he no doubt thought it impractical to expend serious efforts to maintain the tavern trade in the latter years to 1852.

Samuel Lemon, Railroad Contractor: Samuel Lemon never limited his business affairs to one interest. With the Allegheny Portage Railroad running past his front yard, he had excellent opportunities to bid for and receive contracts to supply wood, horses, drivers, etc. According to the available records, however, Samuel Lemon only contracted with the Commonwealth twice prior to his first agreement to furnish bituminous coal for the railroad in 1839. Why, when the opportunity presented itself so nicely, Lemon did not win more contracts is difficult to surmise. Per-

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18. Wilson, p. lxxxviii.

19. As quoted in Ibid., pp. xcii-xciii.

20. Communication from the Governor Accompanied with a Communication from the Board of Canal Commissioners. Transmitting the Reports of Charles T. Whippo and Charles De Hass . . . To Avoid the Inclined Planes Over the Allegheny Mountain to Pittsburg. Read in the House of Representatives January 20, 1837 (Harrisburg, 1837), p. 36. This publication was found in Floyd G. Hoenstine's library in Hollidaysburg, Pennsylvania..

haps he bid, but failed to win the contracts; perhaps his tavern trade kept him too preoccupied; or, what seems likely to this writer, perhaps the general awareness that abundant coal deposits existed on and near the summit directed his attention to coal surveys on his 286 acres of land.

1. Water Contract, July 25, 1837: In 1833 the Commonwealth dug a well at Plane No. 6 to supply water for the stationary engines.[21] By 1836, however, the "new engine boilers" had become "defective because of bad water" and required "considerable repair."[22] On July 25, 1837 the Commonwealth contracted with Samuel Lemon to dig a ditch to the Engine House from a dam to be constructed by the Commonwealth below the Spring house south of the Mansion house. (See Appendix D for Contract)[23] It was agreed that Samuel would receive $2.00 per perch for excavating and granting the water rights. According to the Pennsylvania Senate Journal, 1800 feet of wood pipe were laid in 1837 at Plane No. 6, because the well had failed.[24]

2. Horse Contract, 1838: How many bids Samuel Lemon placed and lost before he won the contract in March of 1838 "to furnish such number of horses, drivers, harness etc, as may be required to convey all cars" between the foot of Plane No. 6 and the Head of Plane No. 7 cannot be guessed.[25] At least one other bid has been recorded for 1835 when Lemon offered a bid of six horses and three drivers, but lost the contract.[26]

An interesting point concerning Lemon's bids and contract for supplying horses--and about the only one that can be made from the skimpy information available--rests in a comparison between the railroad records and the tax records for 1835 and 1838. In the former year, Lemon was assessed

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21. At Planes 3-6, wells were bored about 200 feet by 4 inches. As cited by Heydinger: State Library, Pennsylvania Senate Journal, Appendix to Vol. 2, 1835-36, p. 73.

22. As cited by Heydinger: Ibid., 1836-37, Report No. 8, p. 80.

23. Contracts, Allegheny Portage Railroad (APRR), Box 2, Vol. 4, p. 91, Record Group 17, Records of Land Office (RG 17), Pennsylvania State Archives, Harrisburg, Pennsylvania.

24. As cited by Heydinger: State Library, Pa. Senate Journal, Appendix to Vol. 2, Canal Report 1841, #10, p. 136.

25. Contracts, APRR, Box 2, Vol. 3, p. 96, RG 17, Pa. State Archives. See Appendix D.

26. Pennsylvania Board of Canal Commissioners' Records, folder A, K-97, drawer 2, Cambria County Historical Society, as cited in Levy, p. 17.

for only four horses, and yet he bid to provide six for the railroad; in the latter year, Lemon was assessed for only two horses, which hardly seems an adequate number to provide the horsepower required for the heavy traffic passing the road by 1838. Either Lemon was a tax dodger, the tax assessor was inaccurate, or Lemon had already, by 1835, taken on the airs of a big businessman by sub-contracting for horses on the railroad.[27]

3. Coal Contracts, 1839-1850: The date that Lemon discovered his coal bank across the railroad track north of his house and tavern has remained undetermined, but according to several local writers on the subject, the vein first became known to Lemon when a well-digger, hired to sink a well to supply water for the engines at Plane No. 6, surprised Mr. Lemon with the information that he had uncovered a 4-foot vein of coal.[28] If this traditional account is well-founded, the coal mine was discovered in 1833, which seems logical enough according to the information available on coal mining in the region.

A general statement on the coal industry in Cambria County, written for the sesquicentennial anniversary of the county, provides a factual base about the Lemon vein from which certain hypotheses may be drawn:

> Pennsylvania has been one of the national leaders in bituminous coal production since the first mines were opened, and Cambria County has always been a leader in the state . . . The uppermost coal seam of any importance in the earth's strata of Cambria County is the Gallitzin which was named for the locality in which it was most important. In places the coal has a thickness of four feet but generally has been found to be only a few inches. This seam was one of the first to be worked in the county. Approximately 100 feet lower than the Gallitzin seam will be found the Upper Freeport "E" or Lemon seam, with a thickness of about three feet; but, in some locations this seam thins to a mere trace. This seam, because of its outcrops along the hillsides, of nearly every mining area was possibly the first one to be used extensively for domestic fuel and steam.[29]

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27. Record of Tax Duplicates, 1808-1840, Cambria County Cambria County Courthouse, Ebensburg, Pa.

28. Blair County's First Hundred Years, p. 165. Harry A. Jacobs, The Juniata Canal and Old Portage Railroad (Hollidaysburg, 1941), p. 6. Sesquicentennial of Cambria Co., n.p. (under comments on Washington Township).

29. Jerome C. White and Samuel Law, "The Coal Industry in Cambria County," Sesquicentennial of Cambria County, 1804-1945, n.p.

Presumably the outcroppings along the hillsides led early prospectors to discover the coal banks on "the dividing ridge" near to Lemon's tavern, which, as early as 1828, served as local landmarks in the tracing of a route for the Portage road over the Allegheny Mountain.[30] Most likely these coal banks as well as the outcroppings encouraged the early planners for the railroad to predict with confidence that: "Coal in abundance in the vicinity of all planes on the western slope and also near the summit, and not far from the line on the eastern slope, will insure an inexhaustible fuel supply for the stationary engines." And in their report of the same year, 1831, the Canal Commissioners reasoned that the bituminous coal "at and near the summit of the mountain" would be shipped east in sufficient quantity to equalize the necessary preponderance of trade that would pass the Allegheny Portage Railroad westward.[31]

Most assuredly, then, as early as 1831, if not in 1828 or before, Samuel Lemon strongly suspected or even was confident that his land on the summit would supply him with coal--it was only a matter of finding the richest deposit or deposits and then mining them.

The information on Lemon's early mining becomes more complicated by the comments in one of the earlier, and certainly most exhaustive, histories of Cambria County, a 2-volume work by Henry Wilson Storey who wrote:

> Samuel Lemon, the father of John and Samuel Lemon, of Hollidaysburg, opened a mine near the foot of Plane No. 5, west of the Summit, and shipped coal on that road at a very early date. The Lemon seam was named for him, as he was the first person in this locality to work it.[32]

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30. Nathan S. Roberts described a route "by the south side of the turnpike" which followed the same course as other routes until "it reaches the dividing ridge near the coal banks, and then turning to the right the line crosses the turnpike road about half a mile east of Lemon's tavern." Hazard, ed., The Register of Pa., Vol. III, no. 18, p. 290. Even as early as 1816, as shown on a map of Cambria County for that year, coal had been discovered on the summit. A copy of this map can be found in Storey, I, 37.

31. The first quote comes from the research notes of Earl Heydinger who cited his source as State Library, Pa. Senate Journal, Vol. 2, Allegheny Portage Report, 1831-32, p. 128. The second quote comes from "Report of the Canal Commissioners, Dec. 15, 1831, as printed in Hazard, ed., The Register of Pa., Vol. VIII, No. 27, p. 420.

32. Storey probably wrote this information prior to 1895, the year John Lemon died, for he otherwise would have worded his description, "the father of . . .", differently to reflect his recent death. The book, however, was published in 1907. Storey, The History of Cambria County, I, 574.

Whether Samuel began mining at the coal bank across from his house at Plane No. 6 or, as Storey would have it, at the foot of Plane No. 5 cannot be definitely established from the available documentation. That he possibly had begun to mine as early as 1833, however, has significant bearing on the story of Lemon's rapid rise in conjunction with the economic growth of Cambria County. An 1834 article printed in the Ebensburg Sky just following the official opening of the Allegheny Portage Railroad leads one to suspect that Lemon might have been a party to the early shipping of "large quantities of bituminous coal" which, according to the reporter, "have been and will still continue to be sent to an eastern market from the . . . mines of Cambria County."[33] And probably no later than 1837, the year that an official state paper observed that "bituminous coal must become an immense source of trade and revenue on this road [the Allegheny Portage road]. The whole mountain abounds in that mineral, which is of a superior quality and easy of access," Samuel Lemon had discovered and started to ship some of his coal.[34]

But the tax records for the 1830s appear to contradict one or the other or both of the dates suggested above for the discovery of Lemon's vein. In 1835, for instance, the valuation on his land soared from $350.00, which it had been for five consecutive years, to $1,192.00. The next year, however, the land valuation dropped back down to $300.00. Was this an initial discovery or a tax assessor's error? Then in 1838 Lemon's land valuation again leaped from the $300.00 recorded for 1836-37 to $864.00, nearly three times its prior worth. In addition, his total valuation for that year shot from $467.00 to $1,148.00, making him the second richest man in Washington Township. And, even with his booming tavern business, the bulk of his worth in 1838 was in his land, indicating, possibly, the presence of a coal bank.[35]

Lemon's first contract with the Commonwealth "to furnish at his Coal Bank head Plane No. 6 all the Bituminous Coal that may be required for the use of the Stationary Engines at Planes No. 6, 7, and 8" of the Allegheny Portage Railroad did not come through, however, until 1839. Again, whether he bid for coal contracts in earlier years cannot be determined. The 1839 contract makes the first documented reference to Lemon's coal bank, as the tax records do not show a direct assessment of the coal bank until 1840.[36] In order to explain the delay between the discovery and the assessment of

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33. Ebensburg Sky, July 17, 1834, p. 3.

34. See above, footnote 20, for citation.

35. Record of Tax Duplicates, 1808-1840, Cambria County, Cambria County Courthouse, Ebensburg, Pa. Even though such a marked contrast appeared in the taxes of 1837 and 1838, however, in the former year Lemon stood out as the third richest taxpayer in Washington Township.

36. Contracts, Allegheny Portage Railroad (APRR), Box 2 Vol. 4, p. 7, RG 17, Pa. State Archives, Harrisburg, Pa. For tax citation, see above footnote 35.

the coal bank, one would have to argue that the tax records of that period did not always report accurately. In addition, there is a possibility that Samuel might not have made a substantial profit from his coal mine until he won his first contract with the railroad, in which case he might have been taxed accordingly.

From the outset Lemon's coal mine ranked among the most productive in Cambria County. In the county in 1840 there were but three townships producing coal--Jackson, Conemaugh, and Washington. The latter township far exceeded the former two in coal output, and Lemon owned one of only three coal banks recorded in the 1840 tax records for that township. Moreover, according to the 1840 tax and census records, Washington Township had 27 men employed in coal mining, six of whom were in Lemon's family. And finally, Lemon not only had contracted to supply coal for the railroad, but he also had employed Adam McCormick by 1840 to mine his coal from the "fixed and permanent" coal bank "directly at the head of Plane No. 6," and to transport the coal east to Hollidaysburg.[37]

Throughout the 1840s the Washington Township tax records consistently mirrored Lemon's rising prosperity due to his coal mine. In 1842 his tavern and coal bank together were valued at $1,800.00; by 1844 the coal bank alone was worth $1,500.00, and the tavern $500.00. That year he was by the far the richest man in Washington Township, and the second wealthiest man in all of Cambria County.[38] As his obituary writer so rightfully noted, Lemon's mining and shipping "from the vast bed of bituminous coal with which the mountain abounds . . . completed what in the country would be considered more than a competence, if not a fortune." (See Appendix C)

For over ten years, from 1839-50, Samuel Lemon continued to benefit from coal contracts with the Allegheny Portage Railroad. Although the

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37. The "Schedule of Mines, Agriculture, Commerce, Manufacture," for Cambria County, as shown in the 6th Census of Pennsylvania, showed that in 1840 Conemaugh Township produced 32,500 bushels of coal and had 4 men engaged in mining, that Jackson Township raised 2,500 bushels, and employed 2 men in mining, and that Washington Township totaled 185,000 bushels and engaged 27 men in coal mining. The schedule is on microfilm at the Pa. State and National Archives, as is the Cambria County census for 1840. The above quotations come from a letter addressed to the Board of Canal Commissioners by Adam McCormick, in which he explains his employment with Samuel Lemon. APRR, Reports and Miscellaneous Documents, 1829-43, Box 8, Vol. 2, Board of Canal Commissioners, Divisional Records, RG 17, Pa. State Archives, Harrisburg, Pa.

38. Record of Assessments, 1841-52, Cambria County, Cambria County Courthouse, Ebensburg, Pa. Lemon's total valuation for 1844 was $3,280.00; the next highest valuation was $1,467.00.

existing information concerning the amount of coal Lemon delivered to the sheds for the stationary engines and the amount he was paid for the coal is limited to the years 1839-41 and 1847-48, it gives a good idea of the extensive coal trade Lemon conducted with the Commonwealth alone. In the space of three years (there is no record for the year 1841) Lemon had serviced the railroad with nearly 80,000 bushels of coal, and had received in return over $5,000. (See Appendix F, Part 1)[39] According to the 1840 Census, six members of his family household of eighteen were engaged in mining. (This information, however, is very confusing, as Lemon had three small children, John, Mary, and Samuel, all under the age of ten. Lemon perhaps had joined forces with a Robert Lemon, presumably his brother, who lived in Conemaugh Township, or perhaps his hired workers and their families were listed under his name in the tax records.)[40]

Like his tavern trade, Lemon's mining business operated on the skirts of the Allegheny Portage Railroad. According to a lease dated 1878, but probably a copy of one drafted earlier, Lemon's coal shaft was located just north of the track, and between it and the railroad track Lemon had, as early as 1840, constructed a coal loading wharf. The wharf not only made it convenient for Lemon to ship coal to the east during these profitable years, but also to deliver his coal by rail to the coal sheds for the stationary engines he had contracted to supply.[41]

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39. Appendix E, Part 1, comes from Superintendent John Snodgrass, Daybook, March 26, 1839-September, 1841, p. 8, Allegheny Portage Railroad Collection, Box A-1, Folder 10, Blair County Historical Society, Altoona, Pa. According to the Lee Bates Coal Co. in Washington, D.C., 1 bushel of coal equals about 80 lbs., and 1 ton equals about 28 bushels, which would indicate that Lemon sold in the three years on record about 2,850 tons of coal, just to the Allegheny Portage Railroad. How much he then was shipping east to Hollidaysburg cannot be ascertained.

40. The Census of 1840 listed Samuel Lemon of Washington Township with 11 males, 5 females, and two free colored. Five of the 11 males fell into the age bracket of 20-30 years; 1, Samuel, fell into the 40-50 bracket; 3 were between 10-20, and 3 under 10 years old. Sixth Census, 1840, Vol. 7, Cambria County, on microfilm at Pa. State Archives.

41. "Action in Ejectment, Pennsylvania Railroad Co. vs. Jane Lemon, widow, and Samuel Lemon and John Lemon, Heirs of Samuel Lemon Decd., and Eliza Lemon, widow, Margaret Lemon, Bertha Lemon, David Lemon, Jennie Lemon, Irene Lemon, Heirs of Robert Lemon Dcd." Continuance Docket 27, Court of Common Please, No. 11 October Term, 1878, Office of the Prothonotory, Blair County Courthouse, Hollidaysburg, Pa. This document gives the distinct impression that Robert and Samuel were indeed brothers, and that they shared the wealth and ownership, at least in word, if not somewhere in actual title, to the property and trade along the Allegheny Portage Railroad. For coal wharf, see map of Allegheny Portage Railroad, 1840, in illustrations.

Having remained the wealthiest man in his township for three years, Samuel Lemon, at the age of 52, began to turn his interest to new areas. Probably for a combination of reasons, but likely in part because he and his family had lived so many of their years in the country, Samuel decided to buy a house in Hollidaysburg which, in 1847, was still a booming railroad town. Although he had acquired wealth and prominence, Lemon's move to the city did not curb his astute business instincts, nor limit his financial adventures during his years "in retirement."[42]

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42. When the Pennsylvania Railroad Co. completed its route west in 1854, Hollidaysburg lost much of its population, and Altoona surplanted it as a mushrooming railroad town. The term "in retirement" comes from Lemon's obituary notice, Appendix C. Even 15 years after Lemon moved from the stone house, it remained in relatively rural setting, as Beer's Map of Cambria County, published in 1867, attests. See illustrations for a sketch of part of the map. See also Appendix E, Part 2, for a sample of payments received by Lemon for coal furnished the Portage Railroad in 1847-48. These figures can be found in the "Communication from the Auditor General, giving the amount of money expended on the Allegheny Portage Rail Road during the last fiscal year," Pennsylvania House Journal, 1849, Vol. 2, Doc. No. 81, p. 598.

Samuel Lemon and Heirs in Hollidaysburg

Samuel Lemon, Merchant, Coal Shipper, and Real Estate Investor: Samuel Lemon had begun to acquire the tastes of a city dweller even before he moved to Hollidaysburg. In 1847 and 1848 the tax records for Cambria County showed Lemon as the possessor of a pleasure carriage valued at $30. Another transitionary change appeared in the tax records for 1848 when a store, instead of a tavern, was listed under Lemon's occupation. If the tax assessor noted correctly, Lemon's store at the Lemon House might have been the source of his occupational title as a merchant in Hollidaysburg in the Census of 1850.[1]

Although he left behind the Lemon House, his home for nearly twenty years, Lemon no doubt continued to use the building as his field headquarters for his still profitable coal shipping along the Allegheny Portage Railroad. While the value of his coal bank dropped noticeably for the two years after he purchased his house in Hollidaysburg, it rallied again in 1852 up to $1,000.00--the highest it had reached in over five years. Lemon evidently had decided to renew his interest in coal mining and shipping, and according to the damage claims he filed with the Commonwealth, his efforts were well rewarded.[2]

According to the depositions offered by Lemon's employees and business associates, Lemon operated more than one mine at the head of Plane No. 6, he shipped his supplies for the mine machinery on the Allegheny Portage Railroad, and he was able to load over 400 bushels of coal in six cars, making an average of 66 bushels, or a little over two tons, in each carload sold in eastern markets. The sworn statements also indicate that Lemon's coal cars, built with heavy wheels and axels, were of good quality. (See Appendix F)

Whether Lemon's mining finally exhausted his coal vein or whether the expiration of the Allegheny Portage Railroad brought an end to Lemon's mining operations is difficult to guess, because they both, on

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1. Record of Assessments, 1841-52, Cambria County: 7th Census, 1850, Pennsylvania, Vol. 11, Blair-Bradford Counties, Schedule I, Free Inhabitants of Hollidaysburg, #343, on microdilm at Pa. State Archives, Harrisburg, Pa.

2. See footnote 1 above for tax citation. Damage Claims 1837-56, Box 4, Vol. 2, pp. 9-32 and, Box 7, Vol. 7, pp. 1-23, APRR Collection, RG 17, Pa. State Archives.

paper, died out approximately at the same time. Most likely, the latter factor influenced Lemon's coal business from 1854-57, the last years of the railroad.

In 1854 the Pennsylvania Railroad Co. finished its route through Altoona avoiding the Portage's inclined planes and probably from this date the only traffic on the Portage road was local freight. In 1855 the Commonwealth completed its New Portage track, at which point the Old Portage officially ceased to exist. Finally, in 1857, the Pennsylvania Railroad Co. purchased the main line including the Old and New Portages and operated the latter for four months before disbanding it. Perhaps for that year and the next, however, the company kept the Old Portage track opened as a concession to the Lemon coal shipping interest, for in 1858 the John Lemon & Co. coal bank appeared on the Cambria County tax assessment for the last time. In that year the Lemon coal bank was valued at $300.00.[3]

Although the Cambria County tax records as the only source of information make no mention of the Lemon coal bank after 1858, there remains a good possibility that the family continued mining from the vein as late as 1873 when an atlas published in that year listed John A. Lemon as a coal miner and shipper and railroad contractor located on Allegheny Street in Hollidaysburg.[4]

Samuel Lemon left to his sons other financial investments, mostly in the form of real estate which he acquired in large quantities once he had

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3. Wilson, xciv-v. Even though the Old Portage was closed to through traffic, it seems likely that Lemon still had access to the track so long as the coal bank registered on the tax records, for it seems doubtful that the shipping of coal by the turnpike would have been a profitable or disirable operation. Record of Assessments, 1853, 1855, 1856, 1857, 1858, Cambria County, Cambria County Courthouse, Ebensburg, Pa. Samuel Lemon must have been a stern critic of his first son's business affairs, and he very likely found fault with John's management of the Lemon coal bank, which, for the two years under the John Lemon & Co., had only a $200 and $300 valuation. Samuel's will, dated in 1866, reflected his disappointment in John's financial capabilities: he entrusted all of John's share of the estate to the care of his younger brother (by 7 years), Samuel H. Lemon, who would pay rents, issues, profits, interest, and income to John so that Samuel would never be liable "for the payment of the debts of . . . John A." Samuel H. Lemon to Barbara Lemon, et al, August 23, 1897, Deed Book 113, p. 471, Recorder of Deeds Office, Cambria County Courthouse, Ebensburg, Pa.

4. Beach Nichols, Atlas of Blair and Huntingdon Counties, Pennsylvania (Philadelphia, 1873), p. 21.

came to a decision to move to Hollidaysburg. Following his purchase of Lot No. 108 with the 2-story brick house for $2,400.00 in September of 1847, Lemon bought Lot No. 180 also in Hollidaysburg for $1,283.00, 390 acres in Cambria County for $1,170.00, all within four years. Still alert and interested in business at 63, Lemon acquired a 3/12 part in A.M. Lloyd and Co., a Chimnee Rock Furnace establishment in Hollidaysburg, for $5,000.00. Finally, in 1864, Lemon made his last and most extensive land purchase when he bought 1380 acres in Cambria County for $1,791.00.[5]

And just months before his death at the age of 72, Lemon sold 1/3 interest of his 398 acres and 78 perches of land in Cambria County to W. C. Bayley, probably with the specific intention of joining with Bayley in a lumbering company which his sons evidently followed through with in 1869 when the Lemon and Bayley steam sawmill first appeared on the Cambria County tax lists.[6]

Despite his varied and fruitful business adventures throughout his lifetime, Lemon's reputation in the area where he made his fortune rested for some time in his success as an early coal miner and in his good standing in the community. As his son's obituary writer noted, "Samuel Lemon, a man well known to the early settlers of Central Pennsylvania as one of the most enterprising and public spirited citizens, located at the Summit soon after his marriage, and actively engaged in the development of coal land . . . the 'Lemon Vein' named in his honor."[7] Yet another obituary writer for John said of his father, "Samuel Lemon was one of the pioneer coal men in the state."[8] And as Samuel's own writer so eloquently closed his column: "He died, as we believe he lived, without an enemy."

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5. See Appendix G for list and sources. The Deed books show that Samuel Lemon purchased 286 acres and 61 perches on his original land tract, but when he left the tract in his will of 1866, the acres had increased to 343, and 116 perches. No land records, however, explained this difference in acreage.

6. Samuel H. Lemon to W. W. Amsbury, June 3, 1899, Deed Book 122, p. 74, Cambria County Courthouse, Ebensburg, Pa. Record of Assessments, 1869-1872, Cambria County, Cambria County Courthouse. (Each year has a separate volume.) The Lemon and Bayley lumbering industry lasted 4 years.

7. Memorial Proceedings of the Senate Upon the Death of Hon. John A. Lemon of Pennsylvania (Harrisburg, 1897), p. 23.

8. "Hon. John A. Lemon. His Death at His Home in Hollidaysburg," Altoona Tribune, September 19, 1895, p. 5.

The Samuel Lemon Heirs: At his death in 1867, Samuel Lemon left in bereavement his wife, Jane, his two sons, John A. and Samuel H., and his married daughter, Margaret Osterloh.[9] As the male heirs to the estate, the two brothers shared equally in the inheritance, although the younger brother chose to leave Hollidaysburg in his latter years. During this period the Lemon House became a fashionable summer retreat, and, finally, the subject of a bitter family dispute.

1. John A. Lemon: Coal Miner and Shipper, Railroad Contractor and Politician: When his father died, John A. Lemon was 41 years old, married to Barbara Walker of Frankstown, and father of an expanding household.[10] He had already formed his first company, under the scrutiny of his father, to carry on the family coal operations along the Old Allegheny Portage Railroad, and he had, as early as 1856, contracted with the railroad to furnish such supplies as hardwood to the portage stations.[11] And, as early as 1860, at the young age of 27, John had registered his occupational title with the census as "Gentleman," a prestigious designation no doubt afforded by the outstanding wealth reflected in his father's real estate and personal estate for that year.[12]

Although Samuel Lemon, when living, did not have much confidence in his first son's financial capabilities, John apparently "soon won

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9. Jane Lemon lived until 1880 when, at the age of 82, she died of gangrene. Census of 1880, Hollidaysburg, Blair County, Pa., #73, on microfilm at National Archives. According to the Mountain Sentinel, July 29, 1852, p. 3, John C. Osterloh and Maggie A. Lemon, both of Hollidaysburg, were married on Monday, the 26th, at Summitville Hotel. This newspaper is at Cambria County Historical Society.

10. John and Barbara had seven children in toto, all of whom were living at John's death in 1895. See footnote 8 for citation.

11. See Chapter III, Samuel Lemon and Heirs in Hollidaysburg, footnote 4, for comments on the John Lemon & Co. coal shipping firm, and the probable results his management had with his father. John Lemon filed a damage claim with the Commonwealth for $1,098.75 owed him by the state for about 732 1/2 cords of hardwood delivered during the month of March 1856 at $1.50 per cord. The quantity of wood suggests that John might have had a lumbering company in operation long before the Lemon and Bayley sawmill company appeared on the tax lists in 1869. Damage Claims, 1837-57, Box 4, Vol. 1, pp. 6809, RG 17, Pa. State Archives.

12. Samuel Lemon's real estate was valued at $67,000, and his personal estate at $40,000. Hollidaysburg Borough, Blair County, #1446, 8th Census, 1860, on microfilm at National Archives.

a reputation for honesty and ability" in his business affairs.[13] His popularity and his family's long standing in the community helped to make John a likely candidate for politics.

John's long and memorable political career was launched on a local level in 1869 when he was elected burgess of Hollidaysburg, and on a state level in 1872 with his election to the Senate as a representative from the 35th district of Blair and Cambria Counties. John proved himself in politics as his father had in the commercial world. In 1876 he was reelected to the Senate; in 1880 he was elected to the position of Auditor General of Pennsylvania, and in 1888 he won the Senate seat again by the largest majority ever polled in the district he represented. Finally, in 1892, at 65, John ran for and captured the Senate seat for the last time before his death in 1895.[14]

Apparently John's political aspirations and accomplishments led him to socialize frequently, and convenient for this purpose was the Lemon House on the summit, which "he fashioned . . . into a delightful summer retreat, where his family was wont to spend the heated season and where he entertained many prominent men of the state, who stopped at Cresson Springs."[15]

Shortly before his death, John received tribute for his political achievement in a Blair County biographical and portrait cyclopedia, the editors commending him as "one of the most prominent public men and popular republican leaders" in the county, a man who had distinguished himself for his firmness, energy, and punctuality.[16] His obituary writer added further laurels to his political career by naming John as "undoubtedly

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13. See above, footnote 4; Memorial Proceedings of the Senate, p. 23.

14. Yeager, p. 205. Probably very advantageous to his political career was John's life membership in the Juniata Lodge 282 of the Free and Accepted Masons of Hollidaysburg. Altoona Tribune, September 19, 1895, p. 5. John also maintained his contacts with his area by remaining in the commercial market, as the Census for 1870, which listed him as a coal merchant, and the atlas mentioned earlier in this section (footnote 4) which advertised John as a Coal shipper and railroad contractor, attest. In the 1870 Census, on microfilm at National Archives, John Lemon and family is #24 under Hollidaysburg, Blair County, Pa.

15. Altoona Tribune, ibid. See family portrait at Lemon House, 1893, in illustrations.

16. Samuel T. Wiley and W. Scott Garners, eds., Biographical and Portrait Cyclopedia of Blair County Pennsylvania (Philadelphia, 1892), p. 502.

the most popular public man of his section of the state, not only in his official capacity, but also as a citizen and as a friend." John died in his bed, surrounded by his wife, children, and younger brother, having lived his entire life in the area of his birth, and in the homes of his father before him.[17]

2. Samuel H. Lemon: Seven years his brother's junior, Samuel H. Lemon remained during his lifetime a man with little or no local publicity. From the sparse information available, Samuel H. probably took after his father, demonstrating skills as a successful businessman and railroad contractor.[18]

The land records show that Samuel, while residing in Hollidaysburg, both invested in real estate on his own and sold some of the property his father had acquired.[19] When, at some point, Samuel chose to leave Hollidaysburg and move east to Philadelphia, he left the care and control of the two Lemon residences to John, but probably returned at times to enjoy summer vacations at the Lemon House with his brother's family.[20] At John's death, however, Samuel made active claims to the property he had inherited, thereby sparking a bitter legal dispute with John's heirs which centered on the value and ownership of the Lemon House.

The Lemon House as the Subject of a Family Dispute: As noted, the Lemon House served as a summer retreat from the 1870s to John's death

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17. Altoona Tribune, September 19, 1895, p. 5.

18. The only direct reference found to Samuel's business career comes from John's obituary notice, which states that Samuel was "a prominent railroad contractor of Philadelphia." Altoona Tribune, ibid.

19. Samuel purchased 51 acres and 159 perches of land from Philip Collins for $1,500 in April of 1869. The property may have been purchased to augment the timber land which was exploited by the Lemon and Bayley lumbering company, for in an 1886 contract, the locust timber on this acreage was specifically reserved "with the right to cut and remove the same." See above, footnote 6, for further mention of Lemon and Bayley sawmill interests. The above mentioned land purchase can be found in Deed Book 29, p. 803, Cambria County Courthouse, Ebensburg, Pa. In January 1877, Samuel sold the lots in Duncansville which his father had acquired to Julius Weil for $560. See Appendix E, and Deed Book 35, p. 554, Blair County Courthouse, Hollidaysburg. The 1886 contract between the Lemon brothers and the Cambria Iron Co. can be found in Deed Book 57, p. 463, Cambria County Courthouse.

20. See illustrations for photo of Lemon family in front of the Lemon House, 1893.

in 1895. During that period John and Samuel shared in financial profits from the property. In 1886 they agreed to sell all the coal mining rights on the 343-acre tract, "excepting and reserving one acre under and around the Stone Mansion House," to the Cambria Iron Company for $25,000. The agreement also reserved for the Lemon brothers the rights to "all of the locust timber" on the tract, "part of which [had] . . . been sold to Michael Bracken of Gallitzin."[21]

After John's death, however, Samuel seemed anxious to realize new profits from his father's property, even at the expense of his brother's heirs. Evidently Samuel made some efforts to cooperate with John's widow and children, but always on his terms. In 1897 he legally transferred the rights to half of the estate to the heirs, rights which fell to his trusteeship when John died intestate.[22] But by 1898 the two parties were in direct disagreement on how to divide the estate, so that Samuel presented a petition to the Orphan's Court of Blair County to award an inquest to make a partition of the real estate.

In February 1898, an inquisition was granted and carried out by the High Sheriff of Blair County, A. L. Hare, Esq., who set a $2,100 valuation on the Hollidaysburg residence, and a $2,000 valuation on the 343 acres, 116 perches, which included the Lemon House.[23]

What followed the inquest remains a confusing series of legal procedures which culminated in the purchase in April, 1899, of the 343 acres, 116 perches of land, including the "Lemon Stone House farm," to Samuel H. Lemon, he being not only the court-appointed trustee of the estate, but the sole bidder at the public sale ordered of the property. Promptly John Lemon's heirs, represented by George Fulton, attorney at law and husband of Ollie Lemon, contested the sale, arguing that the purchase sale of $2,500, if allowed to stand, would be "a great hardship

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21. See above, footnote 19, for citation on 1886 contract.

22. John's widow and seven children lost all rights to sell and dispose of their share of the estate when John Lemon died intestate. This clause was possibly inserted by Samuel Lemon in his will to remind John of his financial responsibilities, and to protect the estate if he forgot to write out a will. As trustee of John's inheritance, Samuel H. sold the rights to the property back to the widow and heirs for $1.00. See Deed Book 113, pp. 470-72, Cambria County Courthouse, Ebensburg, Pa.

23. All the legal matters concerning this dispute are filed together at the Register of Wills Office, No. 6119, of the Orphan's Court of Cambria County Courthouse. This is a copy of the proceedings enrolled in the Orphan's Court, Blair County, No. 4, Docket A, 1898.

and irreparable injury to the petitioners." Fulton based his argument on the fact that the farm with its "large two and one-half story stone house, plank barn and necessary outbuildings" constituted valuable property which was "knocked down" for the sale, and that he was not able to see his clients at the time of the sale, they being scattered between Harrisburg, Leetsdale, Allegheny County, and West Virginia. Despite depositions in defense of their petition, John Lemon's heirs lost their suit, and Samuel's purchase of the "Lemon Stone House farm" and property was ratified and approved by the Court on October 14, 1899.[24]

Samuel H. Lemon held the Lemon House until his death in 1903, when the property fell to his widow, Mary E. Lemon, according to his will.[25] On August 22, 1907, Mary E. Lemon sold the farm to Joseph Gray for $9,000, so closing the 80-odd years of Lemon family ownership of the property.[26]

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24. Jesse L. Hartman, Clerk of Orphan's Court of Blair County, to Samuel H. Lemon, Deed Book 179, pp. 116-118, Cambria County Courthouse, gives an abbreviated version of court procedures and sale.

25. Will Book, No. 6, p. 348, Cambria County Courthouse.

26. See Appendix A for citation.

The Lemon House in the Twentieth Century

The land records and clipping from the Altoona Mirror (February 3, 1955) at the Cambria County Historical Society constituted the only documentation found concerning the Lemon House in the 20th century. The former information has been set out in Appendix A, and the latter, a brief article, entitled "Old Landmark At Cresson Is Under New Ownership," provides only sketchy information on the Weston and Roberts ownership, just two of the five 20th century owners of the house.

According to the newspaper account, the Westons, first the father and then the son, held title to the Lemon house for 42 years during which time they ran the property as a farm, and rented the home, at least for the last 12 years, to a Mr. and Mrs. James M. Gaily and family, who occupied all but the top two rooms (third floor) of the 19-room house.

The article continued that when Byron Roberts purchased the house in 1954, he and his wife made numerous repairs on the house, which in fact turned out to be extensive alterations both to the interior and exterior of the home, many of which will be discussed in detail in the architectural section by Norman Souder.

SPECIFIC RECOMMENDATIONS

1. That the stone wing of the Lemon House be removed, as it dates to the post-Allegheny Portage Railroad period.

2. That recent porch additions on the east and south side of the house be removed.

3. That the garage and embankment on the south side of the building be removed to expose again the basement floor and entranceway and thus reveal the original appearance of the building.

4. That investigation be made by an architect to ascertain whether the foundations of the modern barn date to the historic period, which would suggest that they are the foundations of the state-built dwelling house for the engineer at engine house No. 6.

5. That the modern barn be removed.

6. That an architect study the historical documentation on the engine house with the idea of reconstructing it for interpretation. The exposed foundations in conjunction with the available historical information should be sufficient for a reconstruction, albeit some details would have to be conjectural. The significance of the engine house in the entire operation of the railroad, however, warrants a reconstruction of this building.

7. That a historic structure report be programmed to develop specific information on the Lemon coal mine so that it may be exposed and interpreted.

8. That the grounds--its fences and well as shown in the Storm painting--be restored.

9. That the Gallitzin Road be restored to its original appearance.

10. That archeological investigations be conducted of the grounds to locate foundations of other structures known to have been there.

APPENDICES

APPENDIX A

CHAIN OF TITLE FOR THE LEMON HOUSE TRACT
AS FOUND IN THE DEED BOOKS IN THE CAMBRIA COUNTY COURTHOUSE

GRANTOR	GRANTEE	DEED Vol.	BOOK Page	DATE RECORDED	LOCATION	NO. OF ACRES	COST
ROBERTS, Florence J.	United States of America	845	469-471	Nov. 1, 1967	Cresson Township, Cambria County & Juniata Township, Blair County	18.92 144.77	Donation $120,000
WESTON, James Clyde	Roberts, Byron	651	724	June 8, 1954	Cresson Township, Cambria County & Allegheny Township, Blair County	343 acres 116 perches	$1.00
BRADLEY, Naomi	Weston, James Clyde et ux.	490	759	Sept. 24, 1937	Ibid.	Ibid.	Ibid.
WESTON, Joseph C. & James Clyde	Bradley, Naomi	490	757	Sept. 22, 1937	Ibid.	Ibid.	Ibid.
SHERRY, W. J.	Weston, Joseph & James Clyde	245	68	Aug. 13, 1912	Ibid.	Ibid.	Ibid.
GRAY, Joseph A. et al.	Sherry, W. J.	209	474	April 27, 1908	Ibid.	Ibid.	$5,000 paid in full
LEMON, Mary E. (widow of Samuel H.)	Gray, Joseph A. et al.	196	625	Aug. 22, 1907	Ibid.	Ibid.	$9,000 paid in full

APPENDIX A - Cont'd

GRANTOR	GRANTEE	DEED Vol.	BOOK Page	DATE RECORDED	LOCATION	NO. OF ACRES	COST
LEMON, Samuel H.	Lemon, Samuel H.	179	116	Feb. 7, 1898	Cresson Township Cambria County & Allegheny Township, Blair County	343 acres 116 perches	$2,500 paid in full
WILLIAMS, David & Margaret	Lemon, Samuel	3	322-323	Aug. 8, 1826	Allegheny and Summerhill Township, Cambria County	286 acres 61 perches	$860 paid in full
LYAN, Robert	Williams, David	1	461	May 22, 1815	Huntingdon County	Ibid.	$100 paid in full

APPENDIX B

Land Warranted to Thomas Bond
as described in
Original Survey, 1788
Lemon Survey, 1834

1788 Survey description:

Situate on the West side of the Alegania Mountain on the Head easterly Branches of the Clear Field Creek joining John Cummings and others on both sides of the New Road leading from the Franston Branch of the Juniata to the Mouth of Loyeliane river in Franston Township, Huntingdon County, surveyed the 21st day of June 1788 . . . containing 286 acres 61 perches and the usual allowance of six per cent for roads.

1834 Boundary description:

beginning at a black Shittem thence by a vacant land and land of John Cummings, North 20° east 24 perches to a post thence by land of John Taylor North 70° West 240 perches to a post thence by land of William Keneir South 70° east 44 perches to a birch thence by the same and land of James Keneir South 20° West 202 perches to a White oak and thence by land of said James Kenere South 70° East 196 perches to the beginning . . .286 acres, 61 perches.

APPENDIX C

OBITUARY NOTICE FOR SAMUEL LEMON

"Death of Samuel Lemon, Esq.," Cambria Freeman, March 7, 1867, p. 3.

Whose death occurred at his residence in Hollidaysburg on the morning of February 25.

Quiet and unobtrusive as was his career, he deserved something more than a passing notice.

Samuel Lemon settled in Cambria County at an early date in her history. Shortly after the construction of the Northern Turnpike over the Allegheny Mountain, he erected immediately east of its summit, beside the road, an unpretending two-story log house, which became one of the most popular "wagon taverns" on the whole road from Philadelphia to Pittsburgh.

This was the era of the Conestoga Road Wagons--an institution now almost passed away. The transportation of dry goods, groceries, etc., between the Eastern and Western Metropolis was carried on by means of these wagons--the Western load being merchandize, and the Eastern or "back load" as the teamsters called it, bar iron etc. Often the number of these wagons, in a single night, at "Lemon's" would be as high as 50. They would adjust the "feed trough" on the tongue of the wagon, prepare it full of "chop feed," secure the horses to it, unswing their own beds from the wagons, carry them to the bar-room, and after a bountiful supper, they would regale each other with stories of the road, and an occasional song, and retire to rest.

The earliest gleam of sunshine the next morning would see their procession of wagons--nearly all drawn by 6 horses each--all the wagon-beds bearing the same rainbow shape--all painted the same deep blue, with hoops over which were drawn snowy white canvass covers. It was a cheerful sight to the otherwise lonely road to see this convoy moving, usually led by a "bell team," whose music enlivened the loneliness of the way and the wagoners often walking in couples or groups together, in earnest conversation, while the well trained teams moved along with the same degree of care as if under "whip and line."

Thus Mr. Lemon lived until the construction of the Old Portage Railroad and the main line of Pennsylvania Improvements made the "Great Northern Route" a thing of the past. He had secured a competence--enough to make

himself and his lady comfortable for life. Though an innkeeper, at a time when inns were an absolute necessity on the road, Mr. Lemon was not only a sober man himself, but the friend of sobriety.

On the completion of the Portage Railroad Mr. Lemon built the large stone house at what was then called "head of Plane No. 6," and occupied it with his family, for many years afterwards. About the same time he commenced mining and shipping from the vast bed of bituminous coal with which the mountain abounds, and this completed what in the country would be considered more than a competence, if not a fortune.

Mr. Lemon removed to Hollidaysburg some years since, and there, with his partner, surrounded by their children and grandchildren, he passed the remnant of his days in retirement. He had exceeded the ordinary period of human existence having attained the age of 72. He died, as we believe he lived, without an enemy. Peace to his ashes, and may "he who tempers the wind to the shorn lamb" sooth the affliction of the aged partner of his joys and sorrows.

APPENDIX D

CONTRACTS BETWEEN SAMUEL LEMON AND THE COMMONWEALTH FOR THE ALLEGHENY PORTAGE RAILROAD

July 25, 1837

Samuel Lemon doth covenant and agree to dig a ditch and grant permission to take . . . [?] erect use the water from a . . . [Road?] south of his Mansion house from a point below the Spring house and cabbin wherun Paul Ross now resides to make that is to permit the commonwealth to construct a dam suitable to turn water sufficient to supply a two inch bore in pipes and to lay pipes in the ditch to the engine house at Plane No. six of the Portage Rail Way. That the said Samuel will dig a ditch from the point where said dam may be constructed on the line slotted [slatted?] out to the Engine House of the width of two feet in the bottum and of the depth of twenty eight inches to the satisfaction of the Engineer or Supervisor and grant privilidge to use occupy and repair said dam and pipes forever for the consideration hereinafter mentioned . . . sum of two dollors per perch for excavating and granting the water with the privilidge above mentioned . . . $2.00 for each perch of sixteen and one half feet linear in said line of pipes . . . finish . . . Oct. next.

March 15, 1838

Contract, Made and entered into this March 15, 1838 by Joseph W. Patton, Superintendent of Transportation on the Allegheny Portage Railway . . . [and] Samuel Lemon of Cambria County to furnish such number of horses, drivers, harness etc., as may be required to convey all cars containing passengers, goods, merchandise, and all other articles and things, and also all empty cars . . . [between the] foot of Plane No. 6 and the head of Plane No. 7.

1839

Samuel Lemon agrees to furnish at his Coal Bank head Plane No. 6 all the Bituminous Coal that may be required for the use of the Stationary Engines at Planes No. 6, 7 and 8.

1840

Samuel Lemon agrees to furnish all the Bituminous Coal that may be required for the use of the Stationary Engines at Planes No. 6, 7, 8, 9, 10.

1842

Samuel Lemon agrees to furnish . . . Bituminous Coal . . . for the use of Stationary Engines at Planes 6 and 7.

1844

Samuel Lemon agrees to furnish . . . Bituminous Coal . . . for the use of Stationary Engines at Planes 6 and 7.

1845

Ditto, at Planes 9 and 10.

1846

Ditto, at Planes 6, 7, 8, and 10.

1847

Ditto, at Planes 5, 6 and 9.

1848

Ditto, at Planes 6, 7, 8, 9, 10.

1849

Ditto, at Planes 8, 9 and 10 . . . [and] furnish horsepower to haul the cars.

1850

Ditto, at Planes 6, 7, 8, 9, 10.

APPENDIX E - Part 1

SAMPLE OF SAMUEL LEMON'S COAL DELIVERY WITH PAYMENT
FOR ALLEGHENY PORTAGE RAILROAD, 1839-42

CONTRACT DATE	COAL DELIVERED AT PLANES #	NO. OF LOADS/ BUSHELS	COST PER BUSHEL	FOR MONTHS OF	PAID BY COMMONWEALTH
1839					
April 24	6, 7, 8	7084 bu	4 1/2¢	Up to Ap 21	$ 318.76
May 11	"	440 bu	4 1/2¢		$ 167.67
Aug 15	"	4508 bu May 6808 bu July		May & July	$ 458.29 3/4
Nov 1	"	4876 bu Sept 5704 bu Oct		Sept & Oct	$ 428.49
Dec 1	"			Nov, etc.	$ 314.64
1840					
May 7				March & April	$ 641.20
June 6				May	$ 346.52
Sept 18	6, 7, 8, 9, 10	165 loads= 15,180 bu		June & July	$ 614.79
Nov 13	"	252 loads= 23,184 bu		Aug, Sept, Oct	$1043.96

APPENDIX E - Part 1, Cont'd.

CONTRACT DATE	COAL DELIVERED AT PLANES #	NO. OF LOADS/ BUSHELS	COST PER BUSHEL	FOR MONTHS OF	PAID BY COMMONWEALTH
1841					
				Dec 1840	$ 282.37
1842					
	6 and 7	5827 1/2 bu	3 1/2¢	April-May	$ 203.96
	"	3145 bu	3 1/2¢	May-June	$ 110.7 1/2
		2590 bu			90.65
TOTALS		79,346 bu			$5021.85

NOTE: March-October = Months the Allegheny Portage Railroad remained open.

APPENDIX E - Part 2

PAYMENTS MADE TO SAMUEL LEMON FOR COAL DELIVERED, 1847-48

DATE OF BILL	DATE OF SETTLEMENT	AMOUNT PAID
August, September & November, 1847	February 8, 1848	$ 879.03
March and April, 1848	June 6, 1848	$ 706.20
May and June, 1848	September 4, 1848	$ 759.00
July, 1848	September 4, 1848	$ 300.00
August, 1848	September 4, 1848	$ 372.00
October, 1848	November 30, 1848	$ 348.00
September, 1848	November 30, 1848	$ 351.00
TOTAL		$3715.23

APPENDIX F

QUOTATIONS AND NOTES FROM LAW SUITS SAMUEL LEMON VS. THE COMMONWEALTH COAL CARS DAMAGED OR DESTROYED ON ALLEGHENY PORTAGE RAILROAD, 1853-1855

October 24, 1853: 7 Coal Cars Destroyed
September 15, 1853: 4 Coal Cars Destroyed

"To the Honorable the Senate and House of Representatives of the Commonwealth of Pennsylvania . . . Petition of Samuel Lemon of Blair County That your Petitioner has been and still is engaged in the business of Mining and sending Coal on the Allegheny Mountain in Said State, That on the 24th day of October 1853 your Petitioner had a train of Seven Coal Cars destroyed on Plane No. 8, on the Allegheny Portage Rail road . . . and also on the 15th day of September 1853 . . . lost four more Coal Cars, on Plane No. 10, . . . sum of two thousand four hundred and twenty dollars together with a quantity of oil . . . the sum of $144.30, making the actual loss . . . $1914.30."

11 coal cars destroyed . . . est. $220 per car	$2420
Also on cars at time and destroyed:	
3 Bls 126 gals Racked Whale Oil @ 80¢	100
1 ditto 43 1/2 gals Bleached winter oil @ $1	43
	$2563
Credit old material of cars	650
	$1914
Board deducts as overestimate of value of cars	550
	$1364

Daniel Null, Sworn before the Justice of Peace, Blair County, A Car builder . . . 6 years . . . well acquainted with coal cars of S. Lemon . . . built 4 himself . . . worth . . . $220 each.

James Higgins, Sworn before the Justice of Peace, Blair County, in charge of a train of coal . . . [in the] accident at Plane No. 8. "I was going from Hollidaysburg to the head of Plane No. 6, Allegheny Portage Railroad to the Coal Mines of Mr. Lemon for a train of coal . . . I had 5 barrels of oil on my cars belonging to Mr. Lemon which I was taking up for use of his machinery

and cars, four barrels of which was destroyed . . . The level was badly managed and the drivers were nearly always drunk. They kept their own liquor in bottles on the level and drank very freely."

Harry Hannum, Sworn before the Justice of Peace, Blair County, in the employ of S. Lemon as Car Man in a train of Coal Cars . . . [which] were loaded with Coal bound for Hollidaysburg . . . The locomotive Engine of the Commonwealth, which was behind his cars pushing him, pushed him too far, on arriving at the head of the plane, so that "the cars ran over the brow of the Plane and were smashed to attoms . . ." There was over 400 bushels of coal . . . 6 cars on the train, 2 of which were saved . . . good new cars.

John De Armit, Blacksmith, Sworn before the Justice of Peace . . . issued S. Lemon's cars . . . worth sum of $225 each. They were heavy cars . . . had heavy wheels and axels.

The Board submits the following report:
Mr. Lemon had 4 . . . cars destroyed . . . September 15, 1853, and 7 lost October 24, 1853. Board estimates cost after deduction of value of materials saved at $1364.

April 18, 1855: 4 Empty Coal Cars Destroyed
(Ten empty coal cars: 4 of Samuel Lemon's; 6 of John Miller's)

Happened 3 days before the New Road was opened avoiding Planes 9 and 10.

Mr. Lemon claims $687.96 (after deducting value of old materials) for 4 empty coal cars.

The Board awarded Mr. Lemon $240 as full compensation for cars destroyed or broken at Plane 9.

The Commonwealth of Pennsylvania to Samuel Lemon Dr:

For 4 Coal Cars broken on Plane 9 in April, 1855, @ $224 per car	$896.00
Credit:	
By 16 car wheels weighing 7200 lbs. @ 1¢ per lb.	72.00
By 8 car axels weighing 2400 lbs. @ 2 3/4¢ per lb.	66.00
By 16 car springs weighing 1440 lbs. @ 1 1/2¢ per lb.	21.60
By Iron-4 coal cars weighing 640 lbs. @ 4¢ per lb.	25.60
By 16 car brasses weighing 64 lbs. @ 20¢ per lb.	12.80
By Casting-4 coal cars weighing 1004 lbs. @ 1¢ per lb.	10.04
	$208.04
	$687.96

APPENDIX G

SAMUEL LEMON'S REAL ESTATE INVESTMENTS, 1826-1864

DATE	GRANTEE	TOWNSHIP & COUNTY	NO. OF ACRES/ PERCHES	COST	DEED BOOK	PAGE
Aug. 8, 1826	David & Margaret Williams	Allegheny & Summerhill Townships, Cambria County	286 acres 61 perches	$ 860	1	461
Sept. 22, 1847	William Lyon	Hollidaysburg, Blair County	Lot No. 108, w/2-story brick house	$2400	A	315
Dec. 31, 1847-Jan. 23, 1848	S. J. Royer, Sheriff	Hollidaysburg, Blair County	Lot No. 180, w/2-story brick house	$1283	B	168-170
June 17, 1848	William S. Vaux	Allegheny Township, Cambria County	390 acres 49 perches	$1170	9	187
Oct. 15, 1851	George Coldenbaugh	Duncansville, Blair County	nearly 2 acres	$2000	C	132
Oct. 15, 1858	Jesse R. Crawford	Hollidaysburg, Blair County	3/12 share of Lloyd Co.	$5000	K	121
Aug. 3, 1864	Jane S. Dunlap & A. B. Dunlap	Summerhill, Croyle & Richland Townships, Cambria County	1380 acres	$1794	21	807

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During his six months of research on the Allegheny Portage Railroad, Historian Earl J. Heydinger reported that he had investigated records at the American Philosophical Society, Franklin Institute, and Pennsylvania Historical Society in Philadelphia, at the State Library, Land Office, and Archives in Harrisburg, and at the Carnegie Museum Library, Pittsburgh City Library, and Western Pennsylvania Historic Library in Pittsburgh, to name most, but not all, of the repositories he visited. Heydinger also noted that he was making notations of references to the Lemon House during his research.[1]

Judging from Heydinger's plethora of research notes, and from his claim that he had read every canal report from 1828 to 1858, it seemed fair to presume he had made thorough notations on the Lemon House from one of the prime sources--the Board of Canal Commissioners' official reports at the Pennsylvania State Library in Harrisburg. When carrying out research at the Library of Congress, however, I discovered that many of these reports were published in Hazard's Register of Pennsylvania and that several references to Lemon's tavern made in these reports did not appear in Heydinger's notes on the Lemon House.

At the time, I was not able to recheck Heydinger's research in the State Library records, but I was later able to verify, from further research for the park, that no significant reference to the Lemon House had been overlooked in the printed copies of the Canal Commissioners' annual reports and journals as found in the State Library.

I concentrated greater efforts on investigating the unpublished sources at the Pennsylvania State Archives--the map books, census records, and the indexed collection of contracts let and damages claimed for the railroad--all of which proved substantially helpful for this report. And yet the record of Samuel Lemon's dealings with the Commonwealth still remains spotty, which suggests that there may be additional information buried in the State Archives, although more than likely it would not be found in Record Group 17, which to date has been researched quite extensively. Moreover, it would be my guess that the Commonwealth's records

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1. Heydinger discussed his research progress in detail in several memorandums to the Superintendent of Hopewell Village and to the Regional Director of the Northeast Region during the spring of 1966. These memos are all filed under H2215 in the Allegheny Portage National Historic Site Files.

contain no other information on the structural history of the Lemon House that would alter what has already been incorporated into this report.

Heydinger also alluded to records at the Blair County Historical Society which, upon investigation, turned out to contain primary information on Samuel Lemon's contracts for the portage railroad. The only other primary source at the Historical Society--period newspapers, at least three of which dated from the 1830s--could not be explored in any detail on account of a shortage of time. Moreover, the same obstacle applied to the excellent collection of early newspapers at the Cambria County Historical Society, which had a full series of at least two county newspapers in circulation during the construction and early years of the Allegheny Portage Railroad. Based on the knowledge that Lemon's tavern was a landmark even before 1830, a closer survey of these newspapers would undoubtedly supplement the information on Samuel Lemon, his tavern, coal mine, and prominence in Blair and Cambria Counties.

Important resources Heydinger did not research, and Benjamin Levy covered only in part, were the record collections at both the Blair and Cambria County Courthouses. These rich depositories of information received the bulk of time and attention in researching for the historic structure report, and, although none of the early land records, wills, or tax assessments made specific descriptions of Lemon's tavern, they did supply much of the background material for this report.

Helpful bibliographical guides for the history of the counties and the railroad--The Pennsylvania Magazine of History and Biography, Index, Vols. 1-75, The Preliminary Guide to the Research Materials of the Pennsylvania Historical and Museum Commission, Floyd G. Hoenstine's Guide to the Genealogical and Historical Research in Pennsylvania, and the Guide to the Public Archives of Pennsylvania, all located at the Library of Congress--considerably reduced the time required in the search for resources, and added more time for their study.

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THE LEMON HOUSE

ARCHITECTURAL DATA SECTION

L E M O N H O U S E

INTRODUCTION

The Lemon House in its present form is misleading in that the alterations and additions were made with such painstaking workmanship as to present an appearance of having been built as it now stands. Only after an investigation of the fabric and the detailing does the original house, together with the addition and later interior alterations, appear in a more definite form.

When the west wing was added to the main block of the house, the old west wall was removed and the new stonework added with such skill that no joint is discernible on the north facade.

It was thought for some time that the Storm painting of the house might be in error since the addition is not shown during the historic period of the Portage railroad and an additional door is shown where a window is now located. The architectural analysis shows that the painting is correct. The house has undergone three major alterations since its construction circa 1830.

The number of rooms in the present building is deceiving in light of the fact that Samuel Lemon used the building as a residence and part of the first floor as a tavern. The division of the second floor into small rooms probably did not occur until the twentieth century when the Lemon House became a guest house.

This report is an account of the original house and a record of the alterations and changes which resulted in the building as it now stands.

This report will also show the recommended restoration and the estimated cost of that restoration to the historic period.

The Lemon House is unusual in this vicinity in that Samuel Lemon lavished more money and good taste on the building than did his contemporaries. The house has refined woodwork and proportions comparable with that of the eastern seaboard houses of the same period. While fashioned by local craftsmen, the interpretation of eastern woodwork shows an elegance of line especially on the door and window trim.

In the interest of authenticity, it is recommended that the west wing be removed and the house restored to its condition during the Allegheny Portage Railroad period when it served as a wayside stop. The original portion of the house will be adequate to house and Park offices, exhibit rooms, public wash rooms and a large audio-visual room. In short, serve as a visitor center.

The history portion of this report has been prepared by Historian Coxey Toogood and, therefore, will not be covered in this portion of the Historic Structures Report. Some of the material and photographs which she found during her research into the Lemon family and interests are utilized in this Architectural Section.

Norman M. Souder
Architect
1972

I. EXISTING CONDITIONS

A. FOUNDATIONS AND WALLS

The house is approximately 52 feet five inches long and 43 feet five inches wide with the west wing 29 feet by 22 feet resulting in a front facade of seventy four feet five inches long. Rising two and one-half stories above the present grade it constructed of local sandstone laid in rubble pattern on the rear and two ends and a cut semi-ashlar pattern on the north front.

Until Mr. Roberts, the owner prior to the building's acquisition by the National Park Service, filled in the south slope and constructed a garage against the basement level, the house had the full height of the basement exposed at the rear giving the impression of a three and one-half story building when viewed from the highway.

The siting of the house is unusual. Mr. Lemon in building the house, which was to be a tavern, took advantage of the proposed Allegheny Portage Railroad and located the building facing the railroad instead of the road some distance down the hill. It was strategically placed on the summit level just west of the plane 6 engine house.

The stone walls are two feet six inches thick at the foundation and basement level and eighteen inches thick for the remaining height.

When the west wing was added in the latter part of the 19th century, more than half of the original stone wall was removed to the level of the basement floor and the extension stone so carefully toothed-in on both the exterior and interior faces of the wall that it is virtually impossible to distinguish between the old and later work. On the south, however, the later wall abuts the original west wall in an inside corner and the addition is more obvious. The pointing is a flat broad-pointing picked out in red which is now eroding.

While the stone walls are basically in good condition, there are areas where repointing will be necessary. The north wall of the addition shows a concave depression of several inches at the cornice line. This area may have moved in at some period but presently shows no cracking on either the interior or exterior surfaces.

The Roberts' Alterations of circa 1950-60 caused an exterior door, full-sized window and a small single sash window to be walled-in with concrete block at the basement level. The old exterior door and window remain in place between the basement and the Roberts' underground garage. Mr. Roberts broke a new door in the west wall of the wing. This door is approached by concrete steps in a concrete block stairwell, descending from the north front.

B. EXTERIOR DOORS AND FRAMES

1. Basement Level

At the basement level there are three exterior doors. In the center of the original part of the house a 4'-7" wide door opening now enters the underground garage. An old, but not original, board and batten door with an inserted single sash remains. The other south basement door and frame remain in place inside the concrete block back-up. The door is a panelled type of the period with the upper panels removed and replaced by glass. The door in the west wall, a part of the Roberts' alteration, is a modern stock door with four lights and a metal louver.

2. First Floor Level

There are six exterior doors[1] at the first floor level in the present building. The main entrance (Door No. 1) is the most imposing. An arched opening under a cut stone arch has finely panelled reveals and fanlight. The arched portion of the moulded trim is original as are the above features. A moulded key block is centered in the arched trim. The vertical trim is a plain replacement of the original and the rose blocks at the juncture of the vertical trim and the arched trim are missing. The present door and sidelights are modern stock items installed by Mr. Roberts. Prior to these there was a double Victorian door shown on photographs. These, too, were a replacement of the original. The Storm painting indicates a single door and sidelights. The door would have been panelled to match the reveal still in place. The glass in the fanlight is largely original. The miters on the interior trim mark the divisions between the door and sidelights.

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1. For door locations see sheet 12 of 12 of the record drawings. All subsequent numbers of doors and rooms in the text of this report are noted on the plans for convenience and comparison.

Doorway No. 4 at the rear of the central hallway is fully original; it is an 8 panel door with matching reveals. Doors No. 2, 5 and 6 have the original panelled reveals and transoms with later replacement doors.

The panelled reveals of the above doors have four panels each and two panels at the head. They are flat panels trimmed with a quirk ovolo bead moulding.

Door No. 3 is an addition by Mr. Roberts to provide outside access for the apartment on the second floor. The frame is a simple modern frame with a stock "French" door. The stone and concrete steps and platform, the approach to this door, are also recent additions installed to accommodate the stairway in the west wing.

A pointed ovate moulding of the period remains in situ on Door No. 6. This moulding placed across the transom bar and extending on the reveals was once used on all doors except Door No. 4. The installation of modern storm and screen doors has caused this moulding to be mutilated or removed in most cases.

C. WINDOWS AND FRAMES

Other than the two small basement windows and the attic fanlight in the east gable, all of the windows in the Lemon House are six over six light sash. A few of the original sash remain but many sash have been replaced with smaller versions of the same type requiring padding of the frame to make the sash fit the frames. In the window frames of the first floor apartment occupied by the Roberts family, the sash were replaced with in-swinging ventilating sash.

The frames throughout are plank frames. The upper sash is fixed and the lower sash moveable with spring clips.

The staff bead used to trim the frames is a pointed version of ovate moulding widely used in the Philadelphia houses of the period 1820-1830.

Investigation shows that the two windows remaining on the west end of the main house were moved toward the center when the alterations involving the erection of the west wing were made. These were moved into the location of the demolished fireplaces.[1]

The large fanlight in the east gable, approximately six feet in length, appears to have been of the same design as that remaining over the main entrance. It has had a number of repairs resulting in a home-made version of the original. The semi-eliptical glass portion at the lower rail has been filled in with tongue and groove boarding. The sticking has been reinforced resulting in considerable mutilation of the original sash. The arched fanlight is framed by a cut stone arch similar to that used over the main entrance.

D. PORCHES

The only porches remaining on the house were those attached by Mr. Roberts in the mid-twentieth century. Prior to the small porch with square columns on the east side, photographs show a porch the full width of the house. This porch has round columns of the early twentieth century and a wood balustrade. The space below the porch framing was filled in with lattice work. An earlier photo shows the east end with no porch, but with a platform at the east door. The three stone walls supporting the present porch can be seen under the long porch in the 1903 photograph. These were the only stone supports for the porch at this period. The south end of the porch is shown with wood post supports. The three stone supports are original and supported the east platform in the earlier photograph.

The present south porch is built over the underground garage; it consists of four wood columns and is surmounted by a flat roof and wood balustrade. While no porch is shown on the photograph, c.1936, the first floor rear door must have had a porch at the first floor. The basement facade is such that it would have been somewhat concealed by a protective porch. A porch similar to many old houses in the Bedford-Cambria-Somerset County area is shown on the proposed restoration elevations. Actual dimensions will depend upon archeological exploration of the original grade when the modern porch and garage are removed.

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1. See Restoration plans and Illustration No. 12.

E. ROOF

The existing roof on the house is asphalt shingle of recent application. The sheathing is old and in good condition, but in all probability is not original. The roofing was of wood shingles until sometime prior to 1936.

F. CORNICES

The front and rear cornices are the box built-up type consisting of crown, bead and late federal ovate mouldings. The cornices are detailed in full size on the record drawings, a part of this report. The rake moulds at the ends of the house consist of two flat trim boards, a one by four over a one by eight.

An anachronism is the use of modern white enamelled alumium moulded gutters super-imposed over the crown mould on the main cornices.

The cornice on the south side of the west wing does not match that on the main house. It is a simple box cornice without mouldings.

G. CHIMNEYS

There are three chimneys on the house. A large stone chimney on the west gable is in fact two separate chimneys joined just above the fanlight window in the gable. The east chimney measures 8'-6" in length and 3'-6" in width. The chimney on the west wing is 7'-0" long and 3'-0" wide. The west chimney like the east contains four flues. The east chimney flues extend from two fireplaces on the first floor with one diverted from the main house furnace while the west chimney flues are in line, the lowest extending from a stone thimble in the basement and the other three to each of the three floors above.

In addition to the stone chimneys at the ends of the building, there is a brick chimney rising from the first floor with no foundation. The chimney is partially inserted within the cavity of the former stone chimney which was located at the former west end of the main house. This brick chimney, like the west stone chimney, was intended to serve only stoves.

II. EXISTING CONDITIONS - INTERIOR

A. BASEMENT

1. General Description

The basement under the main house is in one large area. The structural members supporting the first floor are exposed. The walls are unplastered stone except where the west wall was removed. There, the exposed studs of the partition separating the main basement from the west wing basement replace the earlier stone wall.

The failing first floor is supported by a veritable forest (approximately twenty nine) of posts. Most of these are peeled logs vertically placed, similar to those used in mine shoring.

The most unusual feature of the basement is its height. The packed earth floor slopes from front to rear making the floor height approximately 9'-8" in the front and 10'-10" in the rear. Three stone risers are required to reach the exterior (now leading to the garage) door from the floor line. A simple stairway of fifteen risers rises to the first floor and is located under the main staircase.

The concrete-block walled garage is reached from the basement and is on the level of the former exterior grade.

The exposed first floor framing is composed of two hewn beams under the walls of the central hall above. The 3" x 9" joists which are tenonned into the beams are vertically sawn. A prop is placed under the header of the springer arch of the fireplace in room No. 101 above to prevent the hearth from falling. The floor area around the hearth shows considerable signs of a fire; the old flooring is partially burned away and the joists are charred.

The stone supports for the two fireplace structures on the east wall remain. On the west wall signs of the former southwest fireplace supports can be seen as a shadow and the foundation stones remain in place.[1] The west stone wall of main house mass remains to a point approximately twenty one feet six inches from the south wall. The stone wall was removed between this point and the north wall when the west wing was added leaving only the stone of the footing remaining in the earth floor. The remaining walls were so well joined to the new that no joint at the end of the north wall can be detected either in the interior or exterior.

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1. See Illustration No. 20.

To support the end of the remaining west wall when the seventeen feet length was removed, a stone buttress was constructed and it is located outside the west wall and extends into the rooms of the west wing. The buttress extends from the basement to the top of the remaining wall just under the attic flooring.

The basement under the west wing has a dirt floor but plastered walls and ceiling. At the chimney end a furnace is located on a concrete pad. (A second furnace is located at the southeast corner of the main basement utilizing one of the fireplace flues.)

The plaster is deteriorating and the area of the first floor joists is readily accessible. The joists in this area are circular sawn and the lath is sawn lath.

In this room are located the old door, full size window and new basement entrance described in Section I, B, i of this report.

Apparently this room was used as a scullery at one time. The plaster walls, full door and window and stove flue indicate this or similar utilitarian function.

B. FIRST FLOOR

1. General Description and Layout[1]

The plan of the first floor is dominated by the central hall, 9'-6" wide and 40 feet long. There are two large rooms on both the east and west sides of the hall, each measuring approximately nineteen by twenty feet.

The center hall (room 100) and rooms 101 and 102 on the east side of the hall remain relatively untouched from their original state. However, rooms 103 and 104 on the west side have been greatly altered by the last owner, Mr. Roberts, who used them as a living room and bedroom respectively. The dividing wall between them was removed and replaced by a storage wall. A closet and entry was built into room 104. All former trim was removed and replaced by modern "clamshell" trim. A door leading from the hall to room 104 was walled up and the door leading from the hall to room 103 was moved to accommodate the storage wall.

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1. See record drawings, sheet 2 of 12.

The interior area of the west wing is divided into three rooms, (nos. 105, 106, and 107) closets and stairway. The Park Service has converted the Roberts' bath into a woman's rest room and part of room 105 is proposed as a temporary men's room. The stairway to the second floor apartment is located on the west wall. The original division of the first floor west wing is not known at this point. An architectural investigation is difficult since rooms 106 and 107 are in current use. It is likely that the transverse partition may be original as it coincides with the location of the wall on the floor above.

2. Flooring

The original flooring of one and one-eighth inch tongue and groove prine in average widths of six inches remains in place in the main portion. It is currently covered with other materials such as asphalt tile and wall to wall carpeting. In room 101 the original pine charred flooring which is in turn covered with modern resiliant tile.

The flooring in the wing exposed only in room 106 is stock 3/4" thick tongue and groove flooring.

3. Walls and Ceilings

The walls and ceilings throughout the first floor are plastered. In rooms 103 and 104 the walls were replastered and acoustical tile ceilings installed by the Roberts alterations. The original plaster remaining shows signs of having been patched many times and the stair area ceilings have been reinforced with composition board.

4. Doors and Trim[1]

The existing doors in the house show a variety of styles. Three are noted on the first floor. At the doorways leading from the hall to rooms 101 and 102, the original eight panel doors remain in place. Type B, composed of four vertical panels and one horizontal panel are used at the closet doors and in the later door cut between rooms 101 and 102. The remainder of the flush doors on the first floor are replacements and are modern flush surface doors dating to the last owner's alterations. Doors removed during that alteration are stored in the barn.

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1. See door types, record drawings sheet 12 of 12, for details.

The trim on the first floor is as varied as the doors. The original trim is in place in the hall except on the foor at the stairway leading to the Roberts living room. The latter trim is a repeat of that in room 102 and from evidence, that formerly in room 103. The trim in the remodelled area west of the center hall is variously labelled "clamshell" or "Ranch trim."

The trim in room 101 is listed in the detail drawings of this report under type "C". It is the most simple of the three original trims in the main portion of the house, consisting of a flat architrave, beaded on the opening side and with an applied moulding of the period, a bead-flat ovolo-quirk version of the familiar moulding of the Federal period. This is, in fact, an updated version of the architrave used in the 18th century with an earlier ogee or ovolo moulding.

The trim in room 102 is type "A" which is a combination of ogee, bead, and pointed ovate forms, an accurate form of the type of architrave used in Philadelphia in the 1820-1830 period.

Room 102 has the only chair rail remaining in the building. It is a variation on the same moulding used on the door panels, window trim and door trim in the building. There is a strong possibility that the trim in room 103 was an almost identical type. Due to the current use of the room architectural investigation in depth was not possible. Investigation at the time of the restoration should reveal the parts not readily available at the present time.

There are two types of original window treatments in the main part of the house. All reveals are splayed. In the rooms with the more simple architrave the reveals and head are plastered. This treatment occurs in room 101. In room 102 with more refined woodwork the reveals and head are wood panelled. Two equal panels with period mouldings occur on each reveal. The same motif occurs in the north windows on the second floor.

As has been noted the door between rooms 102 and 103 is a late alteration. The trim is modern "sanitary" flat trim and the door, a type "B", is cut down from a previous location.

The baseboards in the hall 100 and room 102 is type "E" shown full size on sheet 10 of 12. The base in room 101 is the simpler type "F". In the remainder of the first floor, the base is modern ranch type oak.

5. Fireplaces

Of the two fireplaces remaining on the first floor only one has a mantel in place. The mantels remaining on the first and second floors do not reflect the elegance of the woodwork. The mantel in room 101 has been removed and the opening plastered over. The mantel in room 102 has a trim of large scale reeding almost approaching pulvination used as pilasters on plinth blocks and across the head of the opening. The remainder of the mantel is composed of flat material. Following the example of identical mantels on the second floor, it can be assumed that the design of the mantels was repeated throughout the floor except for the kitchen fireplace mantel.

The projection in the west wall in room 103 marks the location of the former fireplace. The brick chimney which was partially inserted into fireplace and flue area projects into this room and the room above. This chimney has no masonry base, resting merely on the flooring of room 103. The hearths of the fireplaces in room 101 and 102 which are concealed by the current floor coverings are stone slabs as viewed from the basement.

The fireplace opening in room 102 has been blocked up with brick leaving a very shallow opening. The brickwork is not original and when removed will reveal a reasonably deep fire opening.

6. Stairways

The scale of the staircase in the rear of the central hall (room 100) is impressive while the detailing is kept extremely simple. The stairs rise to a landing over the rear exterior door lighted by a landing window and continue with four additional risers to the second floor. The stair ends of the open string are simply scrolled in a wavelike pattern. The handrail rising from a slender turned newel post with a ball finial is circular in section and is made of curly maple as is the newel. The handrail is curved at the landing and at the second floor level and ends in a curve against the wall in the second floor hall. It is continuous from the first floor newel to the juncture with the wall on the second floor.

The stairs to the basement are located under the main stairway. The basement stair is enclosed and the door to the stairway is the original. A number of hardware changes is evident by a series of patched and puttied holes on the stile. Details of the central hall stairway are included in the record drawings of this report. See also the photographs.

The stairway rising along the west wall of the wing is enclosed. It starts from above the first floor and the present approach is from the late door cut in the exterior.[1] The stair formerly rose from the front room of the wing with a door against the north wall similar to the rise of the same stairway from the second floor to the attic. It is likely that the door to the stairway was located one riser above the first floor.

C. SECOND FLOOR

1. General Description and Layout

The present layout of the second floor contains nine rooms, one men's room, two corridors and an entry. The existing layout is not original. The main mass of the house at the second floor level consists of four large rooms, stair hall passage and a small room. Some of the partition changes appear to have been made at the time of the addition of the west wing. The trim and room door transoms could have been twentieth century alterations, although the profusion of late nineteenth century door types would refute this.

2. Floors

The basic floors throughout the main part of the building are six inch pine tongue and groove material, 1-1/8" thick. The floors in rooms 200 and 213 are covered with wall-to-wall carpeting. Rooms 201, 202, and 204 are covered with modern resilient flooring materials. The remainder of the rooms on the floor have had the wood floors sanded and refinished thereby removing easily discernible traces of former partitions. The flooring in the wing is the 3-1/4 inch tongue and groove stock material also occuring on the first and attic floors of the addition.

3. Walls and Ceilings

The walls and ceilings throughout the second floor are plastered. Some of the areas have the original plaster such as the original remaining partitions and exterior walls. The hall ceiling plaster has been covered with composition boarding obviously to cover cracked and broken plaster. By careful examination of the juncture of the later period stud and plaster partitions with the original exterior walls and continuation of the old plaster can be noted behind the end of the partitions.

In rooms 208, 209, and 211 the scars of the original partitions can be noted on the ceilings. The patching can be noted in half light. In room 208 the former partition line is approximately twelve inches from the west wall. In room 209 the line on the ceiling is about twelve inches from the west wall. In room 208, in addition to the above partition indication, there is also a transverse partition indication four feet six inches from the present south wall of the room. See the second floor plan of the original building in the conjectural drawings in this report for the above partition locations.

4. Doors and Trim

There are three original six panel doors remaining on the second floor. These are the raised panel type indicated as type "C" on the Schedule of Door Types. All the doors of this type are in the second floor stair hall. The largest proportion of the doors on the second floor are types "B" and "D", later mid-to-late-nineteenth century types with combinations of vertical and horizontal raised panels. The closet door in room 213 is type "D" while the room door is type "C". Examination of the door jamb shows that the present door is the second in that location. The same situation also occurs on the closet door of room 212. A third door type is introduced at the second floor entrance to the west stairway. This is a standard Victorian door consisting of four vertical panesl and is labelled type "E" in the schedule.

The trim on the second floor is almost as varied as the doors. Originally the trim on the front (north) of the second floor was more elaborate than that on the rear (south). The door and window trim on the north is type "A", and the window reveals and heads are panelled as on the first floor south. The door and window trim at the rear is the simpler type "C" and the window reveals and head are plastered.

The division of the original rooms into many smaller rooms has resulted in a variety of trims. Some of the early trim was re-used but much of the new door trim is modern flat sanitary trim. The room doors opening into the corridors (210 and 211) have transom lights above.

5. Fireplaces

Of the four fireplaces original to the second floor only two remain. These are located on the east end and are located in rooms 212 and 213. The mantels are smaller copies of the one in room 102 on the first floor. The same combination of pilaster and flat material is used. The hearth in room 213 is covered by carpeting. The hearth in room 212 is a form of concrete. Both fireplaces are presently closed by means of a panel set within the mantel opening.

The two mantels remaining are identical and it can be safely assumed that the two missing fireplaces on the floor had mantels of the same design.

The mantels are composed of a trim consisting of two wide pulvinations set within a flat and separated by a raised painted section. The trim is set on flat plinths and headed with two larger flat sections. A third moulded section is run horizontally between the blocks on a flat backboard. The mantel shelf is a plain piece of wood with rounded corners.

D. ATTIC

1. General Description

The attic level of the house is divided into two areas. The larger portion with exposed framing and rafters is located over the original portion of the house. The smaller portion, a plastered room is the top floor of the west wing.

2. Flooring

The remains of the attic flooring in the larger portion is relatively fragmentary. The flooring remains in an irregular patch across the middle of the attic and in areas at odd intervals closer to the eaves. The flooring is 1-1/4 inch thick pine in widths of 12 to 18 inches with the greater proportion in the larger width.

The third floor joists are 3" x 8-1/2", vertically sawn and are exposed to view in many areas. They run in a north-south direction and are tenonned and pegged into the 11-1/2" x 7" summer beam which runs the length of the main house. The span of the beam is so great that the floor, like the second floor, is sagging due to the deflection of the beam.

The flooring in the west wing room is tongue and groove in 3-1/4" widths. The front (north) half of the attic wing is unfloored.

3. Walls and Ceiling

The east wall of the larger attic is exposed stone roughly plastered. The west end wall remains only from the south corner to the brick chimney.

The fact that more of the west wall remains on the lower floors may be attributed to the one-time existence of a second large fanlight matching that on the east gable. When the west wing was built approximately one-half of the old west wall was removed from the older house. Roughly seven feet of the wall remain north of the chimney. This would have been the location of the fanlight. The cut-off wall is in evidence at the floor line.

The rafters (4-1/2" to 5-1/2" V. x 4" - 4-1/2" W.) sheathing and the purlins (5-1/2" x 6-1/2") and braces (4" x 6") remain exposed. The rafters, purlins and braces in the large older portion are hewn. While the underside of the sheathing is not new, it appears to be a replacement of the original which may have been shingling lath.

In the wing portion of the attic, the rafters are 2" x 8" and of circular saw cutting as are the floor joists of the same size.

III. PROPOSED RESTORATION

Investigation of the building fabric clearly indicates the original house as erected by Samuel Lemon which remained intact through the Portage Railroad period. The addition (the west wing) was erected after the demise of the Railroad. In the interest of accuracy in presenting the story of the Portage Railroad to the public, it is recommended that the house be shown as it was during the years of the Railroad operation.

The Storm painting of the house now in the Blair County Historical Society shows the house in much more detail and is a far better representation than the copy. In spite of the fact that the painting was done from memory, the Lemon House is accurate in its representation of the period. The results of the architectural investigation agree with the north facade and partial west end shown in the painting.

The recommendations include the restoration of the exterior to the historic period. This entails the removal of the later west wing and the restoration and partial reconstruction of the original west wall, west chimney and fireplace replacements.

It is also recommended that the interior of the house be restored to its original condition by the removal of the later period partitions. It is possible to incorporate office space and exhibit areas in the first and second floors and the basement be utilized for an audio-visual auditorium, public washrooms and mechanical room. The basic portion of the house is of sufficient size to accommodate the above functions successfully. The plans for the restoration are included in this report together with the cost estimate.

The following is an itemized listing of the items which will be a part of the restoration of the building:

A. EXTERIOR RESTORATION

1. Removals

It is proposed that the west wing be removed in its entirety. The stone salvaged from this shall be reused in the reconstruction of the west wall, chimney and fireplace structures. The south porch and garage dating from the last owner's alterations shall be removed and the grade restored on the south facade to the original level, approximately eight inches above the basement floor.

Also to be removed is the east porch, added by Mr. Roberts in the 1950's. The porch which appears in several photographs on the east end is an addition dating to the turn of the century. The earliest photograph is on a postcard postmarked 1903.

2. Walls

Approximately two-thirds of the west wall from the north corner to beyond the mid-point is to be restored from the basement foundation to the roof line. Included in this restoration is the large stone chimney serving the fireplaces on the west wall and the furnace smoke flue. The exterior surface of the stone work has areas requiring repointing. The exterior work should include the repointing of the mortar and the removal of the remains of the red tinted raised pointing still adhering to the old pointing throughout.

3. Doors and Windows

The restoration of the doors and windows will include the moving of the two west windows to their original locations. The westernmost door (#2) and frame on the north facade to be relocated, replacing the present adjacent window frame to the east of it. In a number of cases the original window frames have been padded-out to receive later stock sash of smaller dimensions. These sash will be replaced with new sash matching the original.

The present fanlight in the east gable to be replaced with a proper sash. This feature is to be repeated in the restored west gable.

All exterior doors except the south doors (#4) are later replacements of the early doors. In each case the panelled reveal frames remain and the doors to match the reveal panels will be restored.

4. Porches - Walks

It has been determined by research and investigation that the only porch on the house as built by Samuel Lemon was the south porch which has long since disappeared. Due to the garage having been added at this location, the porch at the present time must be conjectural. The present grade and the slab forming the combined garage roof and the porch floor conceal the joist pockets of the original porch. It is also anticipated that stone foundations for the porch posts will be found at the original grade level. When such an investigation is possible, the final design of the south porch can be determined.

The lack of evidence of an early east porch precluded the existence of a porch at this location. An early photograph taken prior to 1900 was found showing only a stone platform and steps leading to the east door. This photo was taken prior to the establishment of the present grade which will permit only the stone floor of the platform. It is proposed that the stone platform and steps be restored.

The earlier photographs indicate a brick paved area extending across the front of the house. It is suggested that the present concrete walkway be removed and replaced with brick paving. In the immediate area of the main entrance on the north, the pump should be restored over the well. The pump is shown near the east end of the front on the Storm painting, but the well has been located nearer the main entrance.

5. Roof

The original roofing material was wood shingle. It is proposed that the present roof of asphalt shingles of two colors be replaced with a period roof of smooth sawn cedar shingles.

B. INTERIOR RESTORATION

1. Basement

(a) Flooring

A concrete floor slab over a vapor barrier is suggested. The final finish in the corridor and auditorium to be vinyl asbestos and in the toilet rooms, ceramic tile.

(b) Walls

The exposed stone walls are to receive a coating of waterproofing compound. Then furred out and plastered over metal lath. The partitions to be concrete block and finished to match the walls of individual rooms.

(c) Structural Systems - Ceilings

The forest of more than thirty posts and props must be removed. In order to support the sagging-floors, a system of steel beams must be substituted for the props. A suspended ceiling of acoustical plaster throughout the area is recommended.

(d) Stairway

A new stairway from the first floor to the basement is recommended. A steel stairway to be set within the walls enclosing the existing heavy timbered ship's ladder type of stairway. The treads of the stair to be modern non-skid material.

(e) Doors and Frames

It is suggested that modern hollow metal doors set in steel frames be used throughout the basement.

2. First Floor

(a) Floors

The plank floors throughout the first floor may be retained and resurfaced as required. The damaged flooring and superimposed flooring in room 101, the Bar Room to be removed and replaced with 1-1/8" x 6±" flooring to match that in the remainder of the first floor.

(b) Walls and Ceiling

It is proposed that the partition between rooms 103 and 104 be restored as shown. The condition of the existing plaster will require new plaster on the soffit of the stairway and hall ceiling and in various patched areas throughout the first floor.

(c) Doors and Trim

It is recommended that the existing door opening between the Bar Room and the Parlor be removed and plastered. This is a late period ill-fitting door with several kinds of trims not matching the room trims. The doorway between the dining room and hall is to be shifted to its original location and fitted with an eight panel door of the period and trims to match those in the hall and dining room.

The doorway between room 100 (Hall) and 104 (Kitchen) to be reopened and trimmed to match the door in the hall opposite and a copy of that door.

It is recommended that type "A" trim be used in room 103 when the windows and panelled reveals are restored. Room 104 is to be fitted with trim type "C". Both these rooms currently have modern oak trim.

(d) Fireplaces and Mantels

The fireplace structure on the west side will result in a fireplace matching that in room 102 and will require a duplicate of that mantel.

The kitchen fireplace is to be reconstructed according to the details shown on the drawings. No trace of the kitchen fireplace can be found. Therefore, the design will have to be conjectural, based on the period and on those in similar structures. The missing mantel on the plastered-over fireplace in the bar room would have had a mantel similar to those now in the parlor on the first floor and in the bedrooms on the second floor.

(e) Enclosed Bar

The bar in the tavern is missing and to date no evidence has been found to furnish a clue as to its design. The writer researched bar types during the preparation of the restoration drawings for Mt. Washington Tavern at Fort Necessity National Battlefield. Here it was found that the design of the bars varied according to clientele.

Mr. Lemon had established a tavern in the immediate vicinity prior to the erection of the present building. It would appear that the local customs, based on historians' writings, would have dictated an enclosed bar as it was the custom to permit patrons the use of the room for warmth and fellowship when the bar itself was not attended. In that period and mountain location, it was not uncommon for drivers to sleep on the floor in the bar room overnight.[1] The Lemon House tavern was built to invite the patronage of the travellers using both the Pittsburgh-Philadelphia turnpike to the south of the house as well as those travelling on the Portage Railroad.

3. Second Floor

(a) General

It is proposed that the historic features of the second floor be restored with minor adaptations for use as the park offices. The following are the items included in that proposal.

(b) Floors

The sag in the flooring, especially in the rooms east of the hall varies from zero to approximately three inches. This fault will have to be corrected before the restoration can proceed on the second floor.

The flooring is in relatively good condition and can be maintained.

(c) Walls and Ceilings

The restoration of the original room partitions will require the erection of two full partitions between rooms 202, 204, and 205, and a shorter section between rooms 203 and 204. These, and the elimination of the late period partitions, will require replastering and plaster patching.

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1. See Report of the Lemon House by Historian Ben Levy.

Ceilings now covered with 4' x 8' sheets of hard surface material will be replastered.

(d) Doors and Trim

The original window trim is intact throughout the second floor and will provide the pattern for the restoration of the door trim in the various rooms on the second floor.

Trim type "C" is currently on the doors and windows of rooms 206 and 201. The inner side of the original hall door has trim "A" which was used in the north half of the second floor. The four door openings to be restored will have type "A" trim. Doors to be restored will be type "C", the original type used on the second floor. The later period doors substituted for the originals will be removed.

(e) Fireplaces and Mantels

The mantels on the proposed fireplaces and mantels in rooms 203 and 204 will be copies of their counterparts in rooms 201 and 202. The fireplaces in rooms 203 and 204 will be restored and the fireplace openings and hearths in rooms 101 and 102 restored to their original condition by the removal of the closures. The stone backs, jambs and hearths will require repointing and resetting.

(f) Stairways

The stair from the first to the second floor is in its original condition and requires no restoration except painting when the interior painting is done.

The stair from the second floor to the attic is a reconstruction.

4. Attic

The attic will remain as it is except for possible heating and ventilation ducts. No restoration or alteration is planned in this area.

IV. INTERIOR FINISHES

A. PAINT

The plaster walls and ceilings show little evidence of early paint. Two factors may enter into this lack of paint evidence. First, there has been considerable plaster patching done in the past and all surfaces tested reveal only late period painting. This would tend to indicate the use of wall papers from the beginning. Unfortunately, all the walls have been stripped.

Paint samplings were removed from the trims in all of the major original room areas. When tested under the microscope the paint showed little variation in color and little accumulation of paint throughout the house. The following is the room-by-room analysis. The color listed first is the present top layer. The color at the right is the original layer directly on the wood.

Room No.:	Location	Colors
100	Hall	Yellow, white, creamy white
101	Bar Room	Yellow, white gray (10GY-6/1)
102	Parlor	Yellow, white, creamy white
200	Hall, Second floor	Yellow, white, creamy white
201	Northeast bedroom	White, apple green, creamy white
202	Southeast bedroom	White, putty (2.5Y-7/4)
203	Southwest bedroom	White, putty (2.5Y-7/4)
204	Northwest bedroom	White, creamy white

The numbers referred to in parenthesis above refer to Munsell Standard Colors.

It should be noted that rooms 103 and 104 on the first floor were not tested. As has been noted elsewhere in this report, the trim in both these rooms is modern, natural finished oak, which replaced the original trim.

It would seem logical that the trim in room 103, the dining room, would have been the same as the parlor across the hall. Similarly the color in the bar room would have been used in the kitchen, another utilitarian room. It should be noted that of the trim colors found, the bar room's dark gray is the only departure from the creamy whites used elsewhere. For some unknown reason the two south bedrooms with the simpler trim had the putty (or stone color) familiar in the late eighteenth century.

B. WALLPAPERS

There is no doubt that wallpapers were originally used in the house. However, the walls were so well stripped that no trace of early papers have as yet been found. Fragments of two wallpaper types were found in the closet of the southeast room on the first floor. It was found upon examination that these dated from the early twentieth century. The layer next to the plaster is a dark green oatmeal paper with narrow stripes. The top paper is a rather heavy mottled paper in a swirl pattern of cream and tan.

C. EXTERIOR PAINT

The present exterior paint is white. The old photographs show the door and window trim in a dark color with the sash and cornice white.

Paint scrapings of exterior woodwork revealed that the dark paint was a rather deep green. The house was obviously not painted for a long period of time since the green paint was found in flakes imbedded in darkened wood fibers. Similarly early white paint flecks were also found, leading to the supposition that the earliest paint was all white and that the two color scheme was used during the Victorian era.

V. COMPARABLE STRUCTURES

The design of the original Lemon House is not unusual in western Pennsylvania. The use of stone as the major building material is a departure for this area and is based on the availability of stone due to the fact that Samuel Lemon, among other financial interests, owned a stone quarry nearby.

Mt. Washington Tavern at Fort Necessity National Battlefield to the southwest on the National Route (now Route 40) is almost identical in design and of the same period (circa 1828). The five bay front, general proportions, central fanlight door with side lights and multiple end chimneys are common to both structures. The central hall plan is similar except for the stair location. The Gray Stone Tavern also on Route 40 is a stone structure with the original layout and end chimneys of similar design. Gray Stone, erected in 1825, has continued as a hotel and has had many alterations and additions which have disguised the original house somewhat but it is still discernible in spite of the various "improvements."

All of these buildings lean toward a local interpretation of the Federal period. Country carpenter variations on the Federal designs are evident in all of these structures. Various details are pure copies of those in metropolitan buildings of the period. Wood trims and mantels in particular are inclined to be naive and a bit unrefined.

The location of the old bar room accessible both from the central hall and the exterior is a feature of each of these.

The Rush Tavern built in 1837 also on the National Highway is not stylistically as good as the other examples, but it does provide a front entrance to the bar in the same manner as the Lemon House.

A drawing of the Mount Washington Tavern is included in this report as a means of comparison.

VI. COST ESTIMATE

1.	Regrading		$ 5,000.
2.	Removal of west wing, porches and garage.		9,600.
3.	Masonry, labor & material		22,000.
4.	Plastering		14,400.
5.	Carpentry & Millwork		17,300.
6.	Steel & Steel erection		3,600.
7.	Plumbing & Fixtures		3,000.
8.	Heating equipment		10,000.
9.	Electrical work		4,000.
10.	Steel Stairs		1,000.
11.	Painting - exterior & interior and Wallpaper		6,000.
		Sub-total	95,900.
12.	Construction Supervision	(12%)	11,500.
13.	Contingencies	(19%)	18,200.
14.	Project Planning	(15%)	14,400.
		TOTAL	$140,000.

FORM NO. 10-802
(11-71)

Page ___ of ___
for this package

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

PACKAGE ESTIMATING DETAIL

REGION	PARK
Northeast	Allegheny Portage Railroad National Historic Site
PACKAGE NUMBER	**PACKAGE TITLE**
	Lemon House

(If more space is needed, use plain paper and attach)

ITEM	QUANTITY	COST
Restoration - Lemon House	L. S.	$95,900

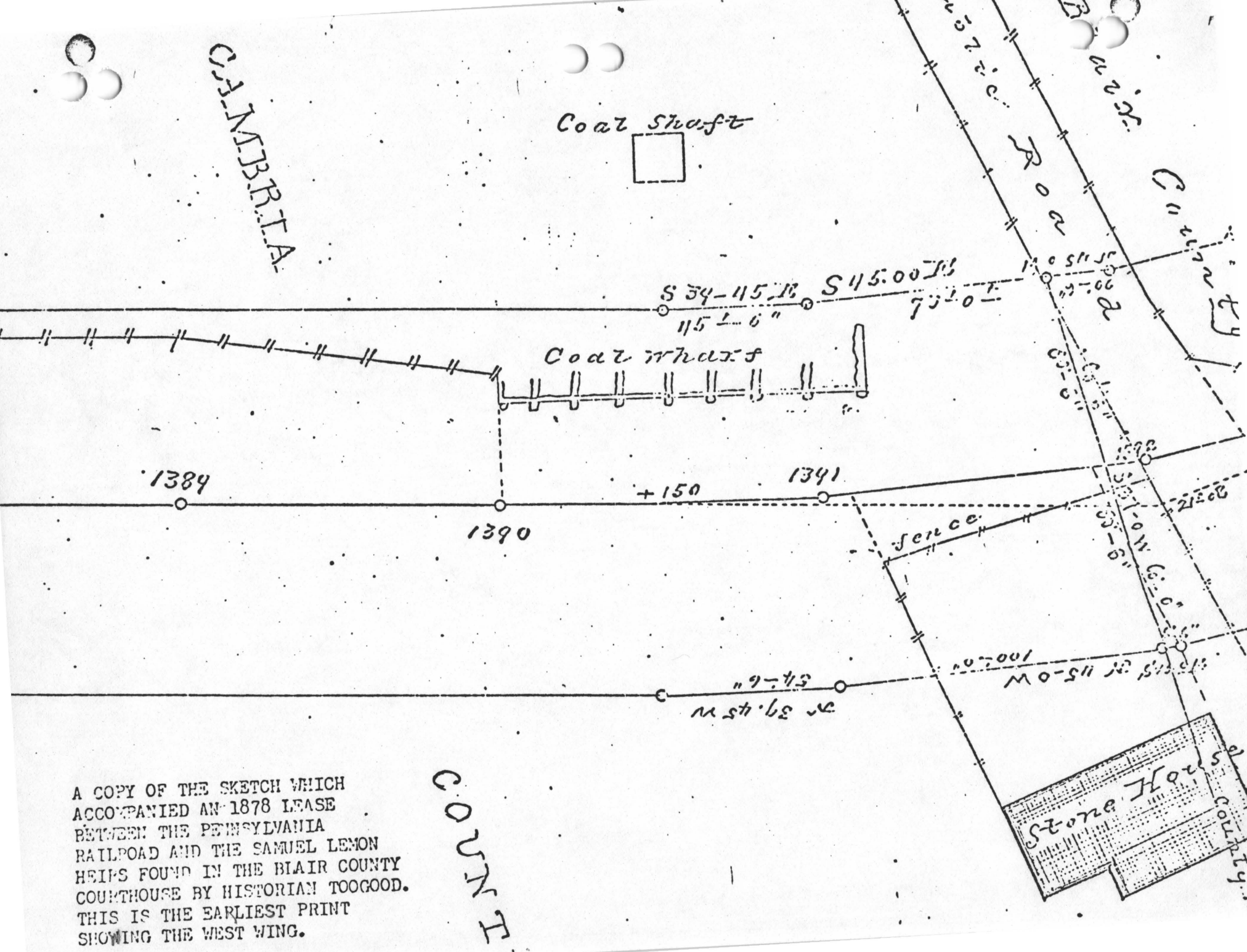
REMAINING PORTION FOR DEVELOPMENT PROJECTS ONLY:

SUMMARY OF CONSTRUCTION ESTIMATES		CLASS OF ESTIMATE: A ☐ Working Drawings; B ☐ Preliminary Plans; C ☒ Similar Facilities		
STANDARD PERCENTAGE (46 %)	% OF NET			
NPS Layout and Supervision		TOTALS FROM ABOVE		
FHA Layout and Supervision			B & U	R & T
Follow-through maintenance and as built drawings				
Contingencies				
Other				
		Net Construction	$95,900	
TOTAL ADD ON (if other than standard percentage)		Working Drawings and Specifications (PP) 15%	14,400	

ESTIMATES APPROVED *(Signature)*	*(title)*	*(date)*

GPO 921-293

APPENDIX



A COPY OF THE SKETCH WHICH ACCOMPANIED AN 1878 LEASE BETWEEN THE PENNSYLVANIA RAILROAD AND THE SAMUEL LEMON HEIRS FOUND IN THE BLAIR COUNTY COURTHOUSE BY HISTORIAN TOOGOOD. THIS IS THE EARLIEST PRINT SHOWING THE WEST WING.

ILLUSTRATIONS

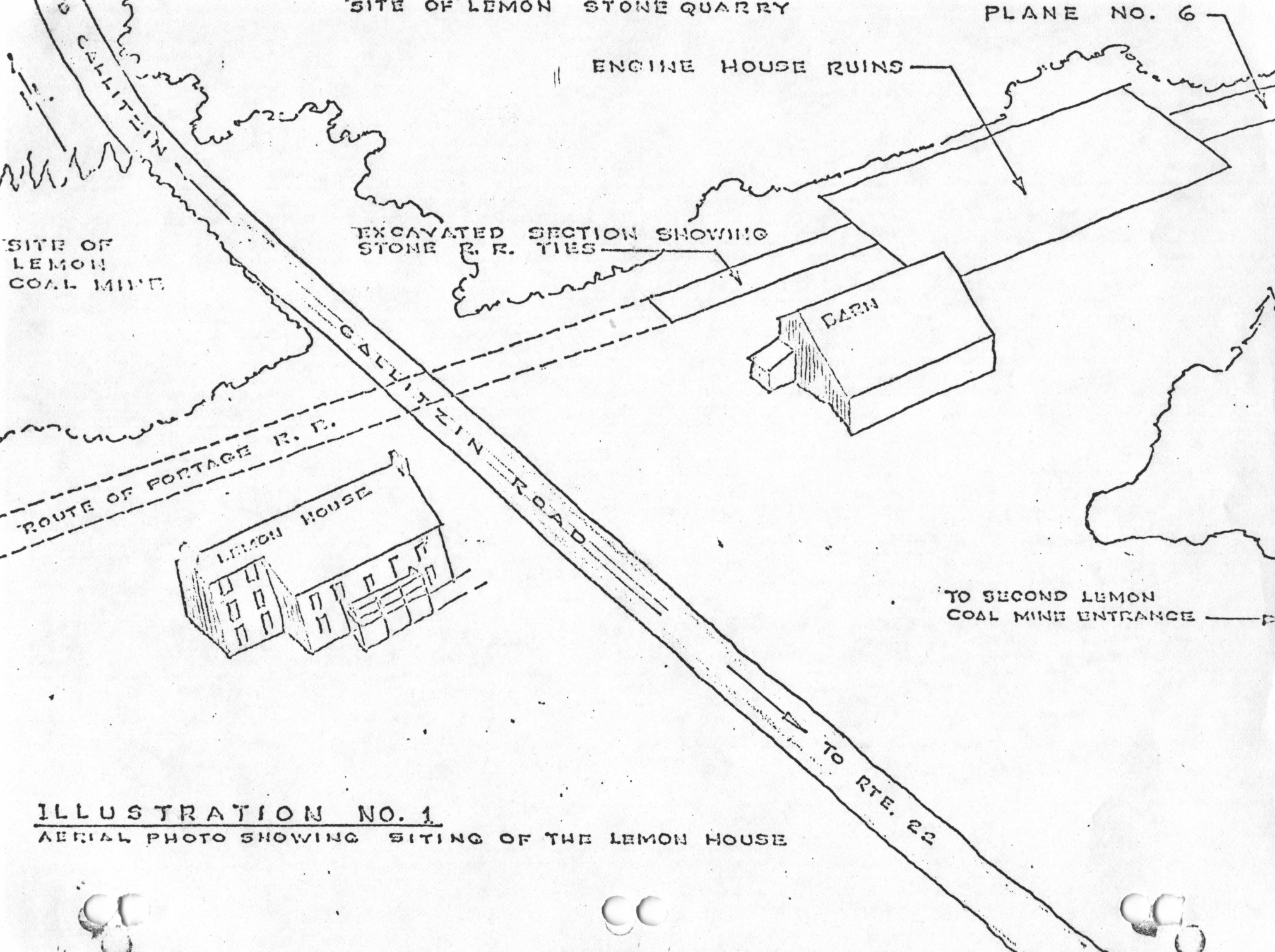


ILLUSTRATION NO. 1

AERIAL PHOTO SHOWING SITING OF THE LEMON HOUSE



ILLUSTRATION NO. 2

The Storm painting of the Lemon House and the Allegheny Portage Railroad including the engine house at the top of Plane #6. The Lemon House is shown in its original form at that period except for an unexplained chimney near the mid-point of the roof. The architectural investigation bears out the fenestration of the old portion of the house at that period. The eastern door led to the bar-room, the central door led to the hall, and the west door to the kitchen (note figure of woman in doorway).

This painting shows a number of other important features such as the three fence types, the pump, the log cabin on the north side of the tracks, and, as yet, unexplained small false front building to the east of the house.

Photo: Photo-copy of Storm painting in Blair County Historical Society negative in Park files.

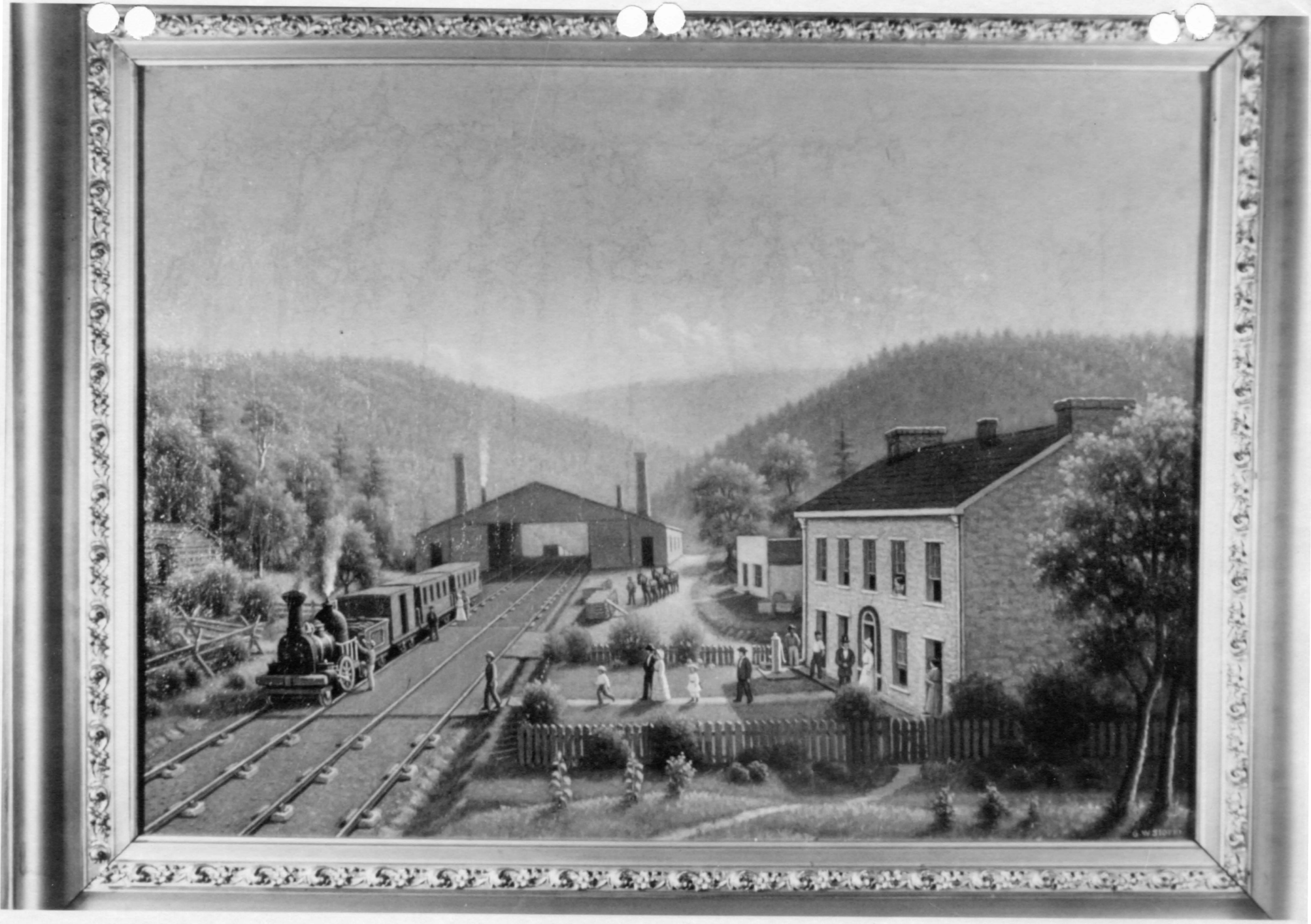


ILLUSTRATION NO. 3

An undated photograph showing the Lemon House prior to the addition of the east porch. In this view the wood shingle roof is evident. The east door is shown with the original door and steps to a platform. The original sash in the east gable fanlight is missing and boarded up. This photograph apparently dates from the late 19th century. It was taken some time after the west wing was added but prior to the addition of the porch shown in the 1903 photograph (Illustration No. 4) following. The fence is shown with slender pickets and another fence with heavier pickets is shown on the 1903 photo.

Photo: Negative in Park files.



ILLUSTRATION NO. 4

In this photograph an east porch was added to the house. The fanlight in the east gable has been replaced and is the same as at present. The fanlight sash is not a sash per se, but a series of built-up pieces utilizing heavy sticks for muntins. It should be noted that the original front entrance door and side lights have disappeared by this time and have been replaced by a double door. Note the change in the fence, gate and gate posts from the previous photograph. Note also the three stone walls under the north end of the porch, the support for the earlier platform.

Photo: Postcard view of Lemon House entitled, "Old Stone House, Cresson, Pa." published by the Cresson Pharmacy and postmarked 1903. Courtesy of Historian Coxey Toogood.

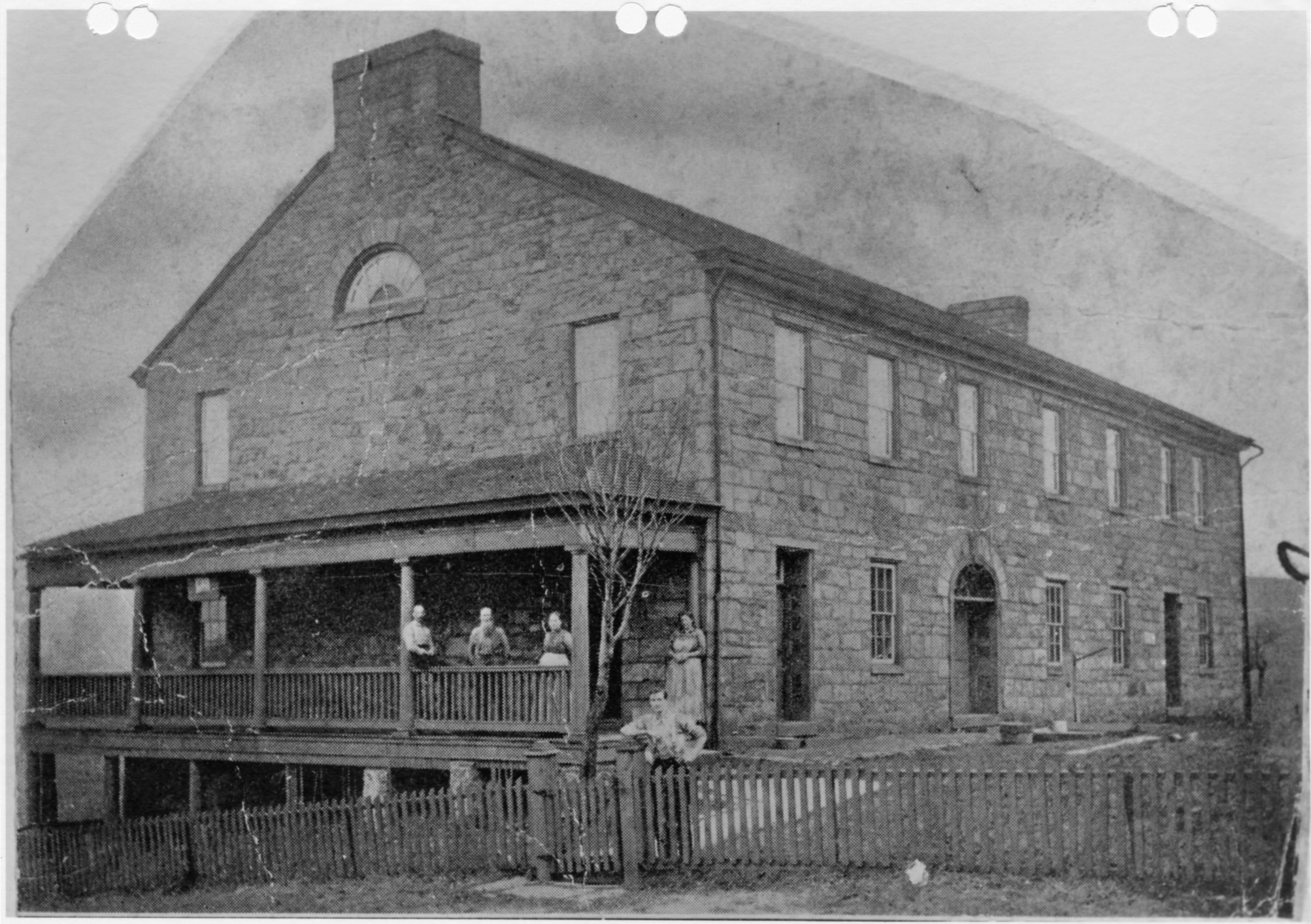


ILLUSTRATION NO. 5

The east side of the house as it appears at the writing of this report. The long side porch has been removed leaving a line of black mastic adhering to the stone wall. The small side porch was erected by Mr. Roberts, the last owner on the stone foundations of the early platform. Considerable regarding has taken place since the earlier photograph. A pipe railing on a cinder block retaining wall replaces the earlier picket fences.

Photograph: Souder, November 1971.



ILLUSTRATION NO. 6

The north, or front, facade as it appeared in c.1936. This was prior to the Roberts alterations. Note the slope in the grade at the right of the photograph. By this time the wood shingle roof had been replaced by asphalt shingles and the doors were Victorian types.

Photo: Negative, Park Office. Copy of photo in Stotz book, The Architectural Heritage of Early Western Pennsylvania, University of Pittsburgh Press,

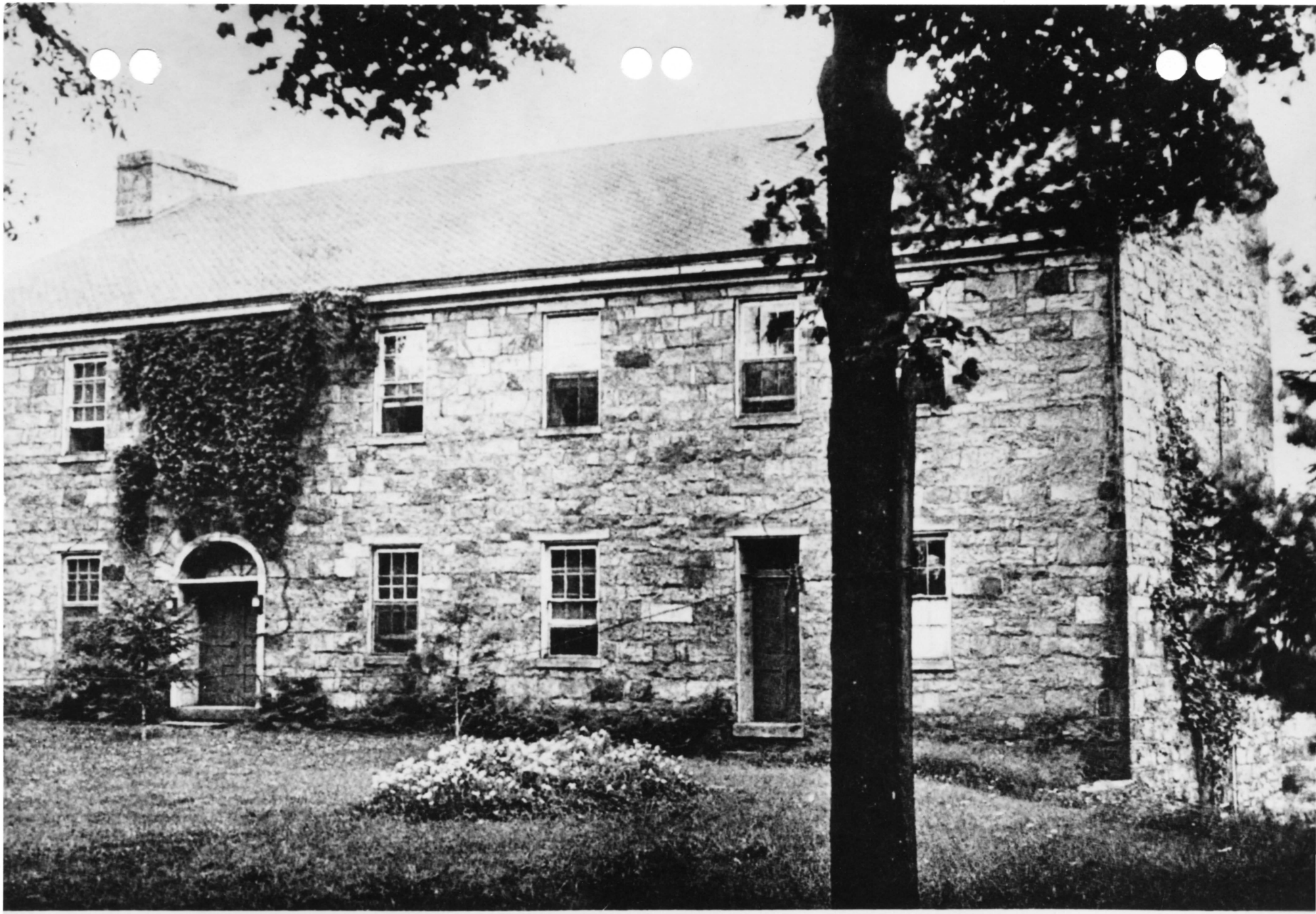


Illustration No. 8: Lemon House, north side and original front entrance, c. 1800.
Source, Stotz, The Architectural Heritage of Early Western Pennsylvania, p. 103.

ILLUSTRATION NO. 7

The north facade as it appears in 1971. The Roberts alterations include the addition of the door to the upper floor at the left and changes to the doors. Mr. Roberts' changes removed the pair of Victorian entrance doors and replaced them with the stock door and sidelights. The two other doors have acquired glass inserts in the upper sections since the previous photo (Illustration No. 6) was taken in 1936.

Photographer: Souder, October 1971



ILLUSTRATION NO. 8

A photograph from the southeast taken at an unknown date. The wood shingle roof was still intact and the green and white color paint scheme was still on the house. The photo may date from the early 20th century. The rear porch was already missing at this time. The east porch is almost obscured by bushes and vines.

The road between Gallitzin and Route 22 was then unpaved and curved around the south of the house. The road is now macadam and runs parallel to the east wall of the house.

Photo: Park files, date unknown.

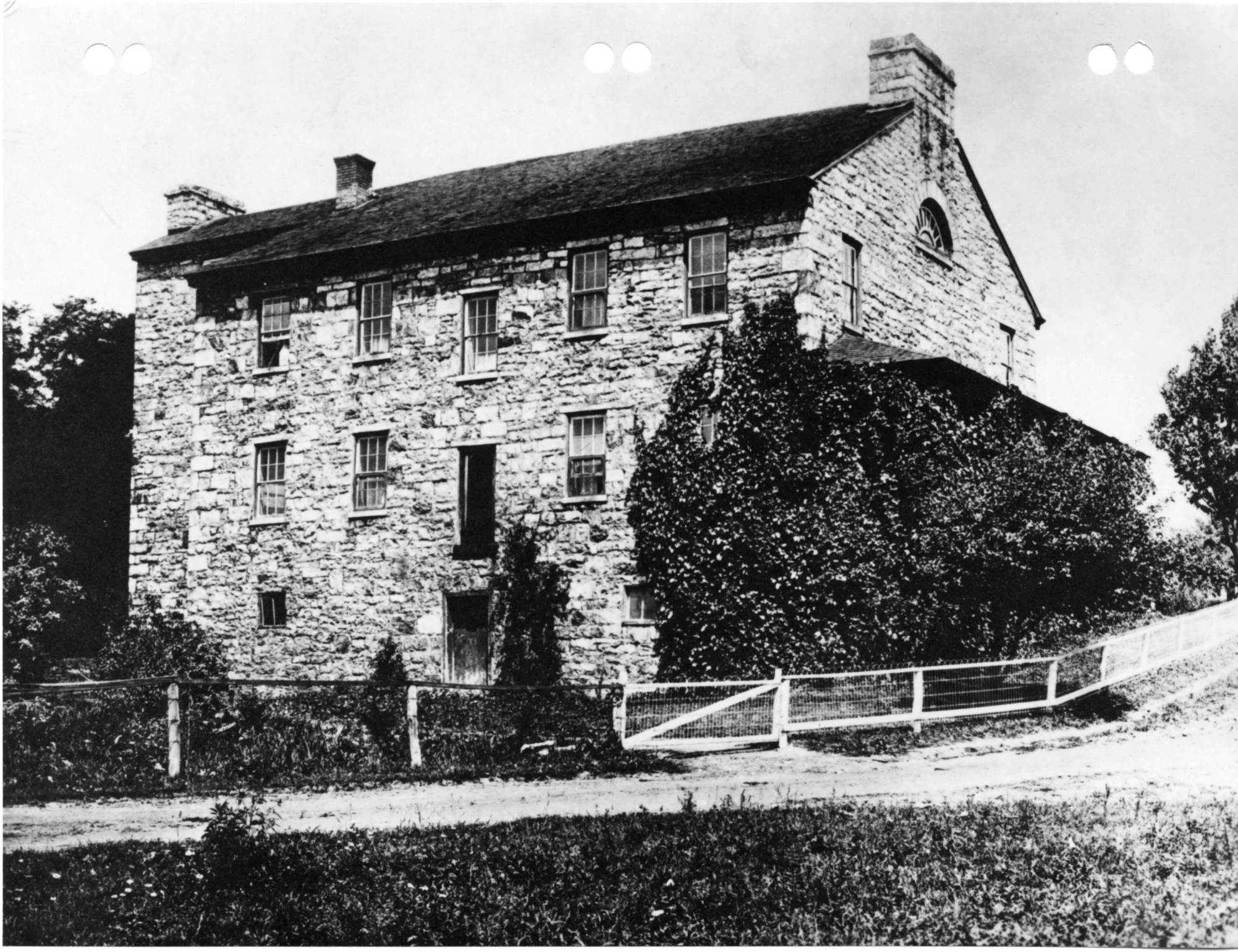


ILLUSTRATION NO. 9

A photograph of the southwest corner of the Lemon House, taken circa 1936, showing the grade conditions which existed until sometime in the 1960's when Mr. Roberts erected a garage at the basement level and filled in the grade to the first floor line.

The roof in this photo has been changed from wood shingle to asphalt shingle and a bathroom has been added, note vent stack on the roof near the cornice. The two color exterior paint combination has been replaced with white paint.

Photo: Negative in Park files.



ILLUSTRATION NO. 10

The Lemon House from the southwest as it appears in November 1971. The grade has been raised to the first floor level covering the garage and with the addition of a porch on top of the garage.

Compare this photograph with Illustration No. 9.

Photographer: Souder, November 1971



ILLUSTRATION NO. 11

The southwest corner showing the joining of the original house on the right and the west wing on the left. While the stone was carefully notched on the front facade to eliminate the joint between the old and new sections, the new south wall was butted against the old wall with an obvious mortar joint.

The windows on the west wall of the old portion were moved toward the center of the house when the fireplace structures were removed. See Illustration No. 12 for a detail of the evidence of this shift in fenestration.

The cornice on the south wall of the wing is of much simpler design than that on the north wall and on the main part of the house.

Photographer: Souder, October 1971.



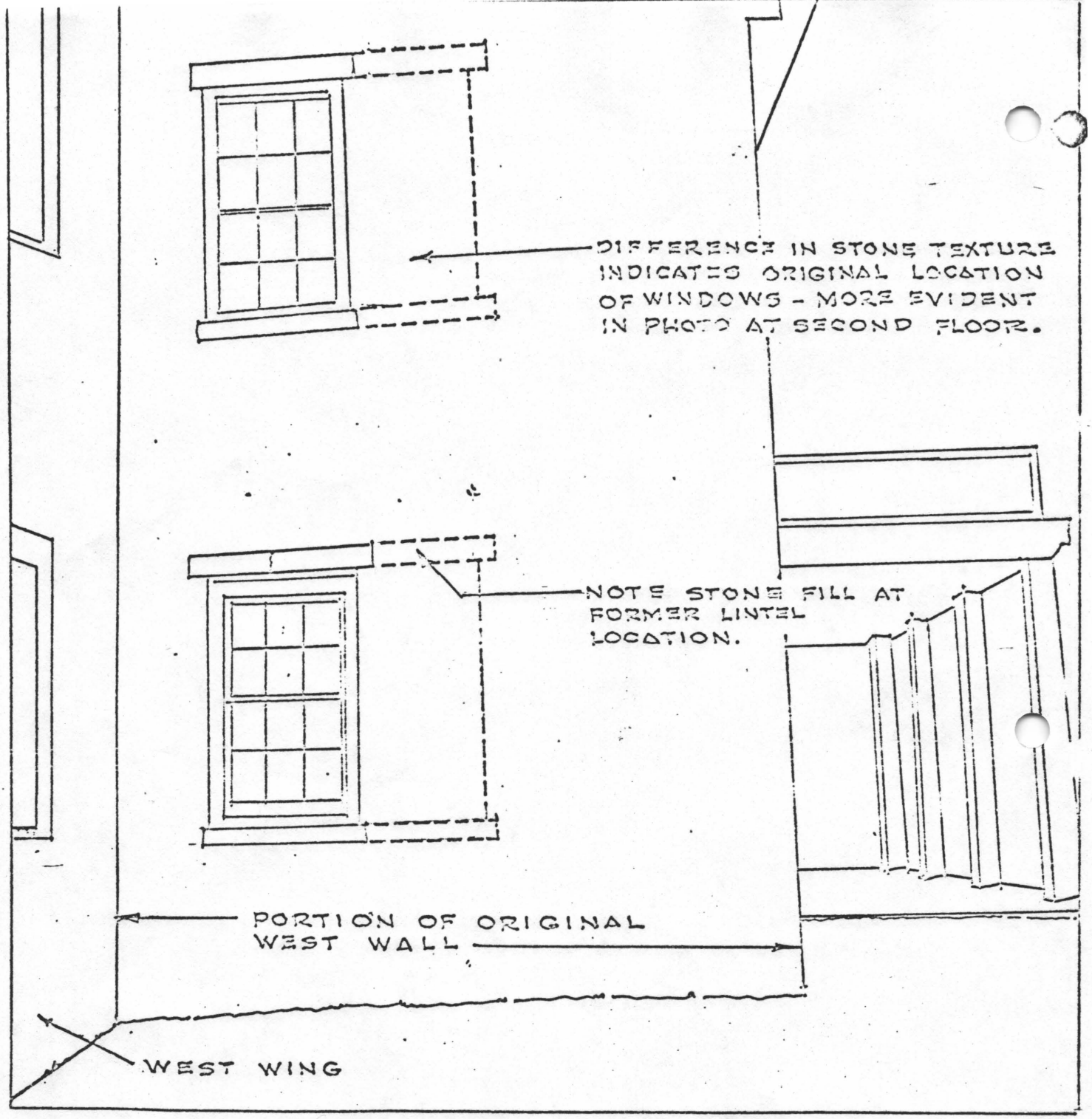


ILLUSTRATION NO. 12

EXTERIOR EVIDENCE OF ORIGONAL LOCATION OF WEST WINDOWS IN OLDER PART OF THE HOUSE.



ILLUSTRATION NO. 13

The main entrance is a combination of original and late period parts. The semi-elliptical fan light is original as is the arched trim with key block. The panelled head and reveals are also original. The moulded side trim and rosette blocks have been replaced with flat trim. The original transom bar mould which extended across the reveals has been replaced with a flat built-up trim. The door and sidelights are stock materials. The door should be an eight panel door repeating the panels on the reveals.

The original marks showing the separation of the door and sidelights can be seen on the interior where the transom trim was mitered to receive the door trim. The present door and sidelights do not coincide with these marks.

Some of the early uneven glass remains in the fan light.

Photographer: Souder, October 1971.


ENTRANCE

ILLUSTRATION NO. 14

The rear hall door opening on the south porch is original except for the door knob and the combination screen and storm door. The panelled reveals which remain on each of the five first floor entrance doors are shown here with the only matching door remaining. Note that the door panels match those in the reveal and head. The stone sills and lintels are typical of all the doors in both the main house and wing, (except for the exterior door to the second floor).

This detail shows the condition of the pointing in the stone walls, especially in the area to the left of the door.

Photographer: Souder, October 1971.

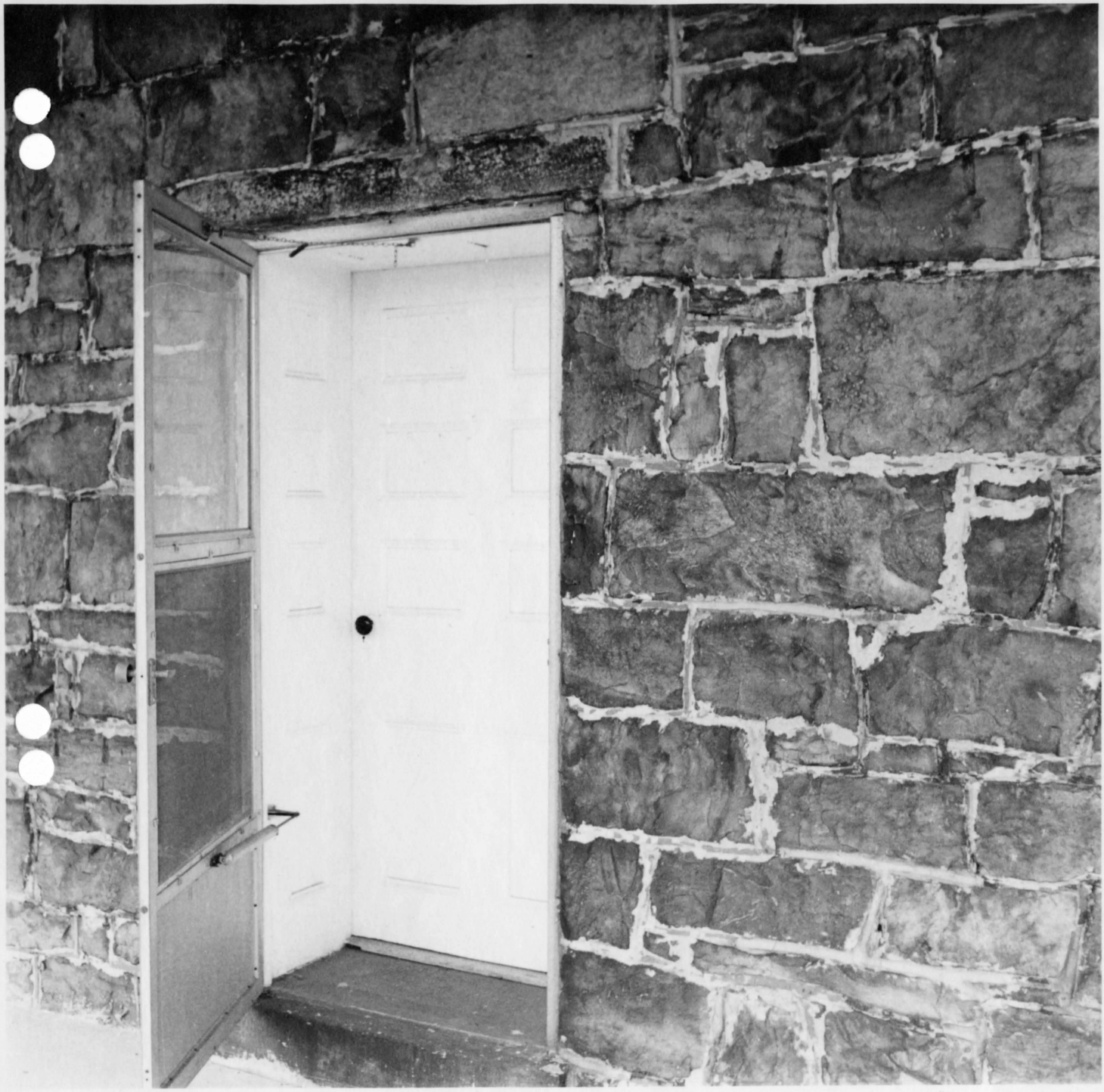


ILLUSTRATION NO. 15

The easternmost door (to former bar room) and adjoining window on the north front. The door reveal and transom mould are original. The window and sash are also original. This door and window are among the few on the first floor which have not been altered to receive aluminum storm and screen doors and sash.

The curved staff moulds on the window and matching curve at the door reveal are representative of the 1820 period in the east.

Photographer: Souder, October 1971.

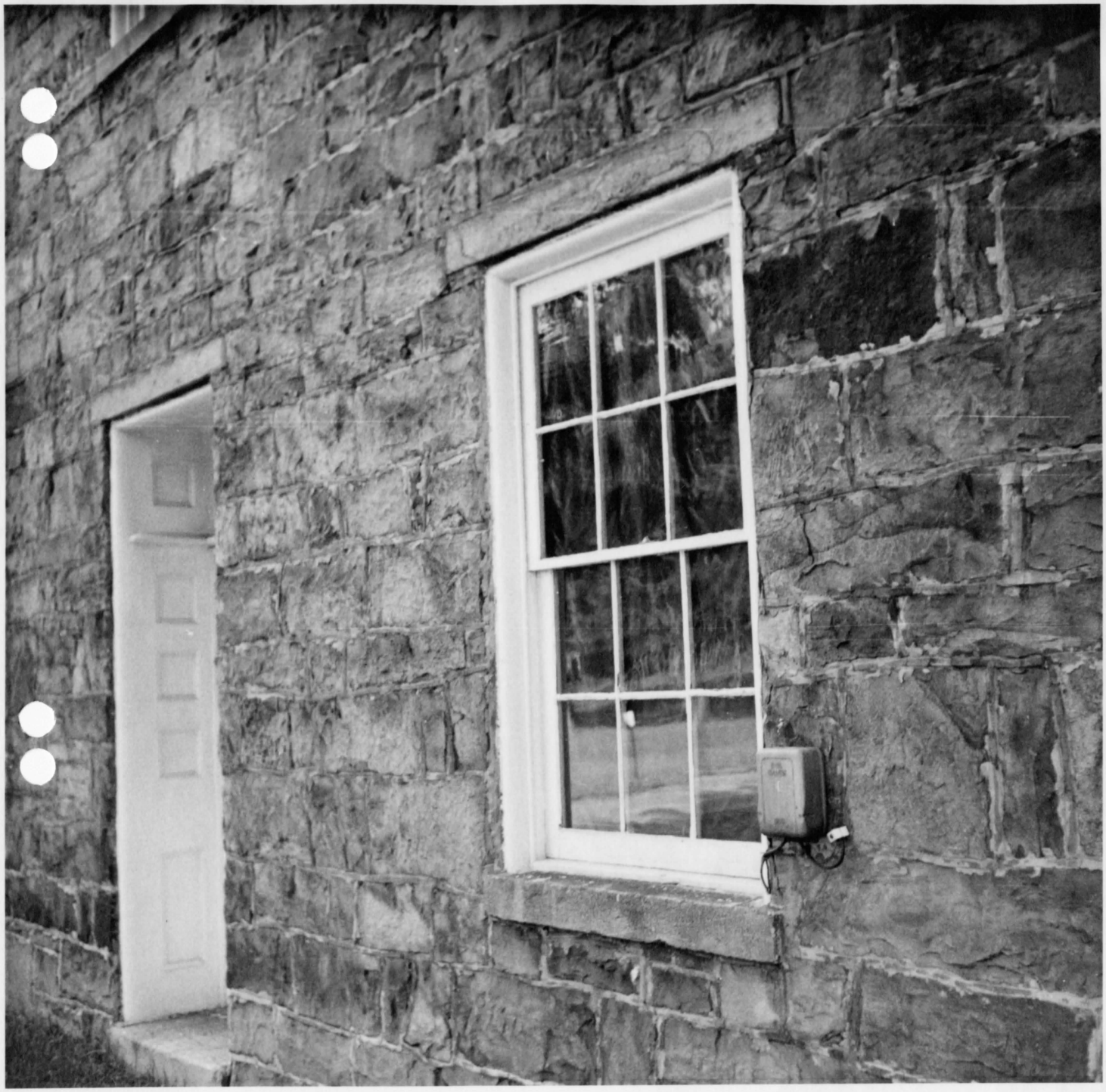


ILLUSTRATION NO. 16

A detail photograph of the cornice on the north front showing the joint where the early cornice ended at the original west corner of the house and the west wing was added.

The extruded aluminum gutter was added to the face of the cornice in the last alteration. Until recent years the house had no gutters and downspouts.

The corner of the original house was removed and the new portion blended into the old stone masonry with the result that a definite joint is not visible.

The head of a first floor window is visible at the bottom of the photograph and shows the old frame padded out to receive later, slightly smaller window sash.

Photographer: Souder, November 1971



ILLUSTRATION NO. 17

A general view of the east end of the basement. The effect of the unusually high storey can be seen by the extended six foot rule in front of the furnace. (See arrow).

The offset in the wall to the right of the furnace is the pier supporting the fireplaces above. The only concrete on the basement floor are two pads upon which the furnaces are placed. The flooring is of earth with a downward slope from north to south.

The first floor joists in the older portion are vertically sawn and spaced on approximately twenty-four inch centers.

Photographer: Souder, November 1971



ILLUSTRATION NO. 18

A view of the basement looking toward the southeast. The forest of posts which number thirty-one are used to prop-up the first floor. Many have been in place a sufficient length of time to have become infested with post beetles and dry rot.

The two low stone walls in the lower middle of the photograph are piers on which posts are placed to support the partitions on either side of the central hall on the first floor.

Photographer: Souder, November 1971.

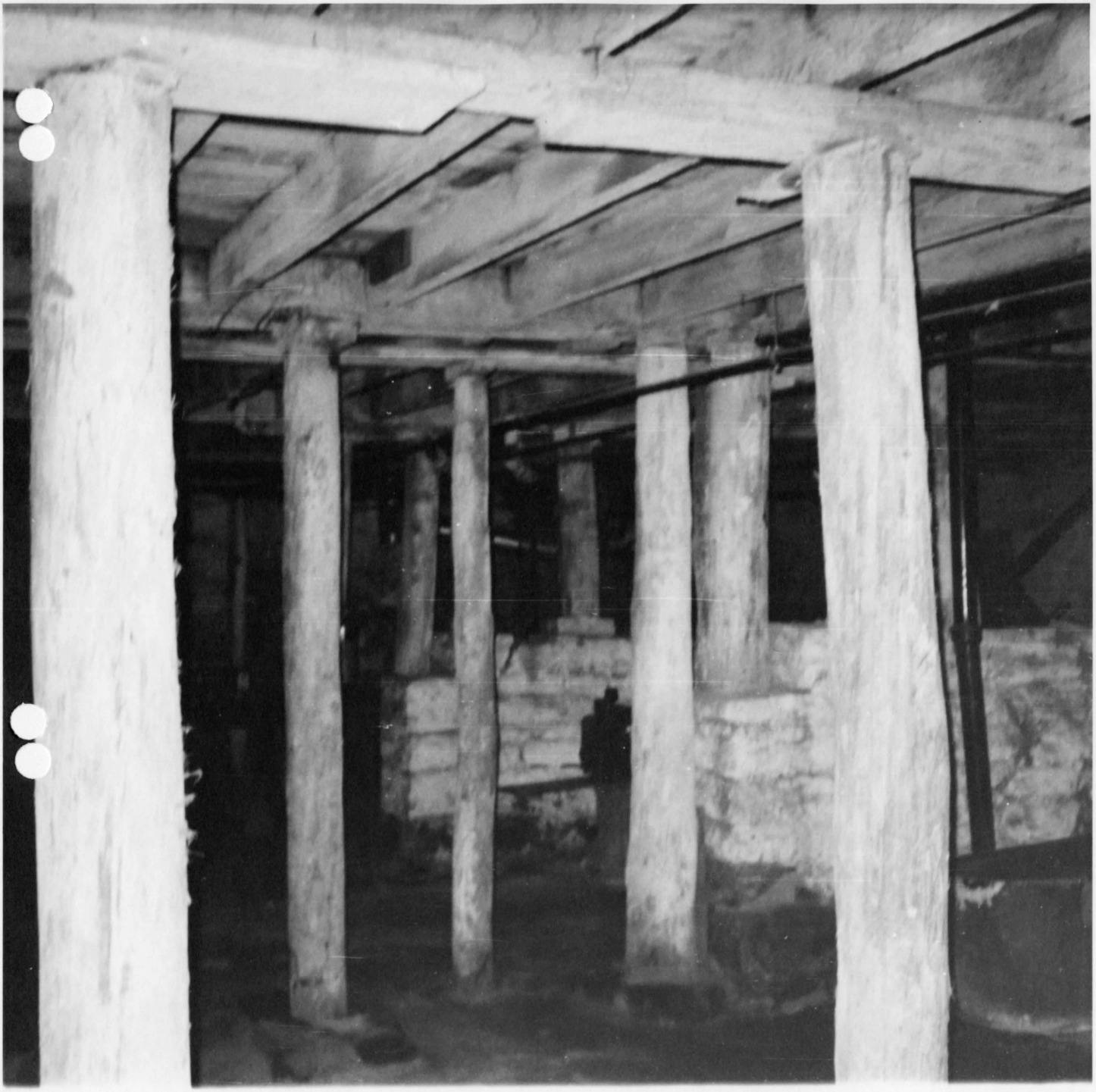


ILLUSTRATION NO. 19

The uneven line at the left of the photograph marks the end of the former west stone wall of the original house at the basement level. The north part of the stone wall was removed leaving the footing stones which can be seen in the lower left. The verticals above the footing stones are studding for a plaster partition in the room formed in the basement of the wing.

Between the end of the stone wall at the left and the start of the footing stones (not visible in the photograph) is the location of the former fireplace structure for the kitchen fireplace and the fireplace in the northwest bedroom on the second floor. This stone support and its footing were removed completely when the west wing was added.

Photographer: Souder, November 1971.



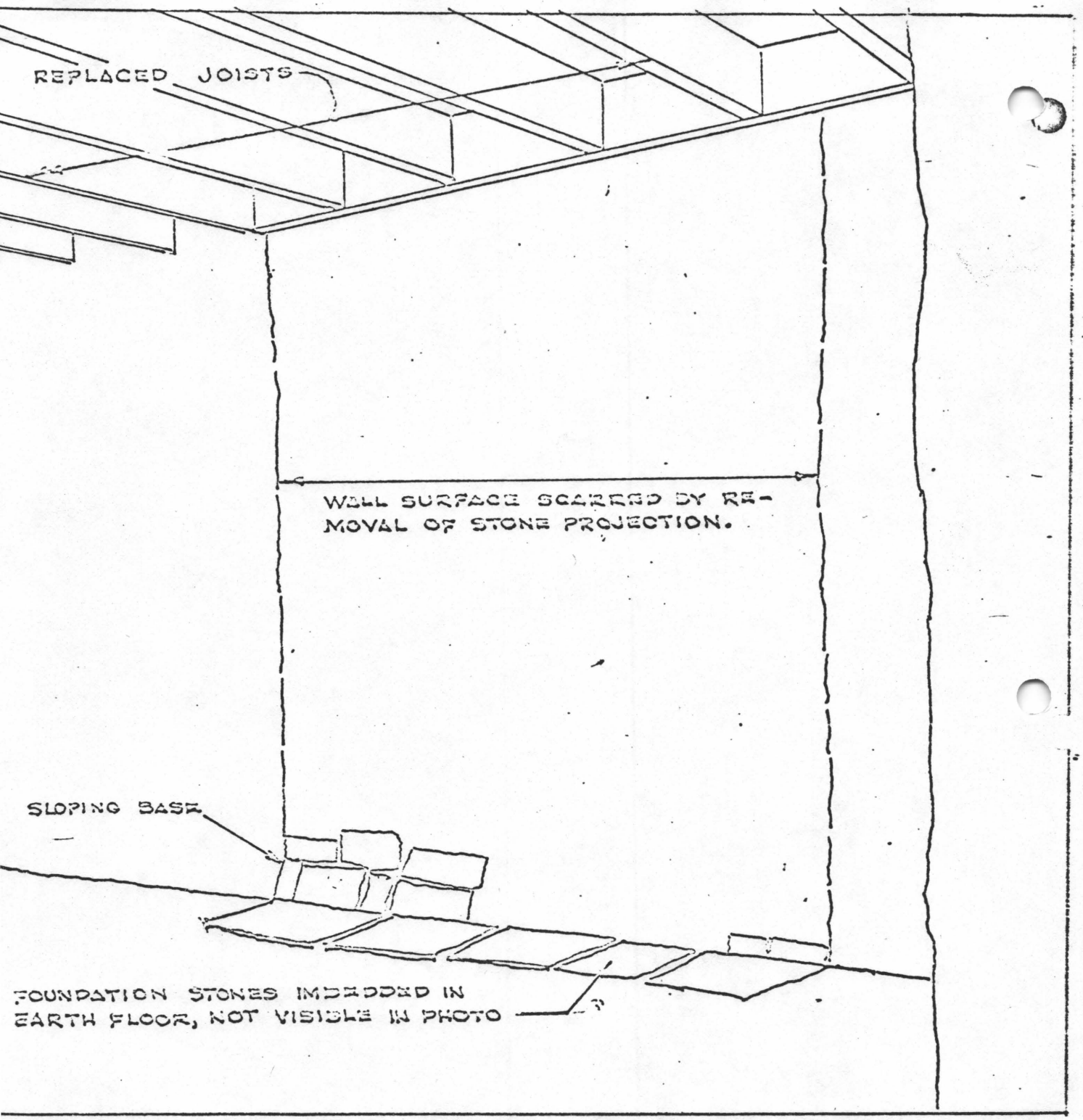


ILLUSTRATION NO. 20

MARKS OF ORIGINAL FIREPLACE STRUCTURE ON WEST WALL OF BASEMENT, OLDER PORTION.



ILLUSTRATION NO. 21

The interior of the basement of the west wing. When the grade was raised to the first floor level on the south, the window (left) and the door were filled in with cinder block. The walls and ceiling of this room were plastered although the floor was exposed earth. The plaster has almost disappeared from the ceiling revealing the circular sawn joists and sawn lath. The chimney-like projection on the left is the buttress erected to stabilize the remaining end of the old west wall when the north section was removed. The stone buttress extends from the basement to the third floor line. The original function of this room is not presently known. The doors and windows were trimmed and portions of a Victorian baseboard remain on the stud partition.

Photographer: Souder, November 1971.



ILLUSTRATION NO. 22

The south end of the central hall showing the staircase and the interior of the original door. A portion of the curving stair well can be seen in this photograph. The handrail is continuous. The only newel in the stairway is at start of the stair on the first floor.

The interior side of the exterior doors had raised panels while the exterior had flat moulded panels.

The door at the right was moved approximately eight inches. The trim on the hall side of the door was removed from the former dining room and the jambs have been covered with oak matching the modern treatment of the former owner's apartment on the west side of the first floor.

Photographer: Souder, November 1971.


EXHIBITS

ILLUSTRATION NO. 23

Detail of the main stairway. The turned newel and the handrail, which is circular in section, are made of curly maple. The square spindles are pine. The wave-like motif on the stair ends is a variation on the older and more familiar scroll ends.

Photographer: Souder, November 1971.



ILLUSTRATION NO. 24

Door leading from the first floor hall to the former parlor. This is one of the two remaining original interior doors with original trim remaining on the first floor.

The trim style and corner rosettes used in the first floor hall were not repeated in any other room.

Photographer: Souder, November 1971.


PLEASE
NO SMOKING

ILLUSTRATION NO. 25

A detail photograph of the original mantel remaining in the former parlor. All fireplace mantels remaining in the house are similar to this one. The fireplace opening has been closed-in with brick. This is the only room with a chair rail. The dining room opposite would probably have had a chair rail also but due to the current use of the room it was not possible to determine at this time.

The closet door on the left is not the original for this location. This opening had no door when the writer first saw the Lemon House. It is assumed that the original door matched the old door to this room. (See Illustration no. 24). See the record drawings in the Appendix of this report for full size profiles of the mouldings and chair rail for this room.

Photographer: Souder, November 1971



ILLUSTRATION NO. 26

This room (no. 101) was the former bar room. The transoms in this room have been blocked off on the interior. The fireplace opening of the same size as the adjoining room (Illustration No. 25) has been plastered over and the old mantel removed. Note the simple trim used in this room as compared to that used in room 102 (Illustration No. 25). The door, window trim and baseboard in this room are original.

This room is now being used as a temporary audio-visual room.

Photographer: Souder, November 1971.

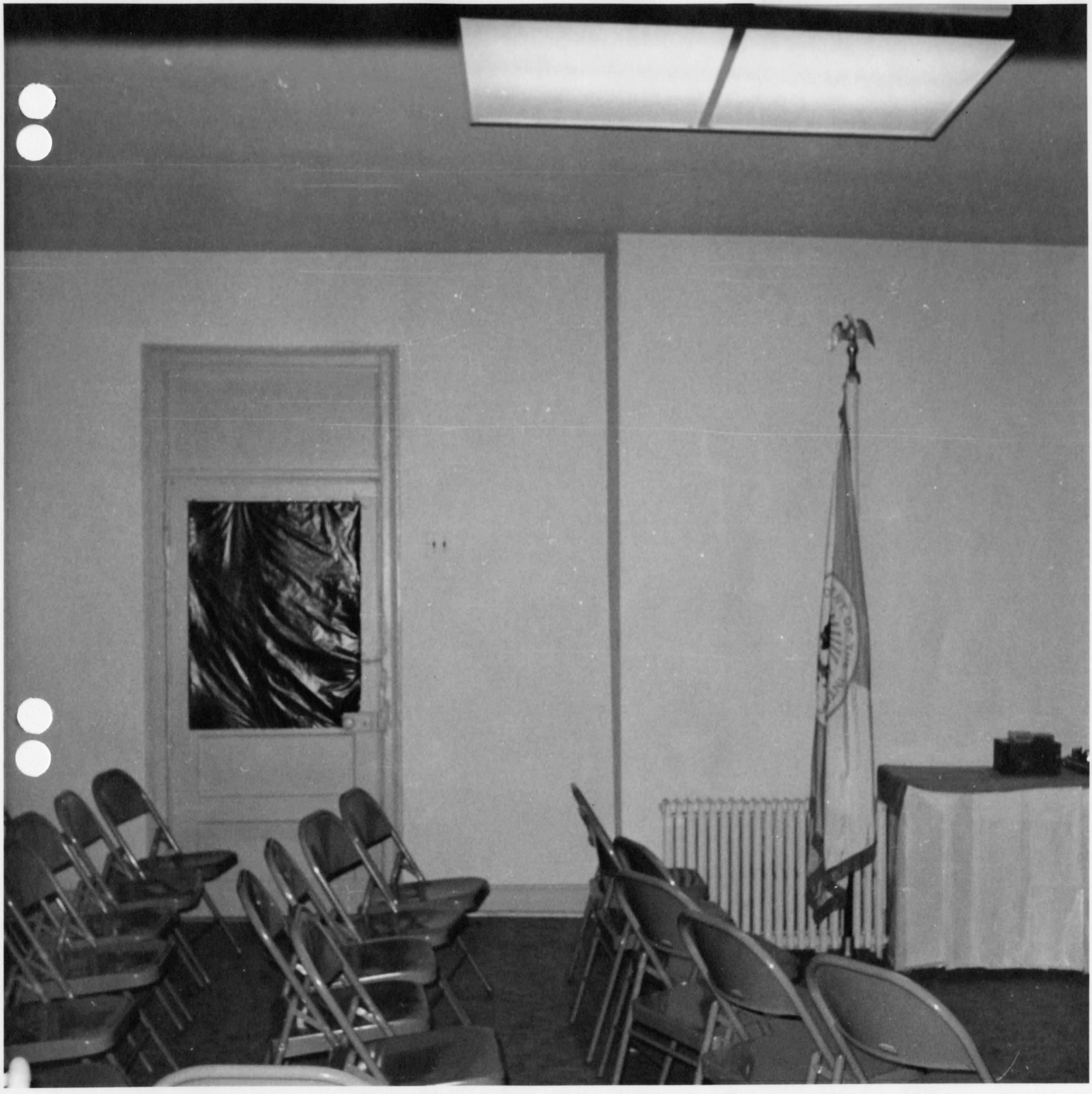


ILLUSTRATION NO. 27

The southwest room on the first floor formerly the dining room. The old trim was removed from this room and modern oak trim substituted. The window shown is one of the two moved when the west wing was built. The projection is the brick chimney added after the fireplaces were removed and is partially set within the old flue space. This chimney has no foundation. It is supported on the flooring of the first floor.

This room apparently had the same trim and mantel as the parlor opposite. The removed trim is stored in the barn.

Photographer: Souder, November 1971.

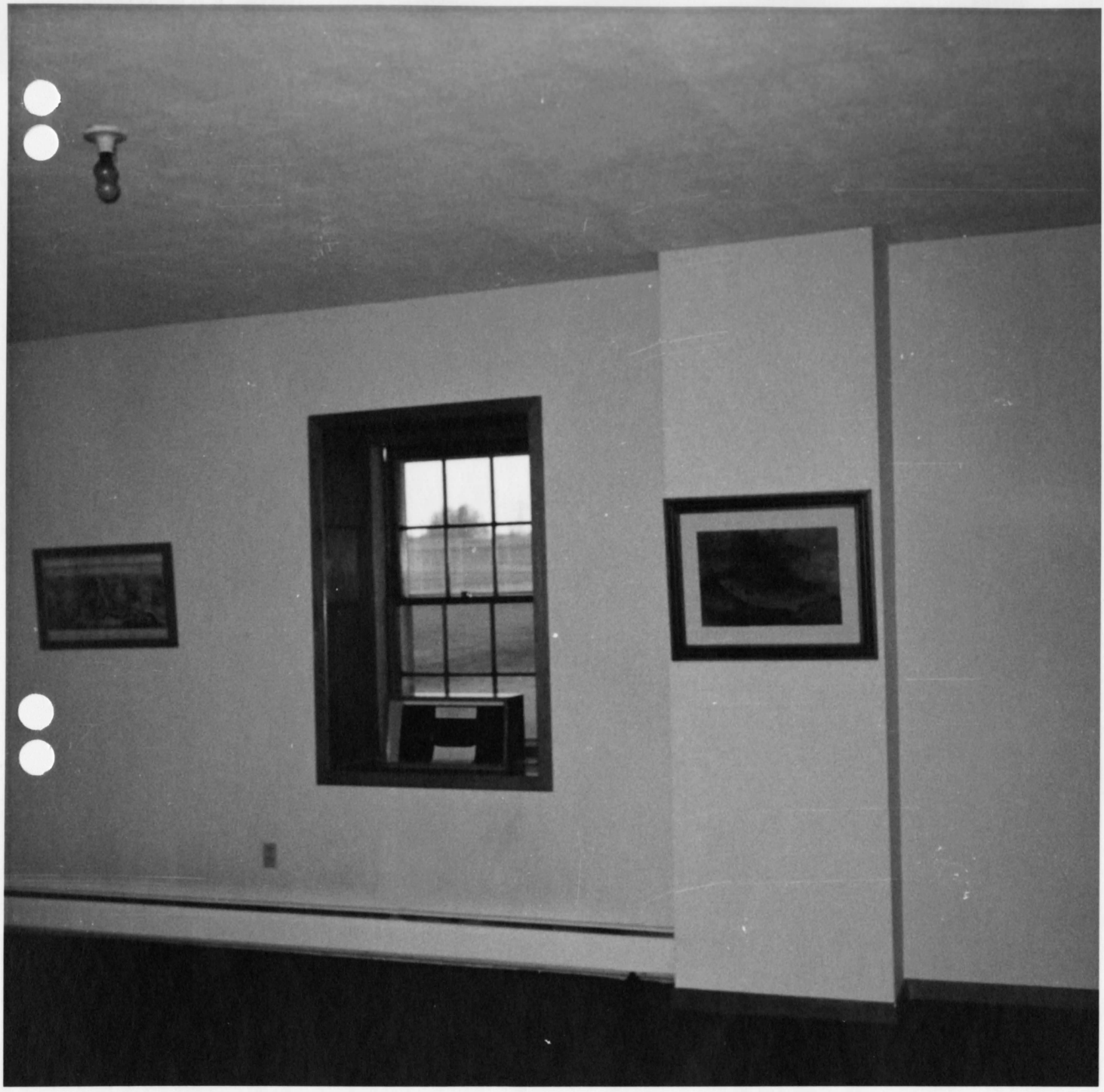


ILLUSTRATION NO. 28

One of the three original doors on the second floor. This door leads from the stair hall to the southeast bedroom (202), currently used as an office. The door is a six panel type with raised panels. The trim is the simplest of the trims used in the house and occurs in two rooms on the first floor and two on the second.

The present lock is a Victorian cast iron box lock and scars indicate it is not the original. In the period when the house was built, "Carpenter" locks were used. These were the forerunners of the later cast box locks and it is likely that Carpenter locks were used in this building.

Photographer: Souder, November 1971.



ILLUSTRATION NO. 29

This photograph shows the east wall of the southeast bedroom on the second floor. This is the only room on the second floor which has not been sub-divided by partitions. The window and door trim in the two south rooms is plain with a bead edge and outer moulding. Where this type of trim is used, the heads and reveals of the windows are plastered. See Illustration No. 30 for the panelled reveal of the windows on the north front of the house.

The mantel shown here is identical to that in room 201 and similar to the mantel remaining in room 102 on the first floor except for size. The baseboard in these rooms is a plain board with a top bead.

Photographer: Souder, November 1971.



ILLUSTRATION NO. 30

The north window in room 201 showing the panelled reveals and head. This type of trim was used on all of the windows in the second floor north rooms. The treatment is similar to that used in the first floor south rooms except for a variation in the design of the trim.

Photographer: Souder, November 1971.


FRAGILE
HANDLE WITH CARE

ILLUSTRATION NO. 31

Looking through an original doorway from the second floor stair hall to corridor no. 1 (see record drawings). The door shown is typical of the later doors with transoms, installed when the original layout was altered to create small rooms. The trim and installation tend to indicate these were added circa 1930 when the Lemon House was used as a guest house.

Photographer: Souder, November 1971



ILLUSTRATION NO. 32

A general view of the attic in the original portion of the house. This photo, looking toward the east chimney structure, is included for general effect only. Subsequent photographs of the attic will show the various portions in detail.

Photographer: Souder, November 1971



ILLUSTRATION NO. 33

The east chimneys housing two flues each meet above the fanlight in the attic to become one large chimney stack above the roof. The metal pipe in the center of the photograph is the smoke stack from the east basement furnace and enters the chimney at this point.

The present fanlight sash is built-up of wood strips, surface applied and is a homemade attempt at a replacement of the usual fanlight sash.

The floor boards in the foreground vary from twelve to eighteen inches in width. Indications of nail marks on the joists are that the entire attic was covered with flooring but only a portion remains.

Photographer: Souder, November 1971.

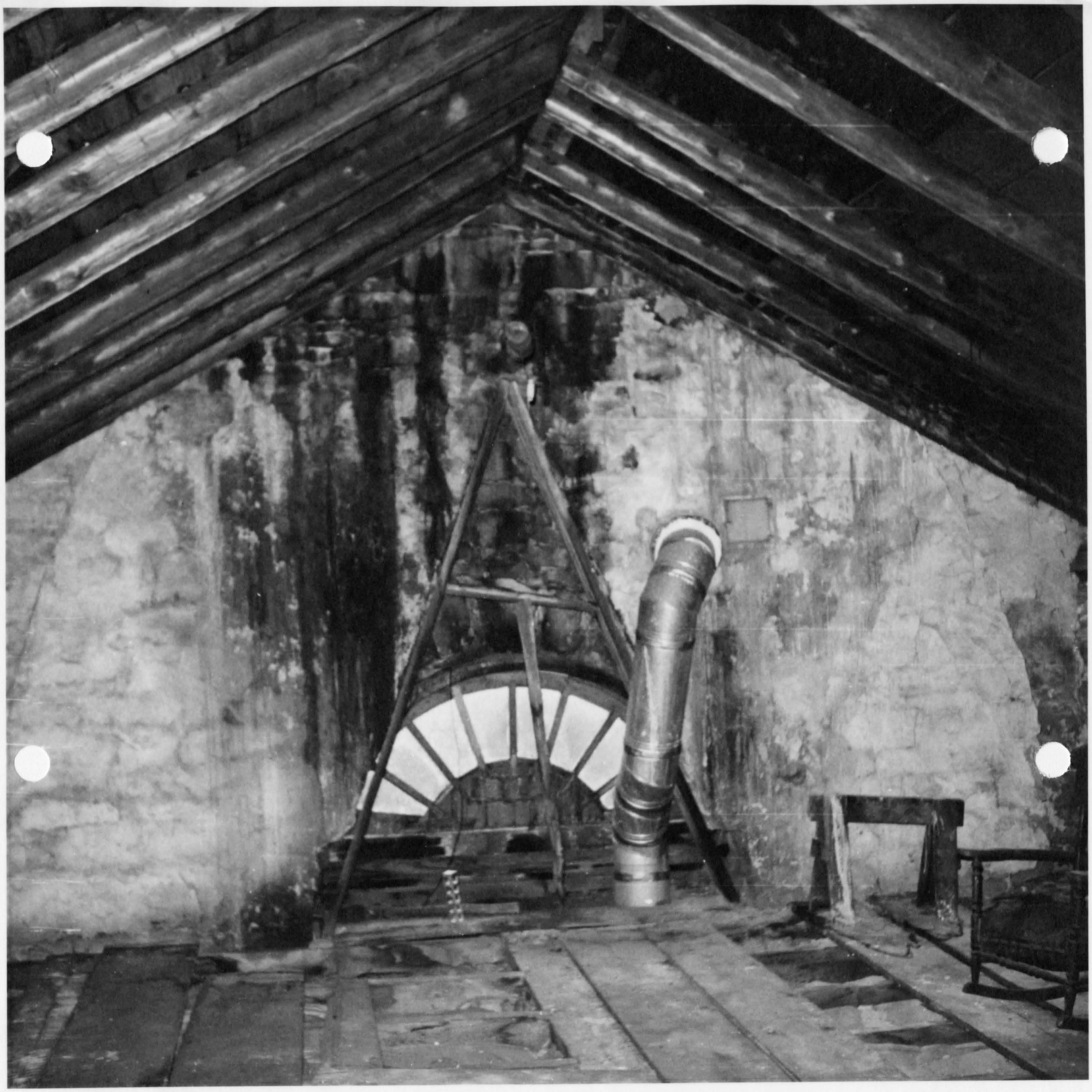


ILLUSTRATION NO. 34

Detail photograph showing the roof construction in the original house. The purlins are hewn as are the rafters and the purlin bracing. More of the flooring can be seen in this photograph. It is possible that only a portion of the flooring was relaid when the batt insulation was installed between the joists.

The pine sheathing is not new but neither does it appear to be original. It probably dates from the first installation of asphalt shingles. The usual, and early, method of applying wood shingles was on shingling lath instead of on sheathing.

Photographer: Souder, November 1971.



ILLUSTRATION NO. 35

The summer beam which spans the length of the house in the center of the attic floor is shown here extending from the lower left of the photograph diagonally to the upper right. The joists are tenoned into the beam. The electrical wiring is let into grooves cut into the beam. Due to the extreme length of the structural member the downward deflection is great.

Photographer: Souder, November 1971.


P.G

ILLUSTRATION NO. 36

This photograph shows the remains of the original west wall of the house at the attic level. The old stone wall was cut off at this level behind the brick chimney. The chimney which rests on the first floor flooring now serves only to ventilate the attic, note the grille in the upper portion. The chimney was placed partially within the former fireplace structure which extended from the basement floor to the multiple flue chimney above the roof. The lath shown is the partition between the original attic and the room in the west wing.

Photographer: Souder, November 1971



ILLUSTRATION NO. 37

A view of the attic room in the west wing. This room was finished presumably to serve as a bedroom. The plaster is falling and the area around the chimney shows the effects of long standing leakage. The flooring and framing of this area is circular saw cut material. The smoke flue shown here is the extension of the west furnace which enters the chimney at this point.

The door to the stairway is Victorian and has a grained finish.

Photographer: Souder, November 1971.

SIDE UP
1097-73
LNUT
ANE DOORS

ILLUSTRATION NO. 38

To the north of the finished room in the attic the construction of the west wing is visible from the stairway. The rafters are circular sawn, but the continuation of the purlin from the old portion is hewn. The joists in the lower foreground are also circular sawn.

Photographer: Souder, November 1971



ILLUSTRATION NO. 39

The drawing "Dance in a Country Tavern" which was made by Krimmel prior to 1821 is very much like the bar room in the Lemon House if viewed from the north wall. The fireplace is located on the left and the bar on the right in the Lemon House also. The proposed bar for the restoration would follow the general lines of the one in this picture.

This drawing will also be valuable in the selection of furnishings for the bar room. See Illustration No. 40 for the similarity between this print and the sketch of the proposed restoration of the Lemon House bar room.

Photo: INHP File No. 8348; "Dance in a Country Tavern" by Krimmel, John Lewis, 1789-1821 (e.1833-4). Lithograph by G. Lehman from a drawing by Krimmel, Childs and Lehman, Lith'y. Courtesy of Historical Society of Pennsylvania.

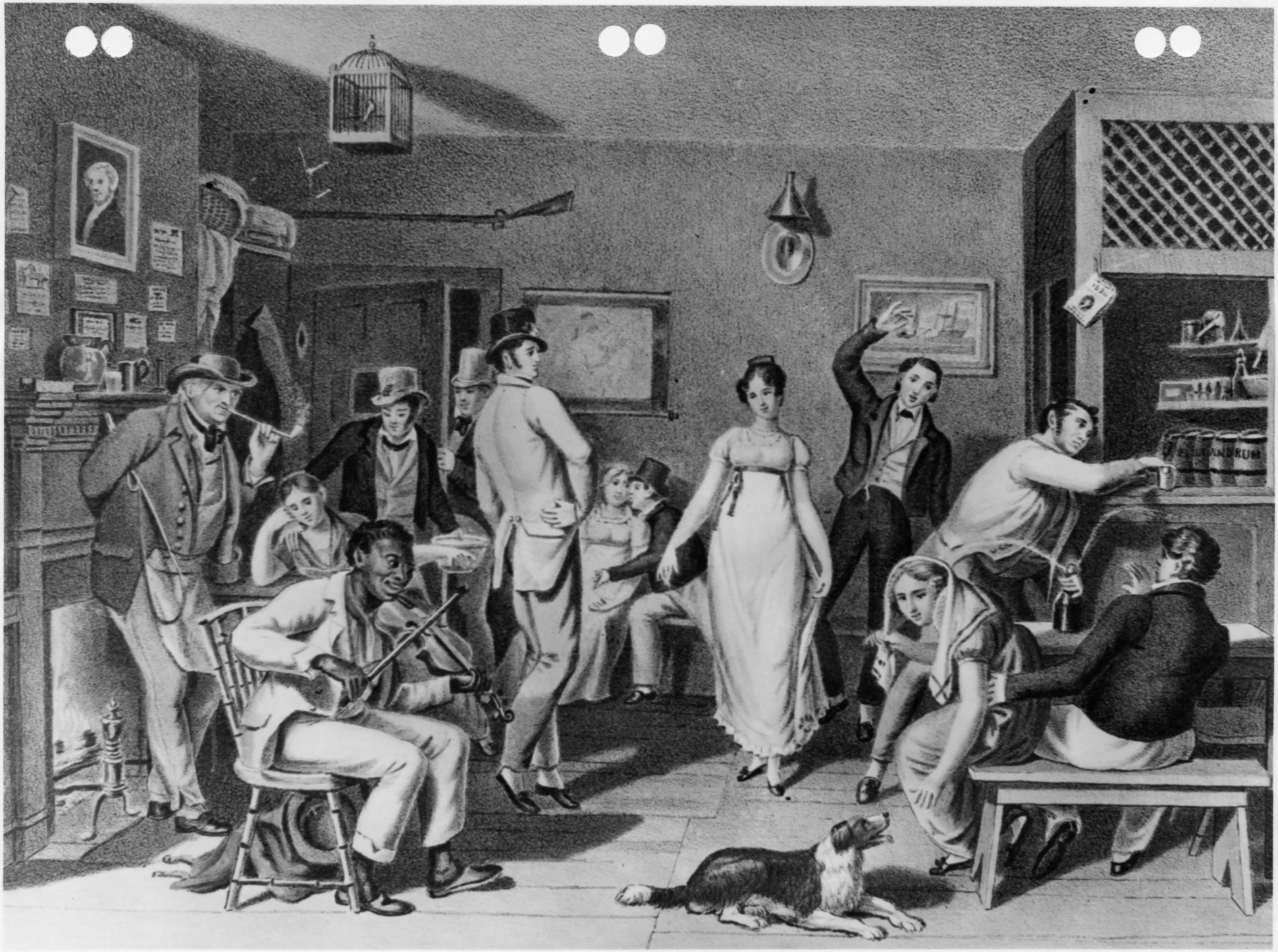




ILLUSTRATION NO. 40

PROPOSED RESTORATION OF BAR ROOM

N. M. SOUDER '71

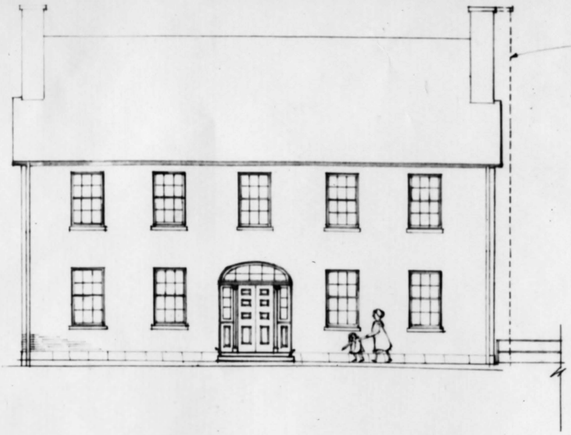
ILLUSTRATION NO. 41

The sheet of plans and elevations of the Mt. Washington Tavern at Fort Necessity National Battlefield is included as a basis of comparison with the Lemon House. The general proportions of the building, the fenestration, the central entrance with fanlight and sidelights are similar to the original portion of the Lemon House.

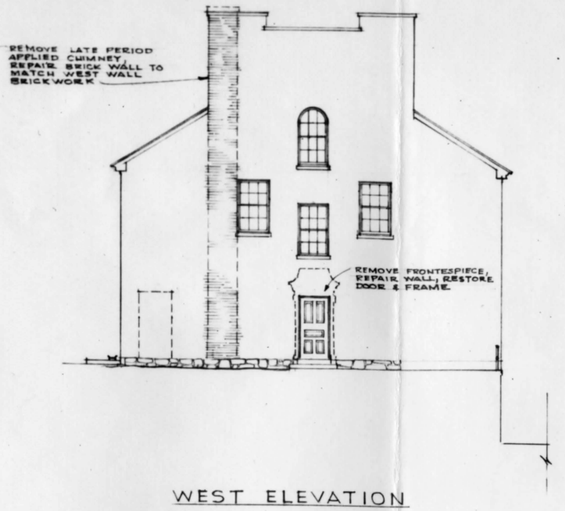
Common also to both buildings are the massed end chimneys.

The Mt. Washington Tavern was a stage stop and rooms for guests as well as the dining room and bar room. The Mt. Washington Tavern was erected between 1820 and 1830, and the Lemon House circa 1830.

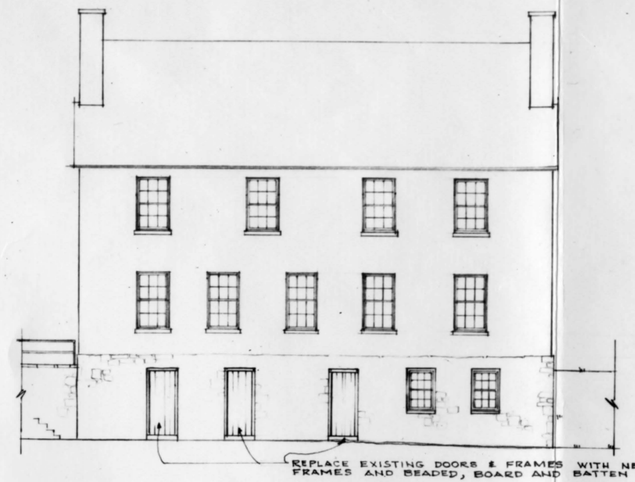
The comparable structures listed under Section V show a similarity of design for taverns of the period and the rather widespread area of Western Pennsylvania where these taverns are located.



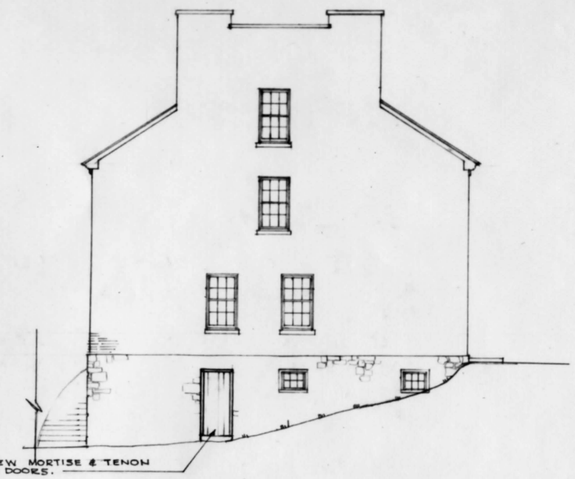
NORTH ELEVATION



WEST ELEVATION

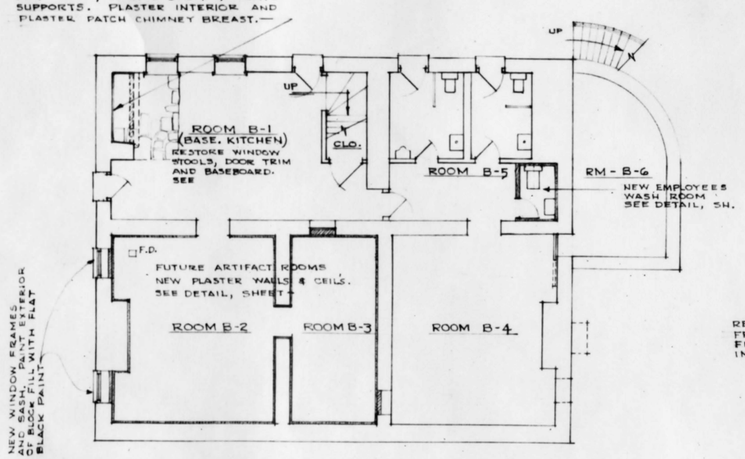


SOUTH ELEVATION

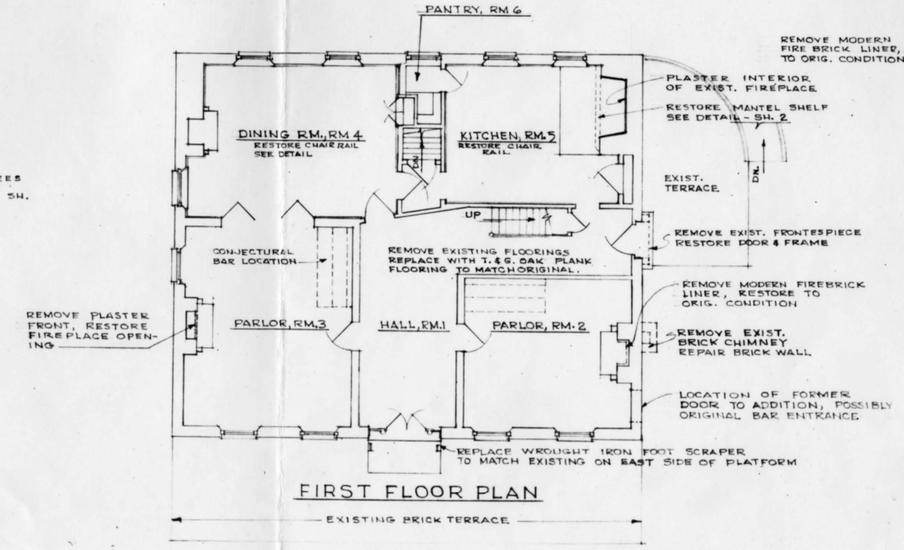


EAST ELEVATION

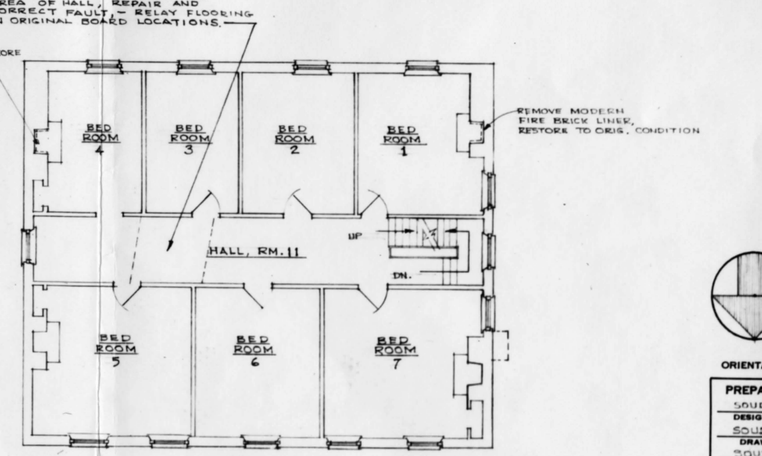
NOTE - ALL EXISTING WINDOW SASH TO BE REPLACED WITH PERIOD SASH, SEE DETAILS, SHEET



BASEMENT PLAN



FIRST FLOOR PLAN



SECOND FLOOR PLAN

SCALE - 1/8" = 1'-0"

ORIENTATION

PREPARED	SOUDER
DESIGNED	SOUDER
DRAWN	SOUDER
CHECKED	
DATE	INITIAL
REVISED	

RECOMMENDED _____ DATE

APPROVED _____

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
DESIGN AND CONSTRUCTION
PREPARED BY
EASTERN
OFFICE

PLANS AND ELEVATIONS
TITLE OF DRAWING
REHABILITATION OF MT. WASHINGTON TAVERN
LOCATION WITHIN PARK
FORT NECESSITY NATIONAL BATTLEFIELD
NAME OF PARK

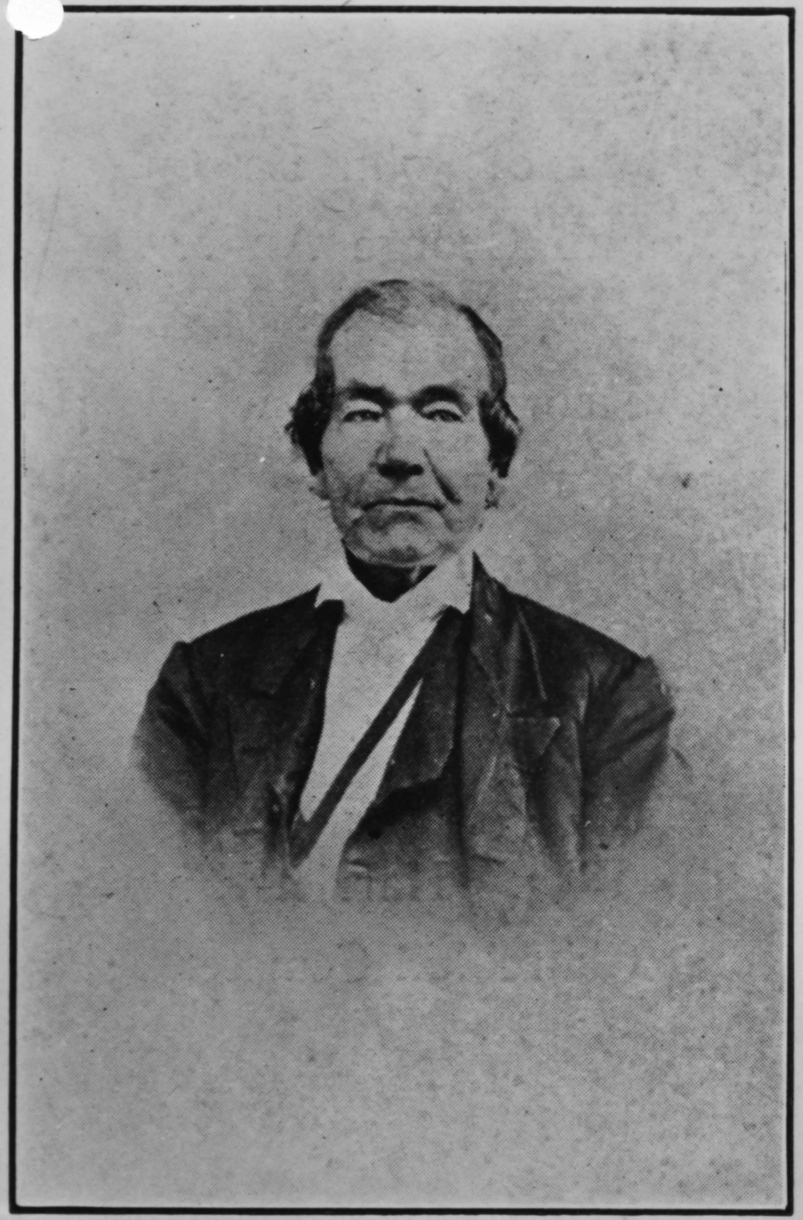
REGION NORTHEAST
PCP NO.
SHEET 1 OF
DRAWING NO. NB-NEC 3022
DATE

BASIC DATA

ILLUSTRATION NO. 42

Samuel Lemon and his wife, Jean Moore Lemon, no date.

From James M. Yeager, A Brief History of the Yeager . . . Lemon Families and Their Collateral Kindred of Pennsylvania.



Samuel Lemon



Jean Moore Lemon

Father and Mother of Hon. John A. Lemon

ILLUSTRATION NO. 43

Lemon Family Portrait in front of the Lemon House, 1893.

As identified by Barbara (Fulford) Pfeffer, great granddaughter of Samuel Lemon, and granddaughter of John Lemon from top, left to right: 1. Senator John A. Lemon; 2. his son, John; 3. George Fulford; 4. a yound man from Clearfield to see Aunt Kate [Katherine Lemon]; 5. Margaret Lemon; and 6. youngest daughter, Jean Moore, Joe Gifford's mother.

Donated to the National Park Service by Joseph P. Gifford.



ILLUSTRATION NO. 44

Allegheny Portage Railroad, Inclined Planes No. 6 and 7, drawn by Strickland Kneufs, 1840.

This map clearly shows Lemon's tavern, coal mine, coal wharf, the railroad Engine House straddling the track at the head of Plane No. 6, and one outbuilding to the right of the road heading north from the Philadelphia and Pittsburgh Turnpike. Note also the structure located on the north side of the turnpike, near to Lemon's tavern; this building most likely represented Lemon's original 2-story log house which he built for a tavern in 1826.

Record Group 17, Map Book 3, p. 16, at Pennsylvania Historical and Museum Commission, Division of Archives and Manuscripts, Harrisburg.

See drawing in manila envelope in back of report.

ILLUSTRATION NO. 45

"Map of Road to Avoid Inclined Planes on the Allegheny Portage Railrod," located by Robert Faries, C.E., 1850.

On May 10, 1850 the Pennsylvania Legislature passed an act looking toward the construction of a road avoiding the use of the inclined planes, and the Board of Commissioners appointed Robert Faries as engineer to make surveys for that purpose. Wilson, p. lxxxix.

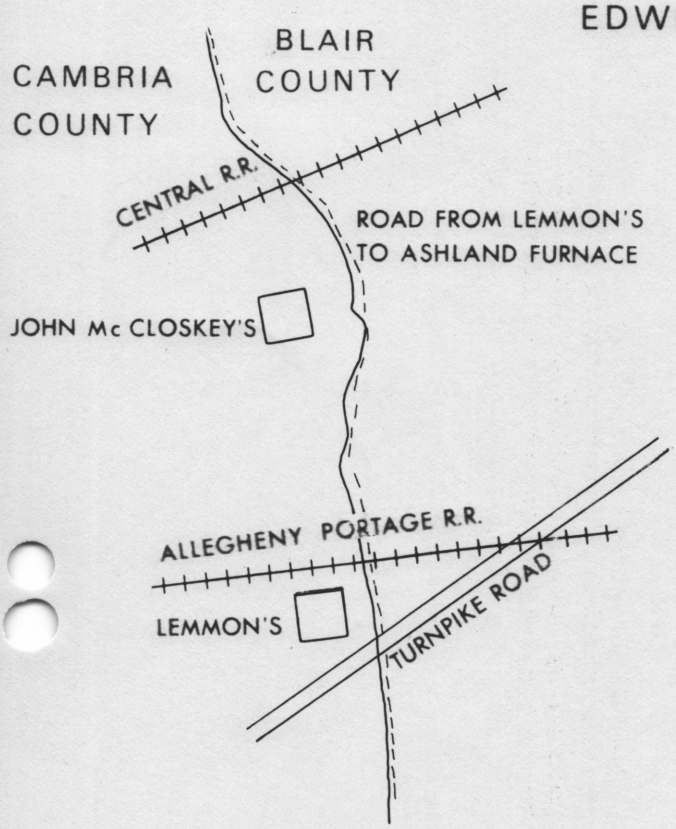
As in the 1840 map, Lemon's figures as one of the few identified structures in the area. Note the growth of the Summit during the 10 years. Note also the addition of three other outbuildings to Lemon's ground, and the continued existence of the structure along the turnpike, presumably Lemon's original tavern.

RG 17, Map Book 13, b, Pennsylvania Historical and Museum Commission, Division of Archives and Manuscripts, Harrisburg.

See drawing in manila envelope in back of report.

SKETCH OF MAPS
1849 and 1867

1849: BOUNDARY LINE BY JAMES L. SWIN, BLAIR
EDWIN A. VICKROY, CAMBRIA



1867: BEER'S MAP OF CAMBRIA COUNTY

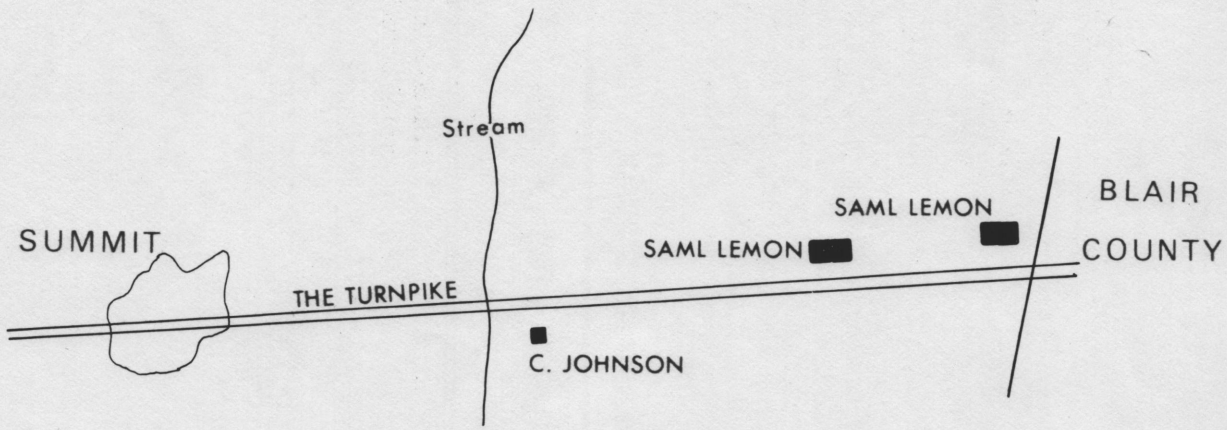


ILLUSTRATION NO. 46

Sketch of Boundary Run and Marked between Blair and Cambria Counties, 1849, and Beer's Map of Cambria County, 1867.

These two maps were sketched free hand by the author to show the continued notation of Lemon's in relation to geographic and population studies during the mid-19th century.

The 1849 boundary survey suggests that the road north might have been constructed to connect Lemon's tavern with Ashford's furnace.

The 1867 atlas map still indicates two structures belonging to Samuel Lemon, the western one on the turnpike presumably being his first tavern, a 2-story log house.

The 1849 map was identified as follows: "Run and Marked by James L. Swin of Blair and Edwin A. Vickroy of Cambria, Commissioners appointed by act of assembly to run and mark said boundary. Run and marked in the months of September and November, 1849." Recorder of Deeds Office, Cambria County Courthouse, Ebensburg, Pennsylvania.

D. J. Beers, Map of Cambria County, Pennsylvania, Philadelphia, A. Pomeroy, 1867, as found in Cambria County Historical Society.

ILLUSTRATION NO. 47

Engine House, Plane No. 6.

This photograph could not be identified by the author, but, according to Benjamin Levy, it dates to ca. 1845.

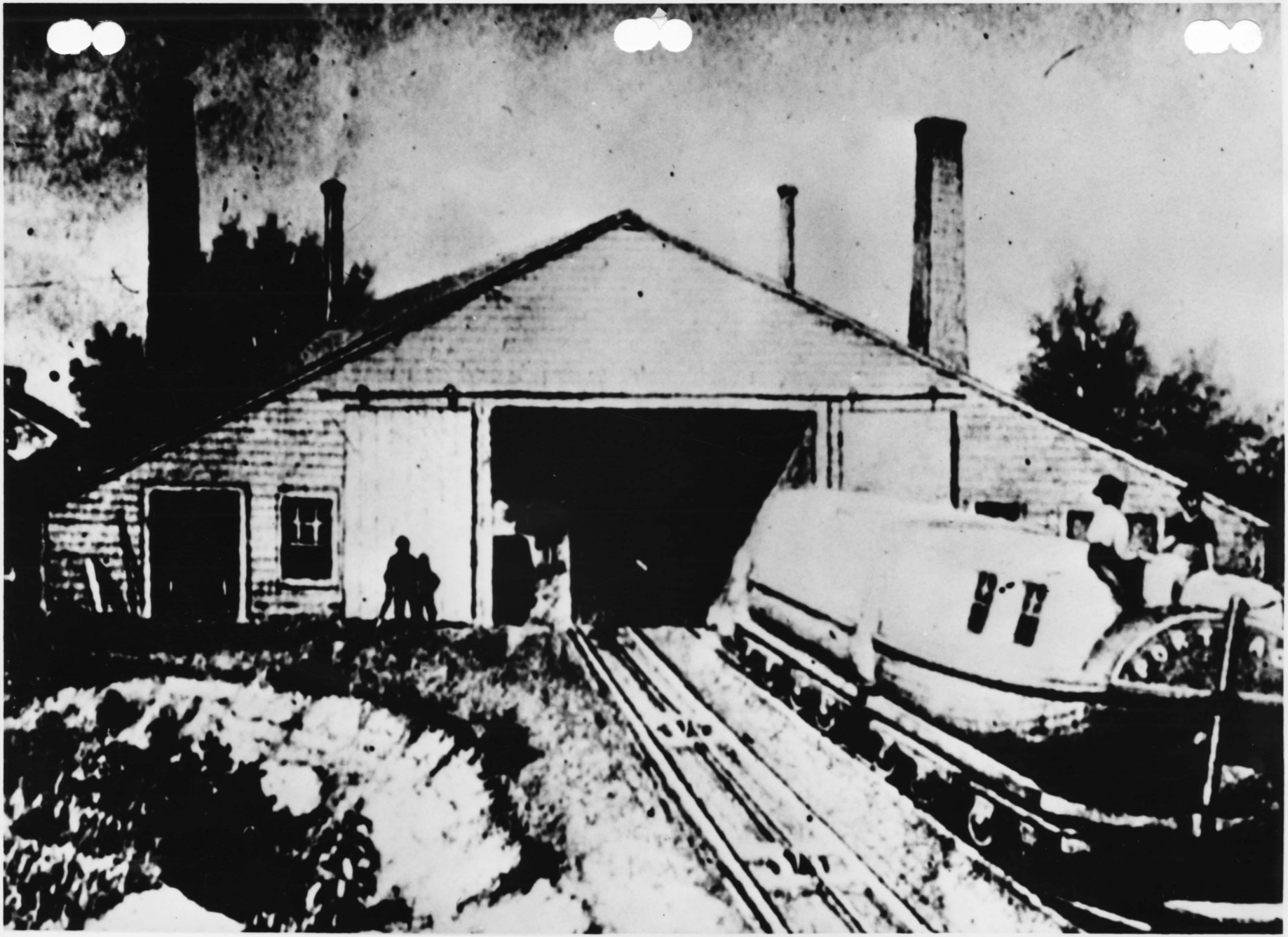


ILLUSTRATION NO. 48

Engine House, Plane No. 6.

This painting looks very much like it was executed by George Storm, although it did not appear in the series accompanying William Bender Wilson's report. A comparison of it with the ca. 1845 photograph suggests that the painter may have derived his information from the photograph.

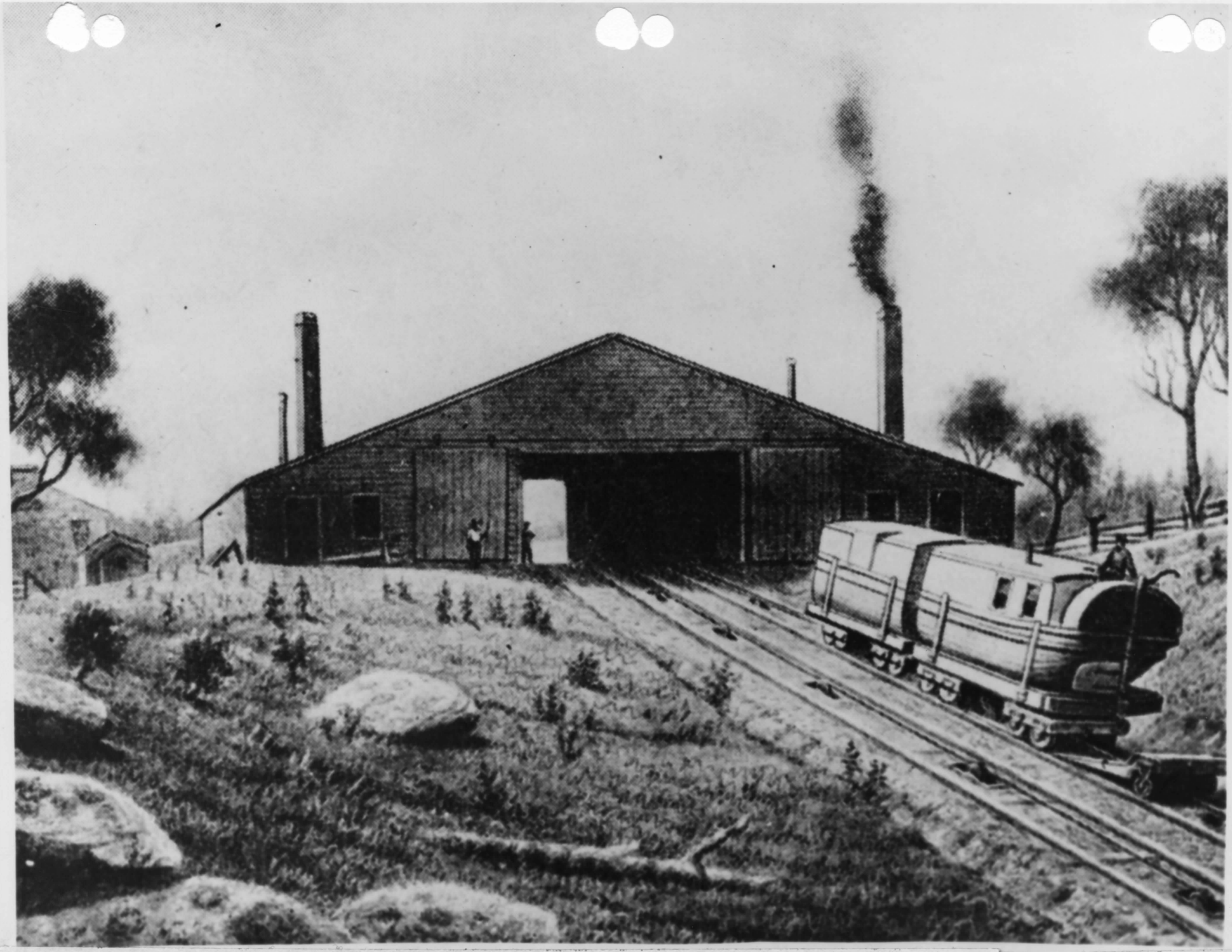


ILLUSTRATION NO. 49

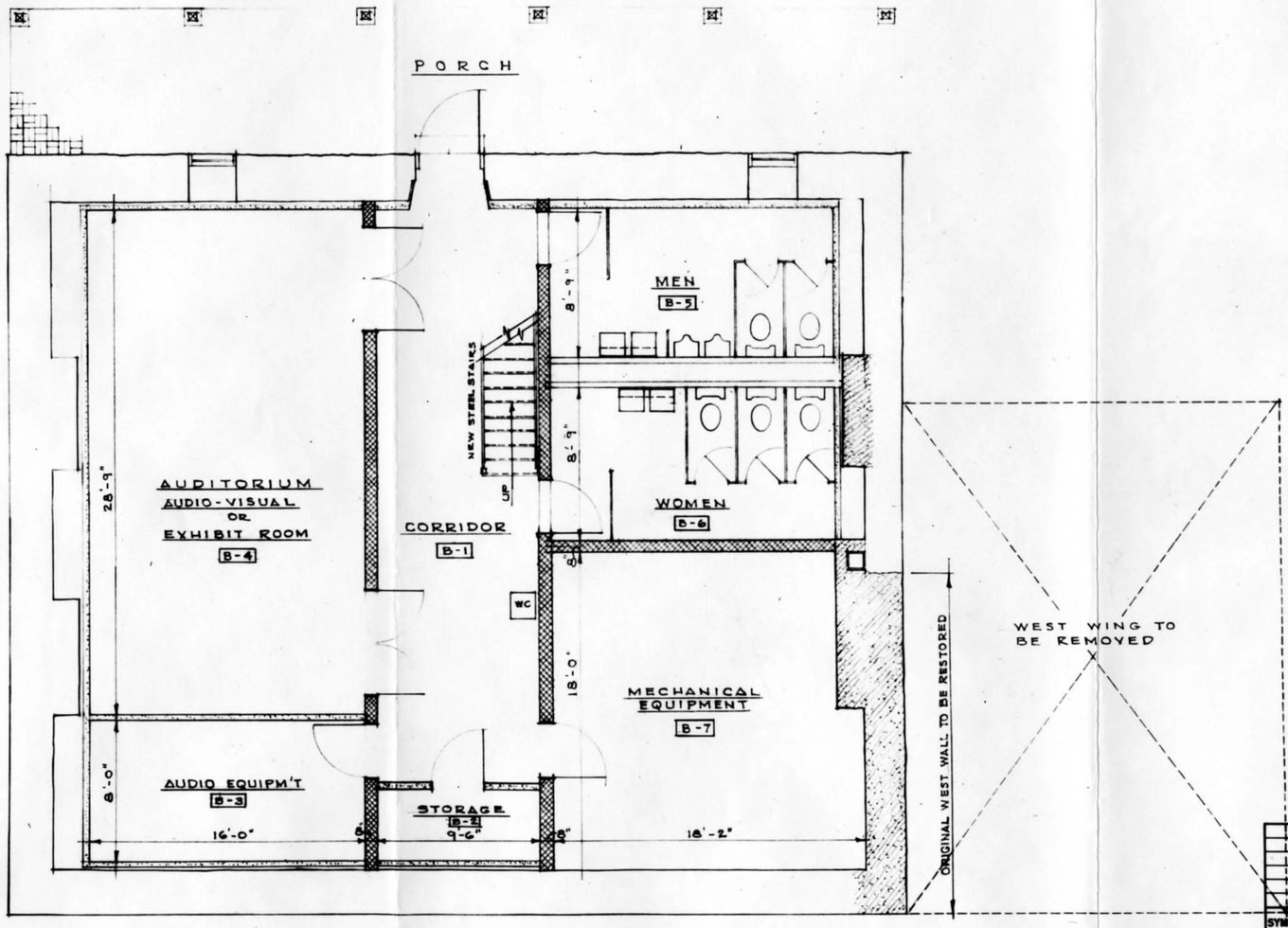
Action in Ejectment, Pennsylvania Railroad Co. vs. Jane Lemon, et al. Court of Common Pleas, No. 11, October Term, 1878.

Summon in Ejectment for a lot of ground situate in Allegheny Township, Blair County, Beginning at the point where the line between the Counties of Blair and Cambria intersects the centre line of the Old Allegheny Portage Rail Road, thence by the same south 37° west 60 1/2 feet thence by a line 60 feet therefrom and on the south side thereof, South 45° East 6 1/2 feet South 52° East 108 1/2 feet South 57° 19 East 56 1/2 feet South 59° 08 East 525 feet more or less to the east line of lands of the Estate of Samuel Lemon Deceased, thence by same North 24° East 121 feet, thence by a line parallel to said Centre line 60 feet therefrom and on the North side thereof North 59° West 511 feet, North 57° West 47 1/2 feet North 52° West 93 1/2 feet North 45° West 20 1/2 feet to the line of Cambria County thence 37° West 60 1/2 feet to the beginning, containing 1 acre 141 perches more or less, being land formerly a part of the Allegheny Portage Rail Road.

Blair County Courthouse, Hollidaysburg, Pennsylvania.

See drawing in manila envelope in back of report.

DRAWINGS AND SKETCHES
SHOWING THE PROPOSED
RESTORATION
of the
LEMON HOUSE



LEGEND

- EXISTING ORIGINAL CONSTRUCTION
- STONE AREAS TO BE RESTORED
- NEW C.M.U. PARTITIONS.

BASEMENT PLAN

LEMON HOUSE - ORIGINAL CONSTRUCTION AND PROPOSED RESTORATION

SCALE

6" 1' 5' 10' 15'

BASIC DATA
FCP NO.
MASTER PLAN NO.
SURVEY FIELD BOOKS
SURVEY DATUM

SYMBOL	REVISIONS — DESCRIPTION	DATE	SURNAME

PREPARED — DATE — SURNAME: SCUDER

DESIGNED: SCUDER

DRAWN

CHECKED

REGION

UNITED STATES
DEPARTMENT OF INTERIOR
NATIONAL PARK SERVICE
EASTERN SERVICE CENTER

DRAWING NO.

TITLE OF DRAWING: LEMON HOUSE

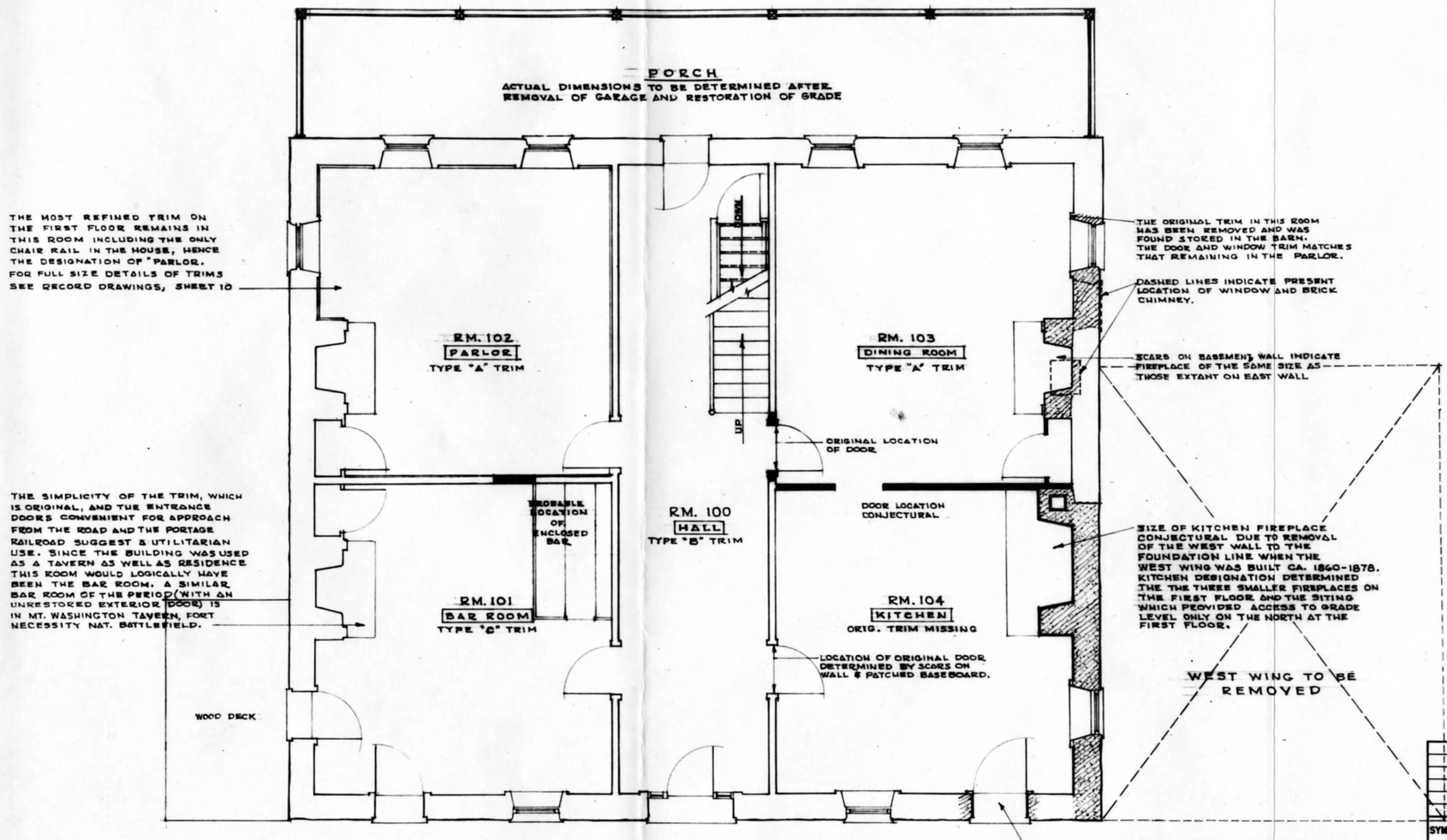
LOCATION WITHIN PARK: ALLEGHENY PORTAGE NATIONAL HISTORIC SITE

NAME OF PARK

PROPOSED RESTORATION

DATE:

SHEET 1 OF 4



NOTE - FOR TRIM TYPES SHOWN ABOVE SEE SHEET 10 OF RECORD DRAWINGS.

FIRST FLOOR PLAN
LEMON HOUSE - ORIGINAL CONSTRUCTION AND PROPOSED RESTORATION

SCALE
1/4"=1'-0"
0 5' 10' 15'

LEGEND

- EXISTING ORIGINAL CONSTRUCTION.
- INTERIOR PARTITIONS TO BE RESTORED.
- STONE AREAS TO BE RESTORED.

BASIC DATA
PCP NO.
MASTER PLAN NO.
SURVEY FIELD BOOKS
SURVEY DATUM

SYMBOL	REVISIONS — DESCRIPTION	DATE	SURNAME

PREPARED
DATE | SURNAME
SOUDER
DESIGNED | SOUDER
DRAWN
CHECKED
REGION

UNITED STATES
DEPARTMENT OF INTERIOR
NATIONAL PARK SERVICE
EASTERN SERVICE CENTER
PREPARED BY

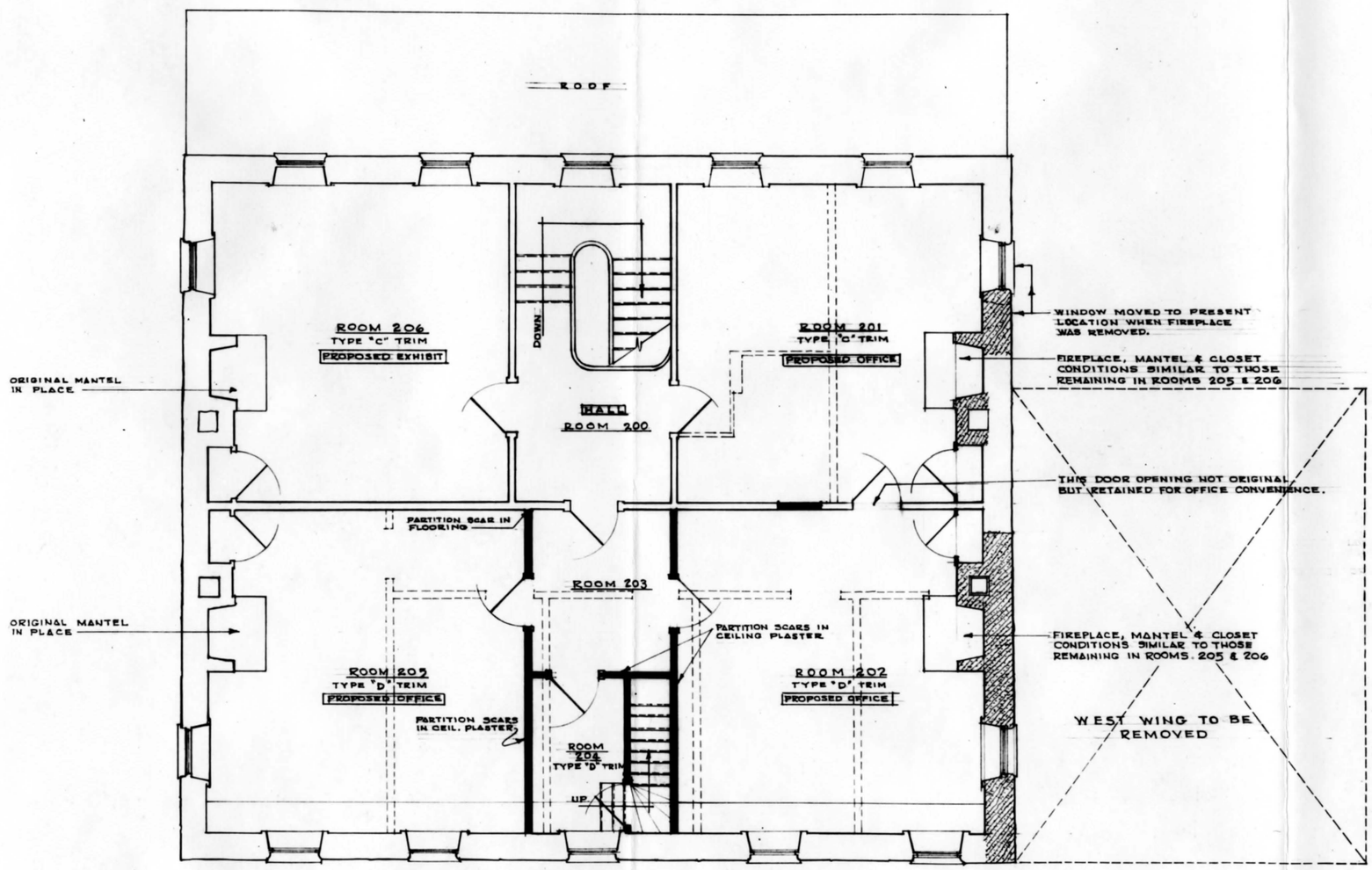
DRAWING NO.

TITLE OF DRAWING
LEMON HOUSE
LOCATION WITHIN PARK
ALLEGHENY PORTAGE NATIONAL HISTORIC SITE
NAME OF PARK

PROPOSED RESTORATION

DATE:

SHEET 2 OF 4



NOTE - FOR TRIM TYPES SHOWN ABOVE SEE SHEET 10 OF RECORD DRAWINGS.

SECOND FLOOR PLAN

LEMON HOUSE - ORIGINAL CONSTRUCTION AND PROPOSED RESTORATION

SCALE
1/4" = 1'-0"
0 5' 10' 15'

LEGEND

- EXISTING ORIGINAL CONSTRUCTION.
- INTERIOR PARTITIONS TO BE RESTORED.
- EXISTING PARTITIONS TO BE REMOVED.
- STONE AREAS TO BE RESTORED.

BASIC DATA
FCP NO.
MASTER PLAN NO.
SURVEY FIELD BOOKS
SURVEY DATUM

SYMBOL	REVISIONS — DESCRIPTION	DATE	SURNAME

PREPARED — DATE — SURNAME: SOUDER
DESIGNED — SOUDER
DRAWN
CHECKED
REGION

UNITED STATES
DEPARTMENT OF INTERIOR
NATIONAL PARK SERVICE
EASTERN SERVICE CENTER

DRAWING NO.

LEMON HOUSE

ALLEGHENY PORTAGE NATIONAL HISTORIC SITE

PROPOSED RESTORATION

DATE:

SHEET 3 OF 4



SECTION A-A

SCALE - 1/4"=1'-0"

SHOWING THE PROPOSED RESTORATION OF THE WEST WALL AND THE SOUTH PORCH.

BASIC DATA
PCP NO.
MASTER PLAN NO.
SURVEY FIELD BOOKS
SURVEY DATUM

SYMBOL	REVISIONS — DESCRIPTION	DATE	SURNAME

UNITED STATES
DEPARTMENT OF INTERIOR
NATIONAL PARK SERVICE
EASTERN SERVICE CENTER
PREPARED BY

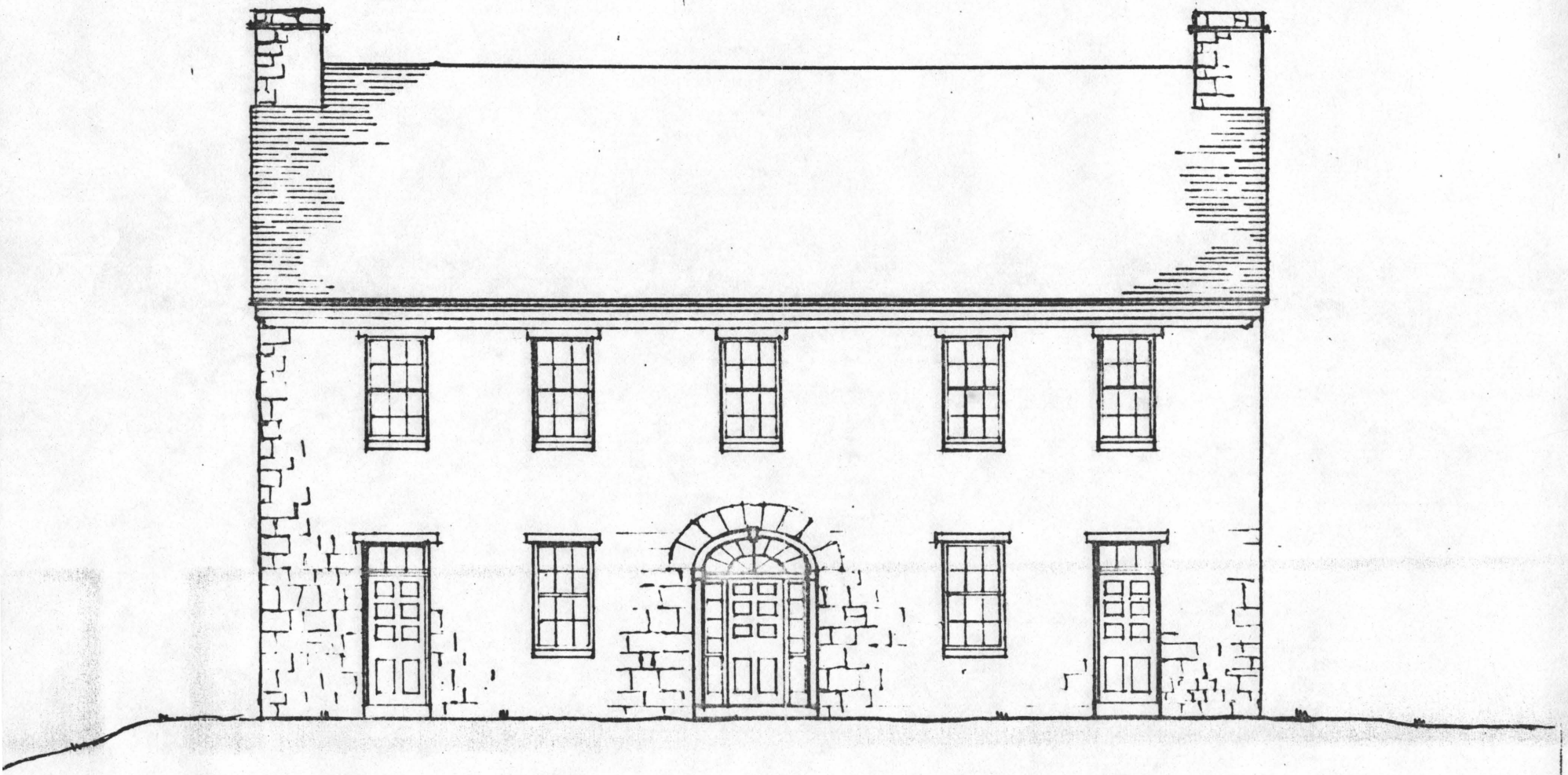
PREPARED DATE | SURNAME: SOUDER
DESIGNED: SOUDER
DRAWN:
CHECKED:
REGION:

DRAWING NO.

TITLE OF DRAWING
LEMON HOUSE
LOCATION WITHIN PARK
ALLEGHENY PORTAGE NATIONAL HISTORIC SITE
NAME OF PARK

PROPOSED RESTORATION

DATE:
SHEET 4 OF 4



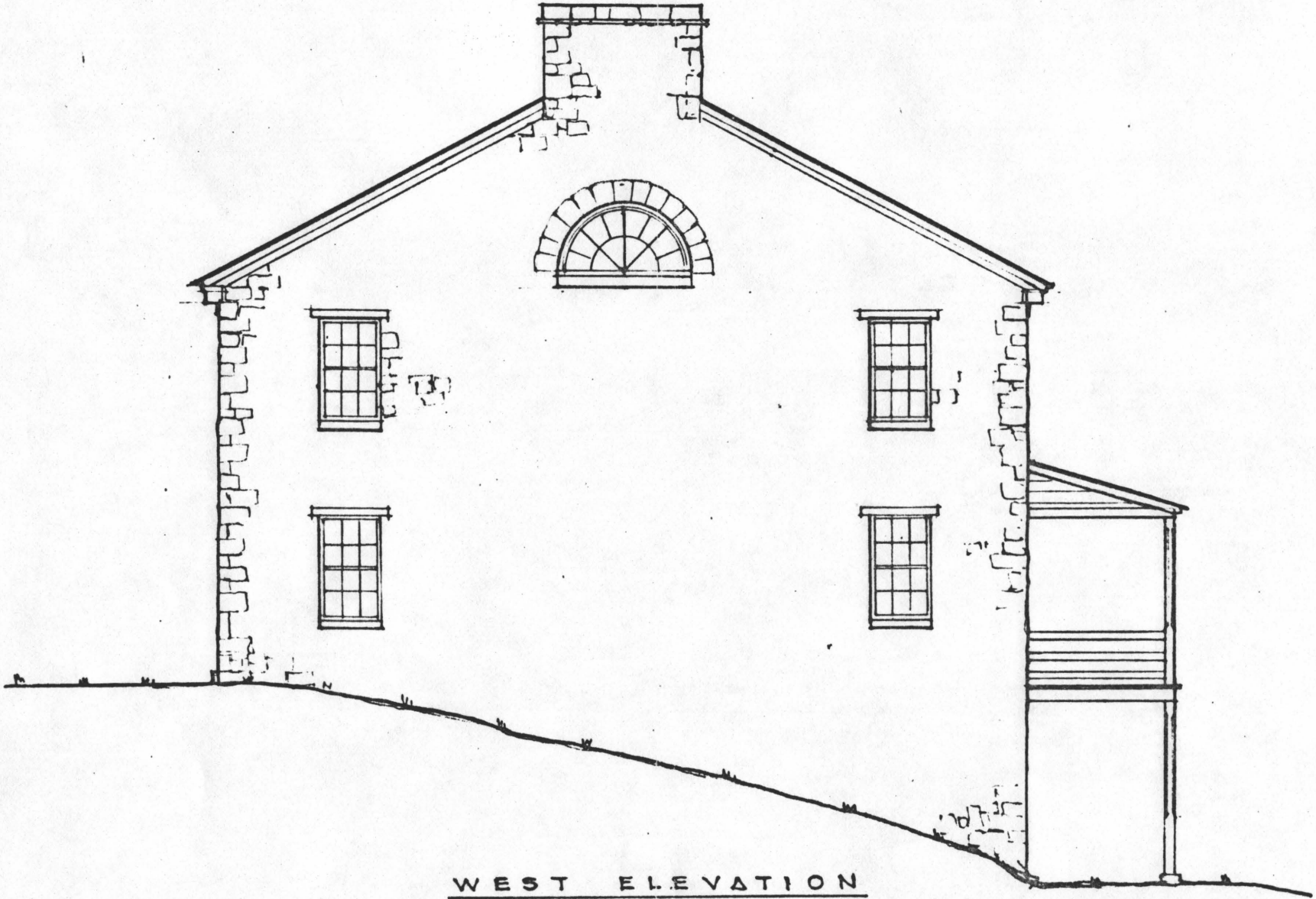
NORTH ELEVATION

SCALE - 1/8"-1'-0"

THE LEMON HOUSE AS BUILT BY SAMUEL LEMON PRIOR TO THE ADDITION OF THE WEST WING.

J. M. SOUDER, '71

SK-1



WEST ELEVATION

SCALE – 1/8" = 1'-0"

THE LEMON HOUSE AS BUILT BY SAMUEL LEMON PRIOR TO THE ADDITION OF THE WEST WING.

J. M. SOUDER, '71

SK – 2



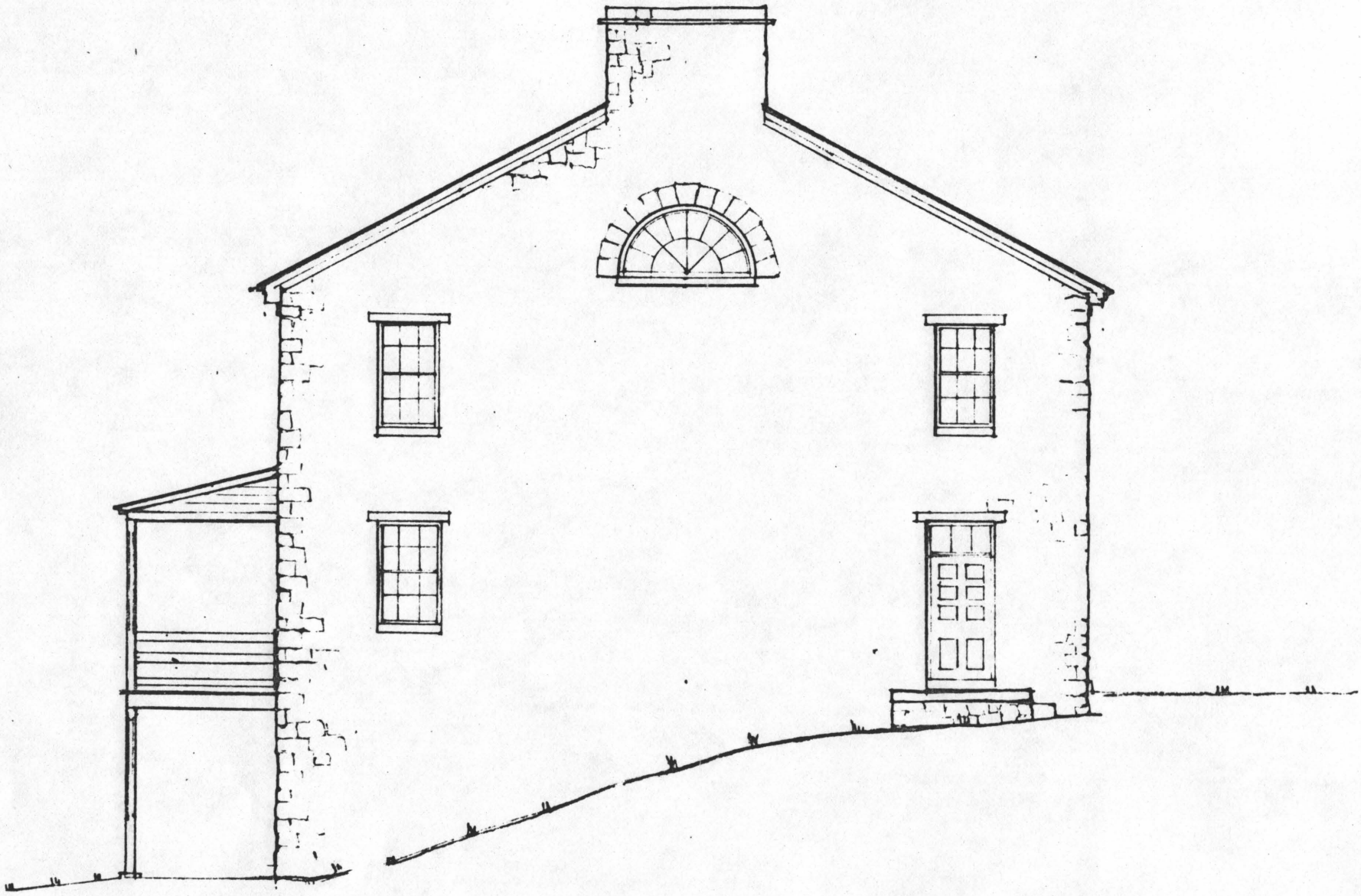
SOUTH ELEVATION

SCALE - 1/8"=1'-0"

THE LEMON HOUSE AS BUILT BY SAMUEL LEMON PRIOR TO THE ADDITION OF THE WEST WING.

N.M. SOUDER, '71

SK-3



EAST ELEVATION

SCALE – 1/8" = 1'-0"

THE LEMON HOUSE AS BUILT BY SAMUEL LEMON PRIOR TO THE ADDITION OF THE WEST WING.

N.M. SOUDER, '71

SK-4

RECORD DRAWINGS OF THE
LEMON HOUSE
AS PREPARED
FOR THE
HISTORIC AMERICAN BUILDINGS SURVEY

74' - 6"

52' - 5 1/4"

22' - 0 1/4"

"A"

EXIST. 12" CONC. BLOCK

NEW COUNTY LINE ROAD

GRAVEL DRIVE

9'-0"

10' - 9 1/4" X 9'-0"

57' - 1 1/4"

40' - 1 1/4"

G A R A G E

SHOWS SOUTH 1 1/2 W

VERTICAL SECTION SEE SHEET 9 OF 10 "B"

37' - 2 3/4"

10' - 6 1/4"

4' - 1"

9' - 2 3/8"

9' - 10 3/4"

5' - 7 1/8"

CONCRETE BLOCK

STUCCO OVER CONCRETE BLOCK

8'-1"

2'-10"

10' - 9 7/8"

4'-9"

47' - 5 1/2"

14' - 2" VARIES

2' - 8 1/2"

4' - 5 1/8"

9'-0"

9' - 2 1/4"

CONCRETE FURNACE BASE

6' - 3 1/8"

6' - 2 1/4"

2'-8 1/4"

7' - 4"

1'-10"

1'-9"

21' - 4 1/8"

"B"

UP 13 R.

7'-9"

5'-8"

6'-8"

9'-5"

9' - 8 1/8"

9' - 9 1/4"

1'-4"

1'-2"

1'-1"

6' - 4 1/2"

TIMBER SUPPORTS

10' - 10 1/2"

3"x9" ROUGH SAWN JOISTS 24" O.C. 7 1/4"

12"x10" TIMBER PURLINS

FLOOR: EARTH WITH GRAVEL FILL

POSSIBLE FOOTING OF FORMER WALL

9'-0"

17' - 0 1/2"

9' - 11 1/4"

11 1/4"

17' - 11 1/4"

69' - 9"

12' - 0"

FLOOR: EARTH

PARTITION: WOOD LATH AND PLASTER ON 2"x4" STUDS

20' - 10"

CONCRETE BLOCK

CONCRETE FURNACE BASE

5'-11"

5'-4"

5'-9"

17' - 8 1/8"

4'-7"

4'-5"

7'-0"

2'-5"

9'-7"

1'-8"

STEEL BEAM

23' - 11 1/4"

9'-4"

16' - 11"

12'-7"

UP 10 R.

4" STEEL JOIST

BRICK TREADS

29' - 1"

49' - 5 1/4"

43' - 5"

ORIGINAL FOUNDATION — EXACT SIZE UNKNOWN — NO JOINT FOUND IN STONE CONSTRUCTION

ADDITION - DATE UNKNOWN

74' - 5 1/4"

"A" TRANSVERSE SECTION SEE SHEET 8 OF 10.

FOUNDATION PLAN

SCALE : 1/4" = 1'-0"

SCALE : 1/4" = 1'-0"

NORTH

ORIENTATION

PREPARED

DESIGNED

JOAN HOLT DRAWN

CHECKED

DATE | INITIAL

REVISED

RECOMMENDED

DATE

APPROVED

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SUMMER MEASURING PROGRAM
PREPARED BY
E. O. : D. C.
OFFICE

BASEMENT PLAN
TITLE OF DRAWING

THE SAMUEL LEMON HOUSE
LOCATION WITHIN PARK

ALLEGHENY : PORTAGE
NAME OF PARK

REGION :

PCP NO. :

SHEET 1 OF 12

DRAWING NO. :

DATE AUG. 10, 1966

BASIC DATA

NOTE: MEASUREMENT AT FACE OF BLDG.

FLOOR: CONCRETE

VERTICAL SECTION
SEE SHEET 9 OF 10.
"D"

PREVIOUS LIVING RM.
RM. 102

CENTRAL HALL
RM 100

LIVING ROOM
RM. 103

KITCHEN
RM. 105

RM. 101
PREVIOUS KITCHEN

RM. 104
MASTER BEDROOM

RM. 106
STUDY

RM. 107
BATH

STORAGE | RADIO & STATION EQUIPMENT | STORAGE

CLOSET | LINENS | STORAGE

WASHER & DRYER

IRON PIPE RAIL

CONCRETE WALK

NORTH PORCH
2'-11½" x 10'-2⅝" CONC.

"A"
TRANSVERSE SECTION
SEE SHEET 8 OF 12

FIRST FLOOR PLAN
SCALE: ¼" = 1'-0"

SCALE ¼" = 1'-0"

ORIENTATION

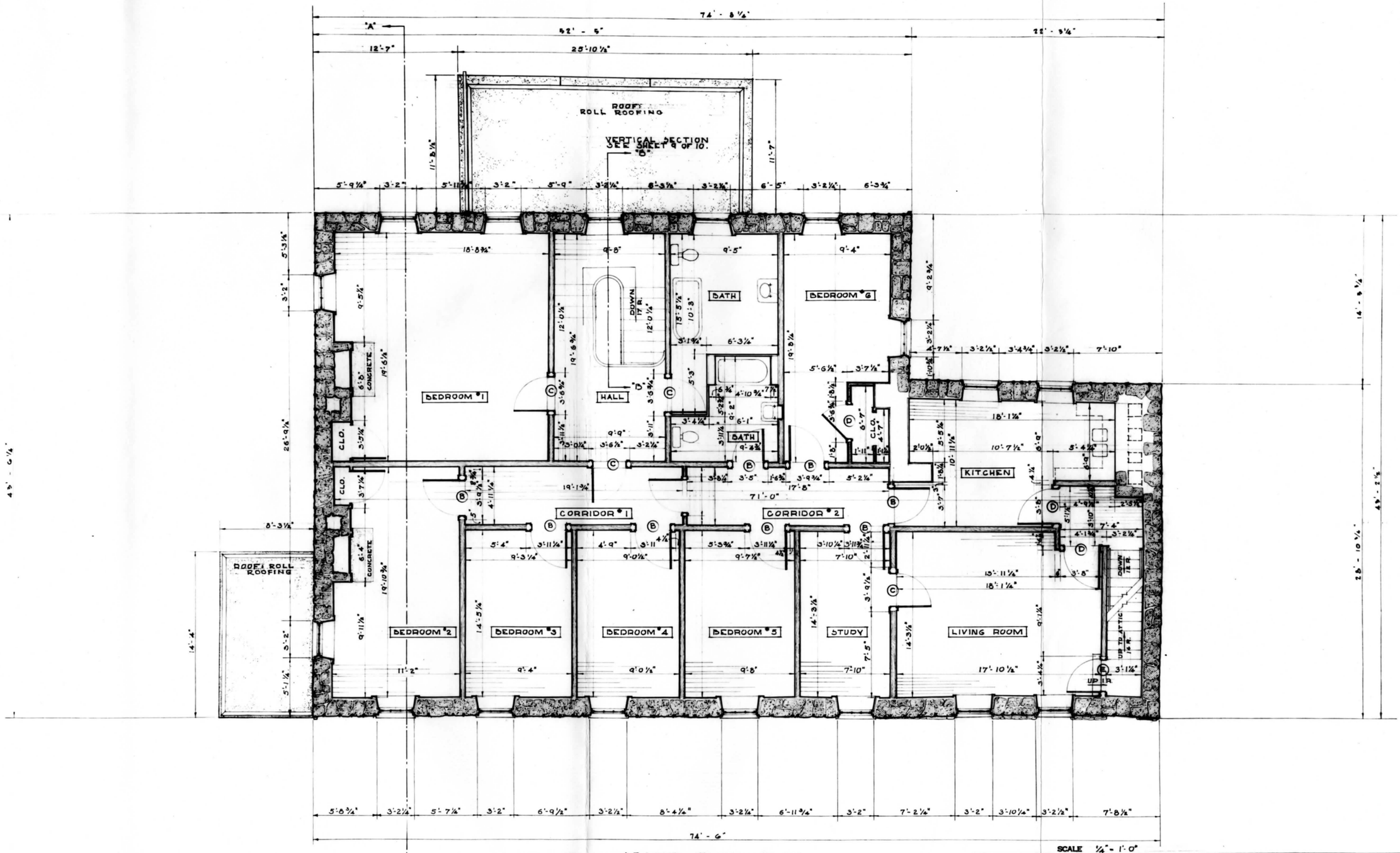
BASIC DATA

RECOMMENDED	DATE
APPROVED	

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SUMMER MEASURING PROGRAM
PREPARED BY
E. O. D. C.
OFFICE

FIRST FLOOR PLAN
TITLE OF DRAWING
THE SAMUEL LEMON HOUSE
LOCATION WITHIN PARK
ALLEGHENY PORTAGE
NAME OF PARK

PREPARED	
DESIGNED	
GEORGE WHITEWOOD	
DRAWN	
CHECKED	
DATE	INITIAL
REVISED	
REGION	:
PCP NO.	:
SHEET 2 OF 12	
DRAWING NO.	:
	:
DATE AUG. 21, 1964	



SECOND FLOOR PLAN
SCALE: 1/4" = 1'-0"

"A"
TRANSVERSE SECTION
SEE SHEET 8 OF 12

BASIC DATA

SCALE 1/4" = 1'-0"

ORIENTATION

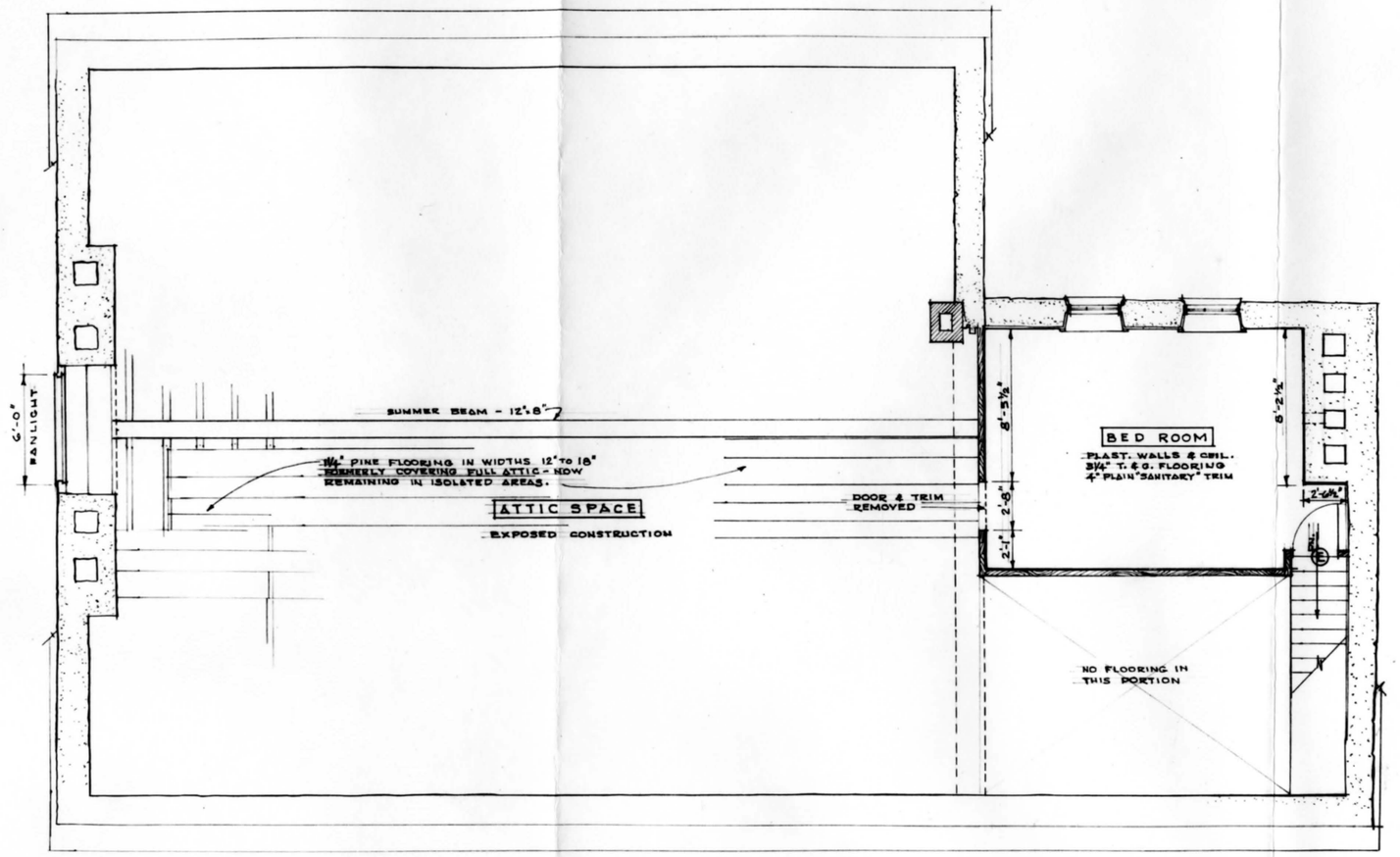
PREPARED
DESIGNED
JEAN HOLT
DRAWN
CHECKED

DATE | INITIAL
REVISED

RECOMMENDED
DATE
APPROVED

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SUMMER MEASURING PROGRAM
PREPARED BY
E. O. D. C.
OFFICE
SECOND FLOOR PLAN
TITLE OF DRAWING
THE SAMUEL L. LEMON HOUSE
LOCATION WITHIN PARK
ALLEGHENY PORTAGE
NAME OF PARK

REGION
PCP NO.
SHEET 3 OF 12
DRAWING NO.
DATE AUG. 10, 1965



ATTIC FLOOR PLAN

SCALE = 1/4" = 1'-0"

BASIC DATA
PCP NO.
MASTER PLAN NO.
SURVEY FIELD BOOKS
SURVEY DATUM

SYMBOL	REVISIONS — DESCRIPTION	DATE	SURNAME

PREPARED DATE | SURNAME

UNITED STATES
DEPARTMENT OF INTERIOR
NATIONAL PARK SERVICE
EASTERN SERVICE CENTER
PREPARED BY

DESIGNED 10/71 | SOUDER
DRAWN 10/71 | SOUDER
CHECKED

REGION N.E.R.O.

THE SAMUEL LEMON HOUSE
TITLE OF DRAWING

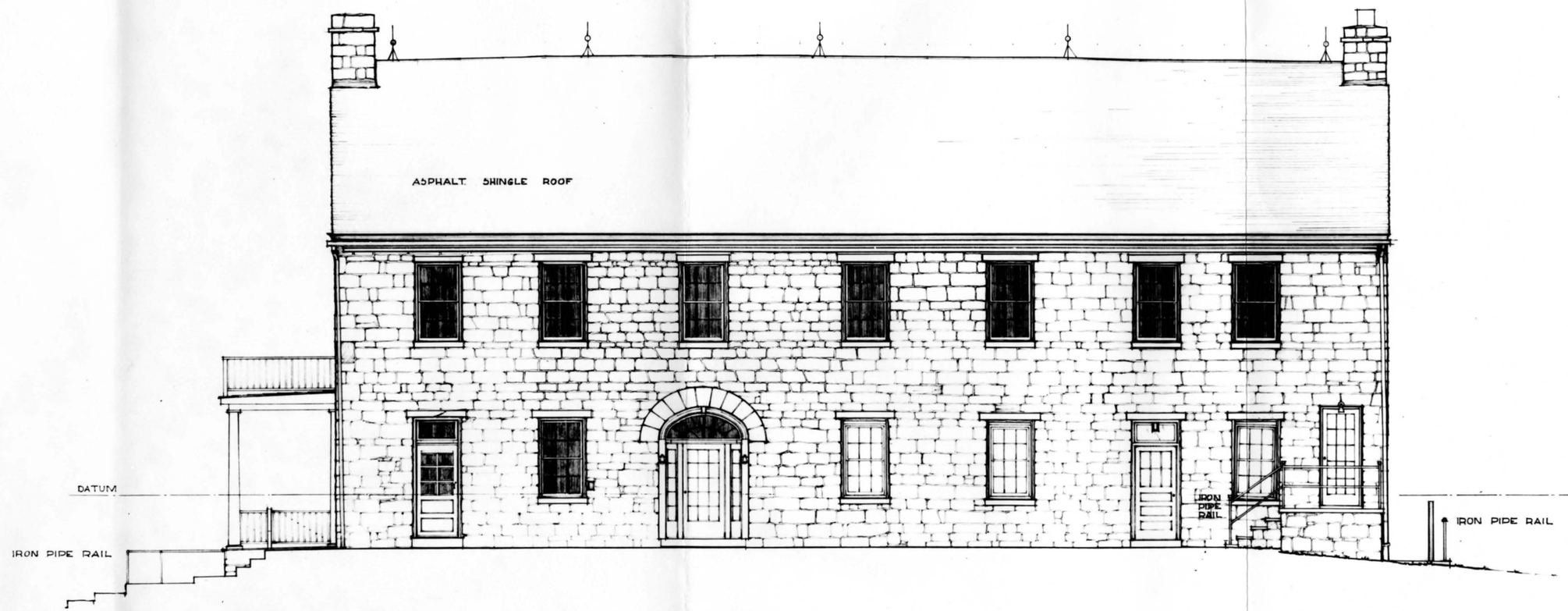
LOCATION WITHIN PARK
ALLEGHENY PORTAGE RAILROAD N. H. S.
NAME OF PARK

ATTIC FLOOR PLAN

DRAWING NO.

DATE: OCT. 1971

SHEET 4 OF 12



NORTH ELEVATION
SCALE : 1/4" = 1'-0"

LEGEND :

SHADING INDICATES ORIGINAL SIZE WINDOW SASH

UNSHADED WINDOWS INDICATE LATE PERIOD SIZE SASH

SCALE 1/4" = 1'-0"

ORIENTATION

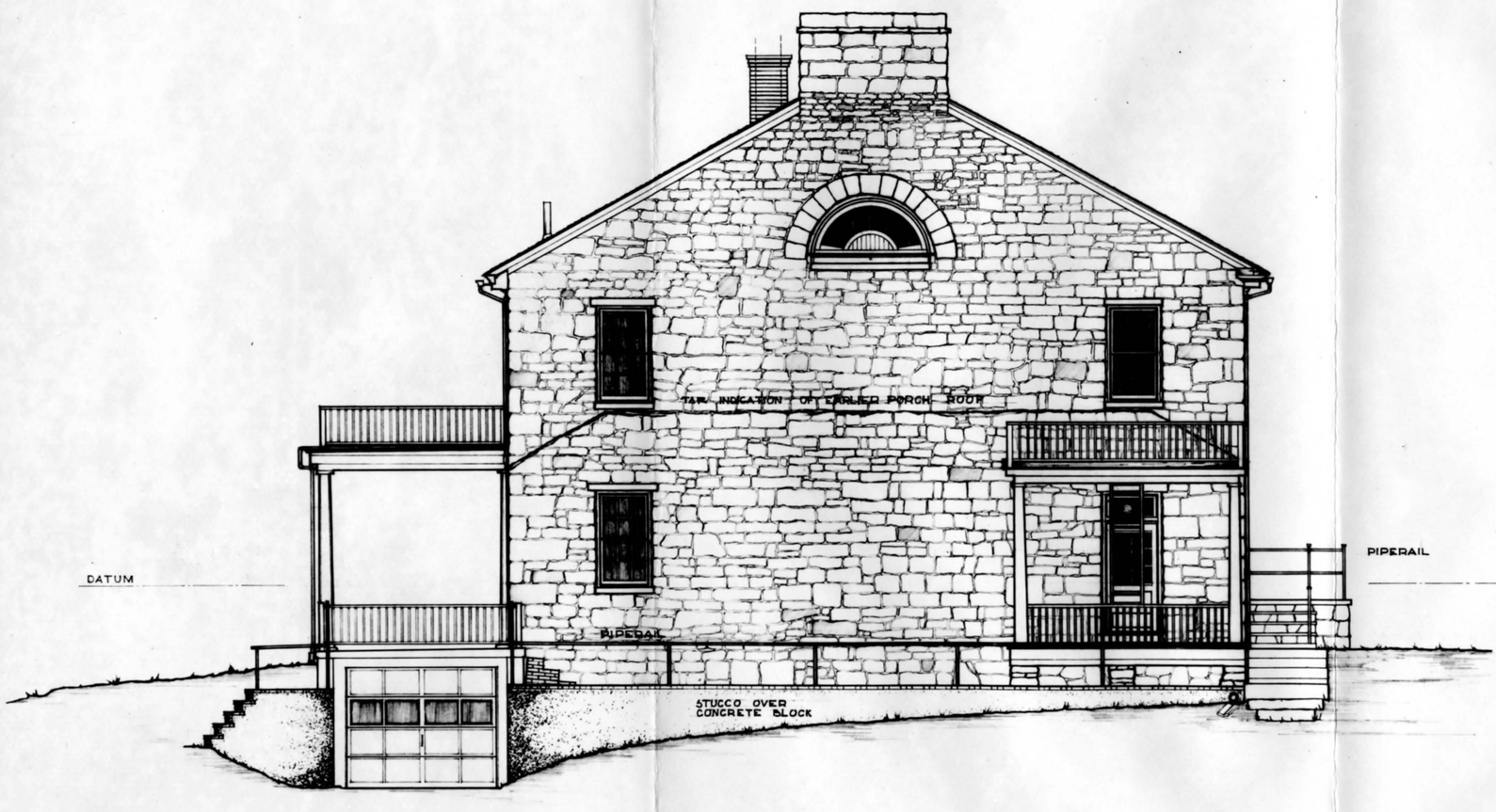
PREPARED
DESIGNED
DRAWN George Wintergerst
CHECKED
DATE | INITIAL
REVISED

RECOMMENDED
DATE
APPROVED

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SUMMER MEASURING PROGRAM
PREPARED BY
E.O.D.C.
OFFICE
NORTH (FRONT) ELEVATION
TITLE OF DRAWING
THE SAMUEL LEMON HOUSE
LOCATION WITHIN PARK
ALLEGHENY PORTAGE
NAME OF PARK

REGION
PCP NO.
SHEET 5 OF 12
DRAWING NO.
DATE July 15, 68

BASIC DATA



EAST ELEVATION
SCALE: 1/4"=1'-0"

BASIC DATA

SCALE 1/4" = 1'-0"

ORIENTATION

PREPARED

DESIGNED

DRAWN JAAN HOLT

CHECKED

DATE | INITIAL

REVISED

RECOMMENDED

DATE

APPROVED

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SUMMER MEASURING PROGRAM
PREPARED BY
E. C. : D. C.
OFFICE

EAST ELEVATION
TITLE OF DRAWING
THE SAMUEL : LEMON HOUSE
LOCATION WITHIN PARK
ALLEGHENY : PORTAGE
NAME OF PARK

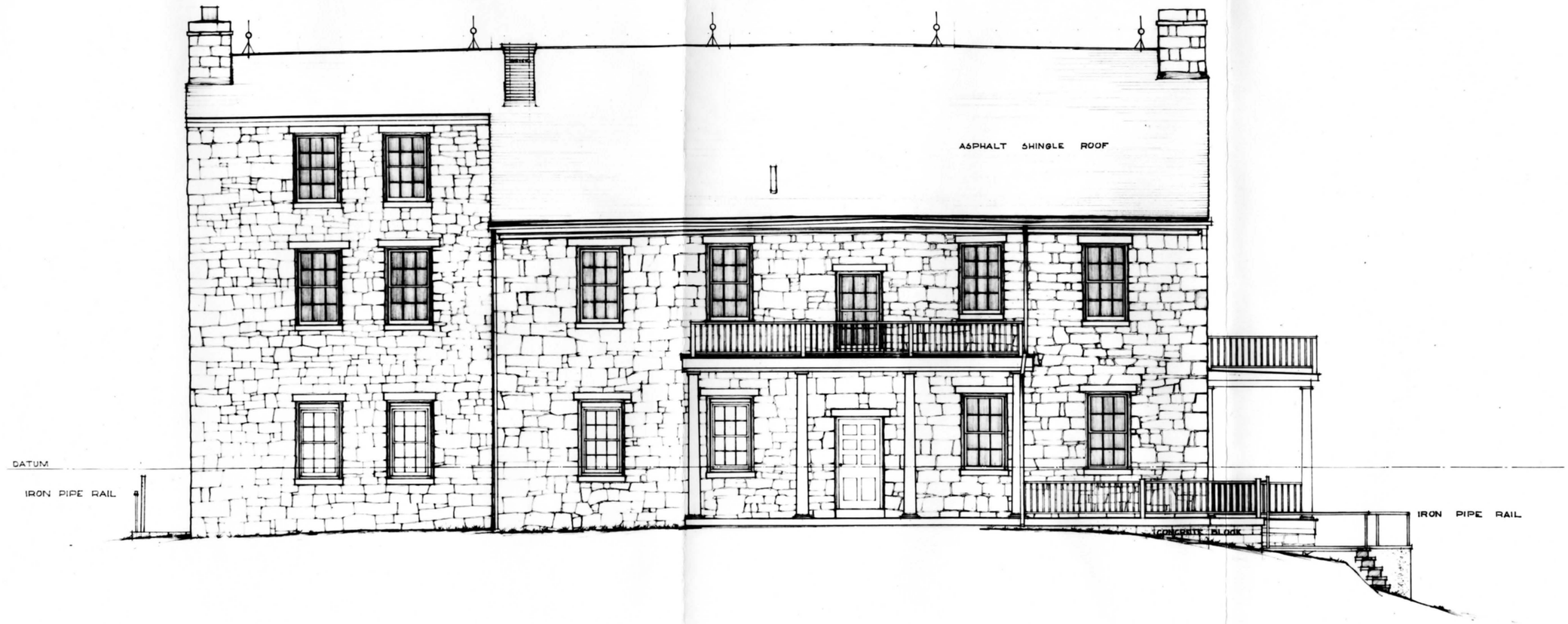
REGION :

PCP NO.

SHEET 6 OF 12

DRAWING NO. :

DATE AUG. 15, 1968



SOUTH ELEVATION
SCALE: 1/4" = 1'-0"

LEGEND

SHADING INDICATES ORIGINAL SIZE WINDOW SASH

UNSHADED WINDOWS INDICATE LATE PERIOD SIZE SASH

SCALE 1/4" = 1'-0"

ORIENTATION

PREPARED

DESIGNED

DRAWN G.SPERCO, WINTERPORT

CHECKED

DATE | INITIAL

REVISED

RECOMMENDED

DATE

APPROVED

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SUMMER MEASURING PROGRAM
PREPARED BY
E.O.: D.C.
OFFICE

SOUTH ELEVATION
TITLE OF DRAWING
THE SAMUEL : LEMON HOUSE
LOCATION WITHIN PARK
ALLEGHENY : PORTAGE
NAME OF PARK

REGION :

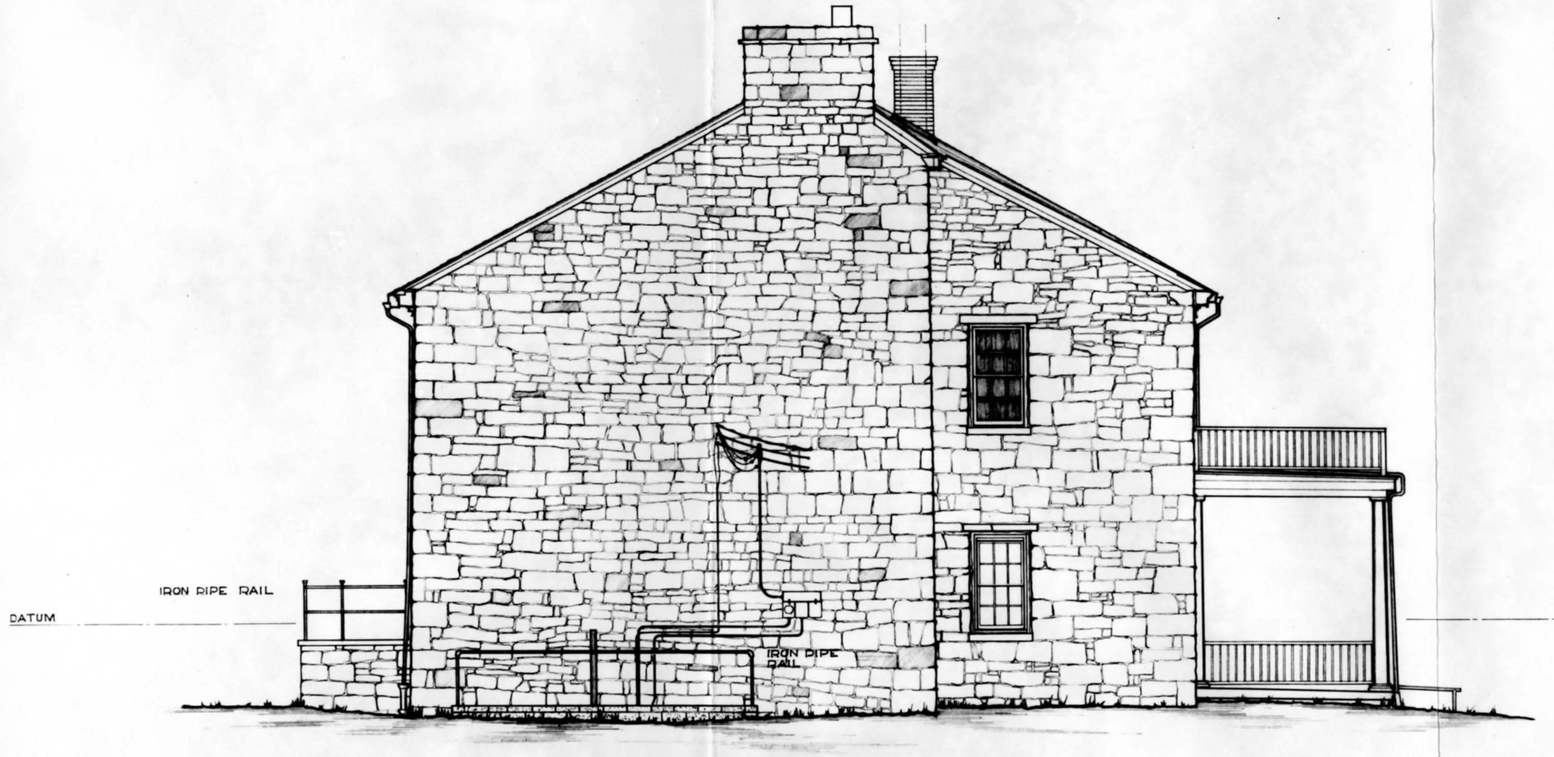
PCP NO.

SHEET 7 OF 12

DRAWING NO. :

DATE Aug. 15, 1964

BASIC DATA



WEST ELEVATION
SCALE: 1/4" = 1'-0"

LEGEND
SHADING INDICATES ORIGINAL SIZE WINDOW SASH
UNSHADED WINDOWS INDICATE LATE PERIOD SIZE SASH

SCALE 1/4" = 1'-0"

ORIENTATION

PREPARED
DESIGNED
DRAWN JOHN BOLT
CHECKED

DATE | INITIAL
REVISED

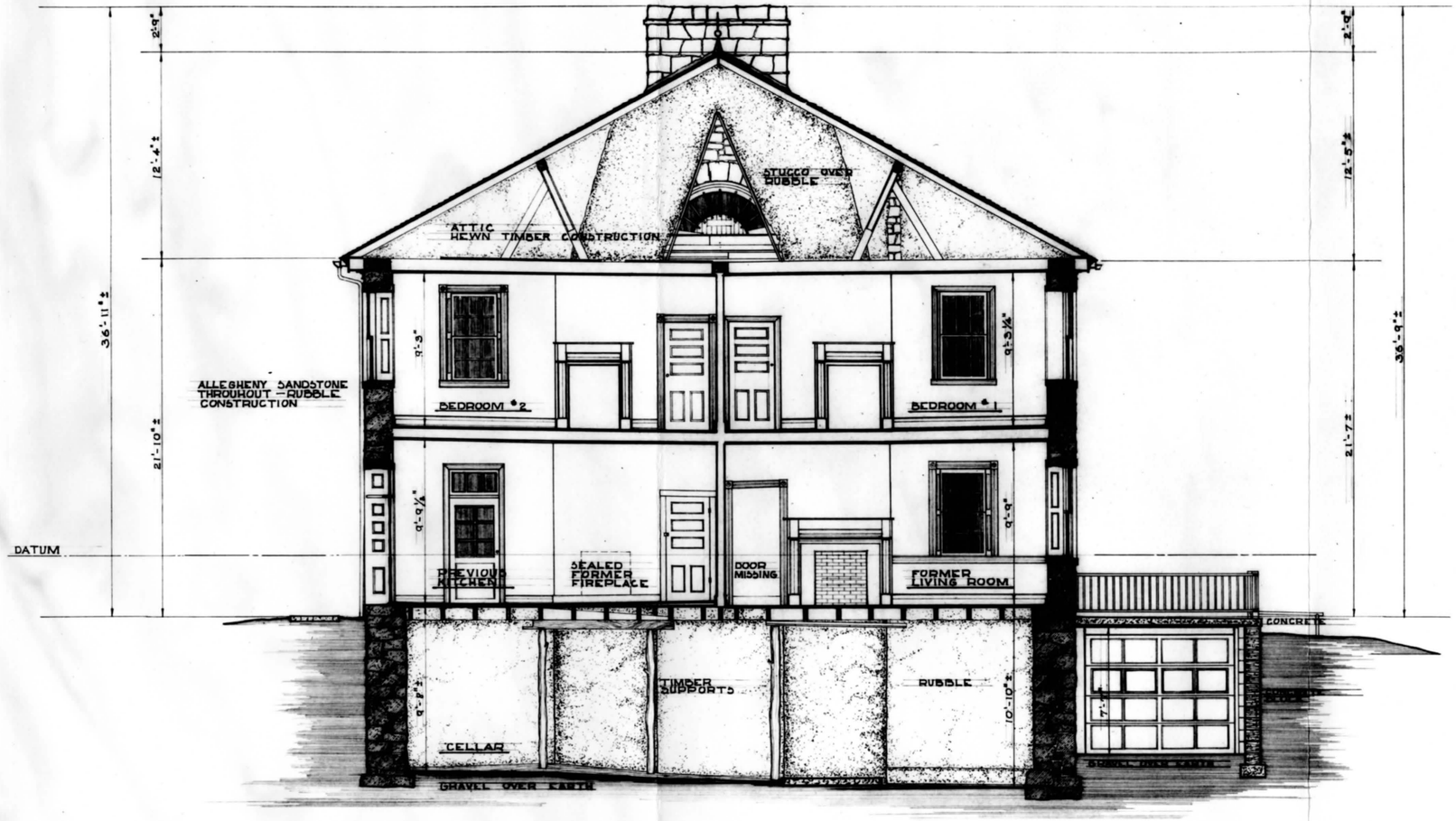
RECOMMENDED
DATE
APPROVED

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SUMMER MEASURING PROGRAM
PREPARED BY
E. O. P. C.
OFFICE

WEST ELEVATION
TITLE OF DRAWING
THE SAMUEL L. LEMON HOUSE
LOCATION WITHIN PARK
ALLEGHENY PORTAGE
NAME OF PARK

REGION
PCP NO.
SHEET 8 OF 12
DRAWING NO.
DATE AUG. 12, 1965

BASIC DATA



TRANSVERSE SECTION "A"-"A"
SCALE: 1/4" = 1'-0"

BASIC DATA

SCALE 1/4" = 1'-0"

ORIENTATION

PREPARED
DESIGNED
DRAWN JAAN EOLT
CHECKED

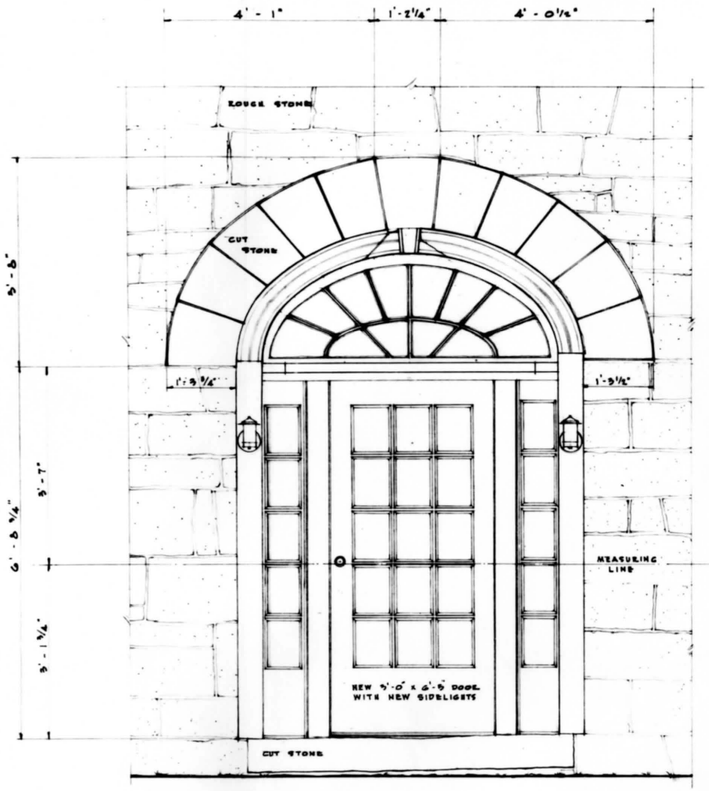
DATE | INITIAL
REVISED

RECOMMENDED
DATE
APPROVED

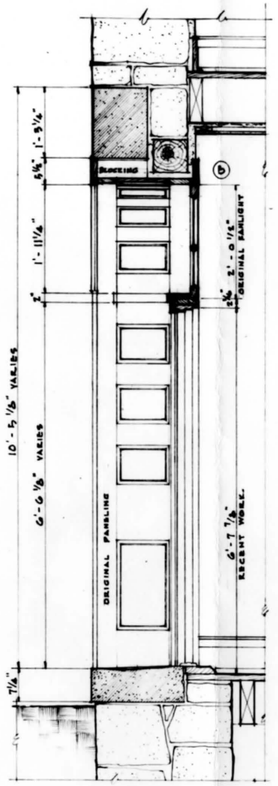
UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SUMMER MEASURING PROGRAM
PREPARED BY
E. O. D. C.
OFFICE

TRANSVERSE SECTION
TITLE OF DRAWING
THE SAMUEL LEMON HOUSE
LOCATION WITHIN PARK
ALLEGHENY PORTAGE
NAME OF PARK

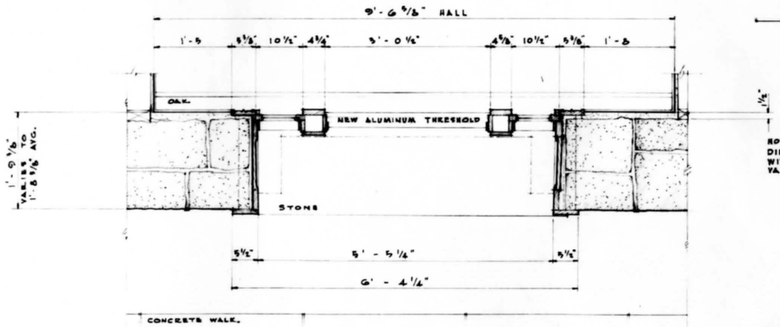
REGION
PCP NO.
SHEET 9 OF 12
DRAWING NO.
DATE AUG. 27, 1965



ELEVATION



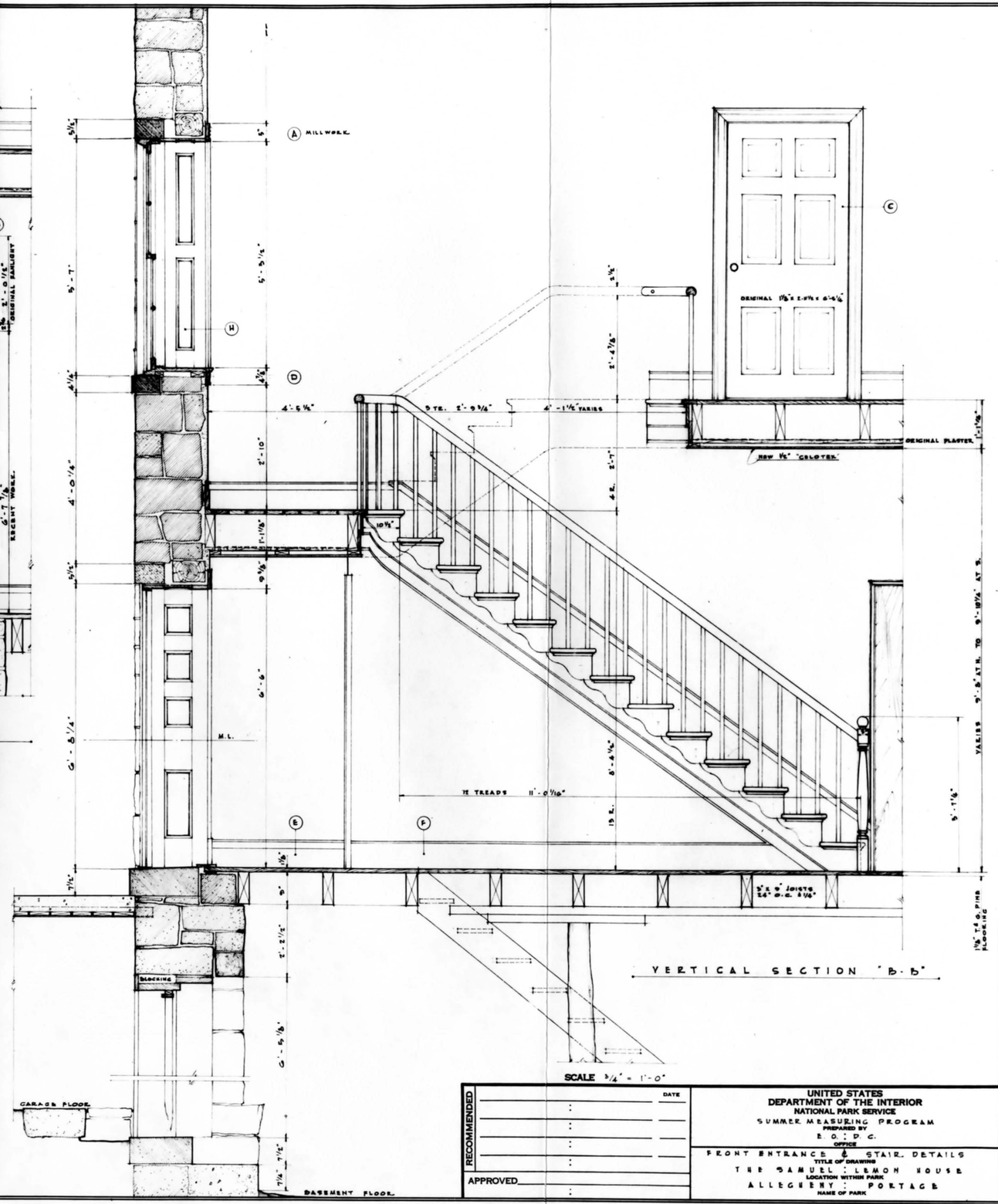
SECTION



PLAN

NORTH ENTRANCE DETAILS

NOTE: PLASTER APPLIED DIRECTLY ON STONE WALL WITHOUT LATH. THICKNESS VARIES.



VERTICAL SECTION "B-B"

SCALE 3/4" = 1'-0"

BASIC DATA

ORIENTATION

PREPARED

DESIGNED

DRAWN GEORGE WINTEROWD

CHECKED

DATE | INITIAL

REVISED

RECOMMENDED

DATE

APPROVED

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SUMMER MEASURING PROGRAM
PREPARED BY
E.O.D.C.
OFFICE

FRONT ENTRANCE & STAIR DETAILS
TITLE OF DRAWING
THE SAMUEL L. LEMON HOUSE
LOCATION WITHIN PARK
ALLEGHENY PORTAGE
NAME OF PARK

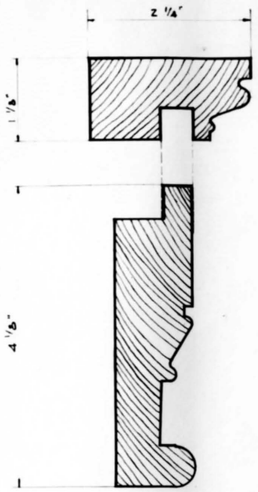
REGION

PCP NO.

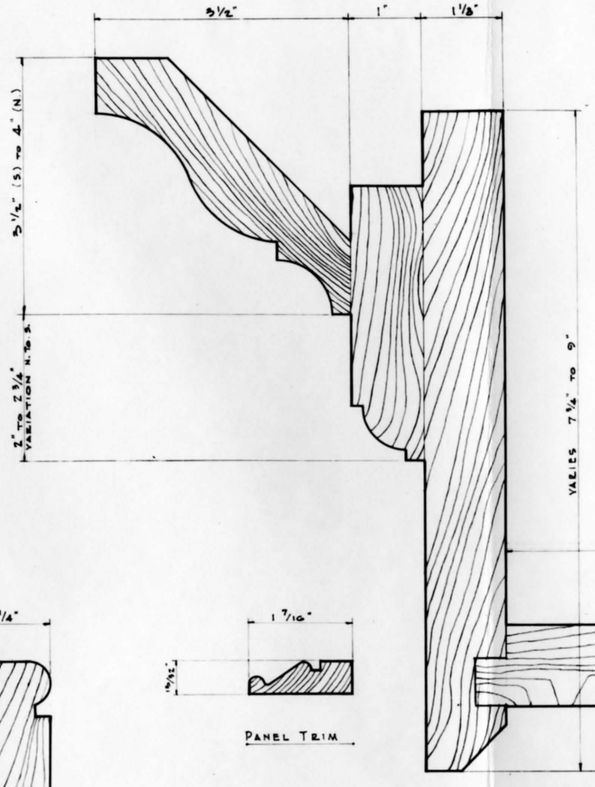
SHEET 10 OF 12

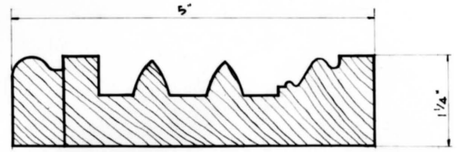
DRAWING NO.

DATE AUGUST 28, 65

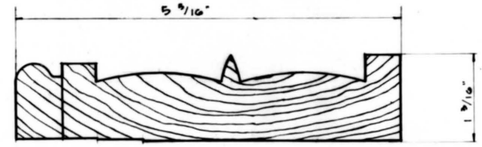


CHAIR RAIL "D"

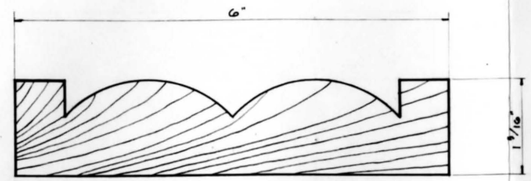




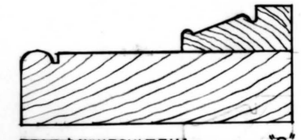
DOOR & WINDOW TRIM "A"



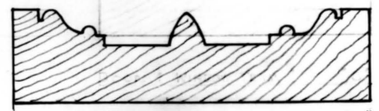
DOOR & WINDOW TRIM "B"



FIREPLACE PILASTER MOLDING

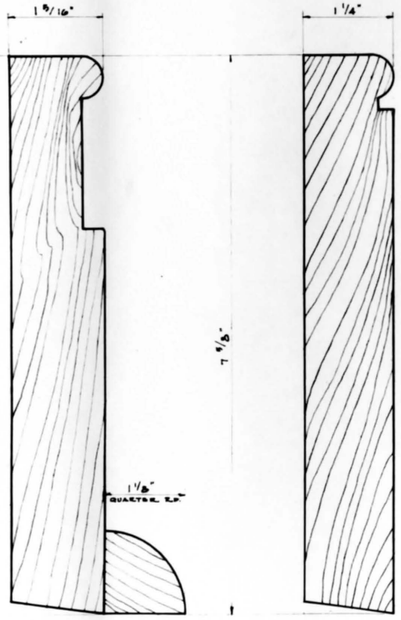


DOOR & WINDOW TRIM "C"



DOOR & WINDOW TRIM "D"

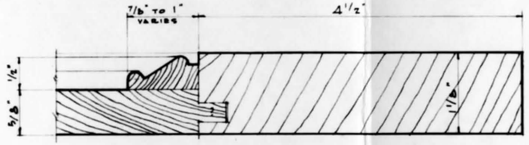
(R. 11/19/71)



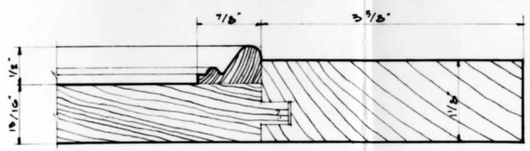
BASEBOARD "E"

BASE "F"

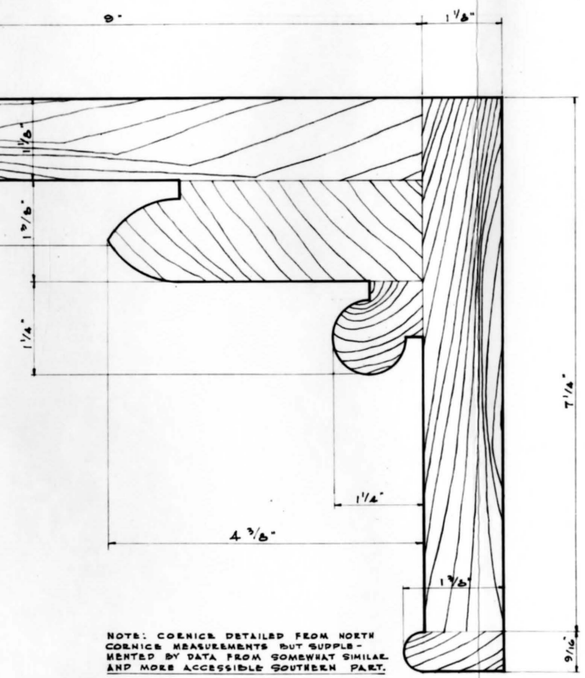
PANEL TRIM



DOOR JAMB PANELING TONGUE & GROOVE JOINT CONJECTURAL

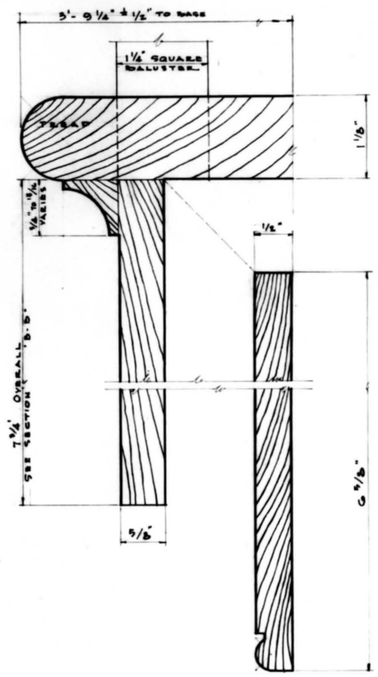


WINDOW JAMB PANELING



NOTE: CORNICE DETAILED FROM NORTH CORNICE MEASUREMENTS BUT SUPPLEMENTED BY DATA FROM SOMEWHAT SIMILAR AND MORE ACCESSIBLE SOUTHERN PART.

COMPOSITE CORNICE SECTION



STAIR MILLWORK

NOTE: SOFTWOOD MILLWORK THROUGHOUT ORIGINAL PART OF HOUSE, PREDOMINATELY PINE. OAK "RANCH" TRIM USED IN REMODELED FIRST FLOOR APARTMENT.

SCALE - FULL SIZE

ORIENTATION

PREPARED		
DESIGNED		
DRAWN	GEORGE WHITEHORNE	
CHECKED		
11-19-71	NMS	
DATE	INITIAL	
REVISED		

RECOMMENDED

DATE

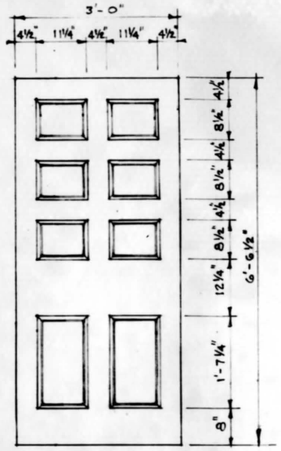
APPROVED

UNITED STATES
DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
SUMMER MEASURING PROGRAM
PREPARED BY
E. O. D. C.
OFFICE

MILLWORK : DETAILS
TITLE OF DRAWING
THE SAMUEL : LEMON HOUSE
LOCATION WITHIN PARK
ALLEGHENY : PORTAGE
NAME OF PARK

REGION :
PCP NO.
SHEET 11 OF 12
DRAWING NO. :
DATE AUG. 27, 1968

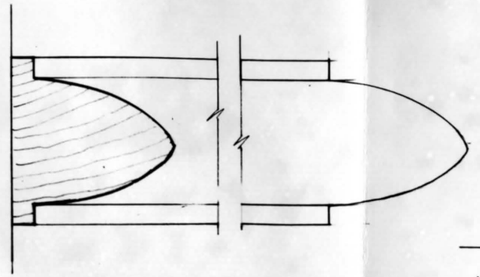
BASIC DATA



1⅜" THICK
FLAT PANELS W/ MOULDING

TYPICAL ORIGINAL EXTERIOR DOOR

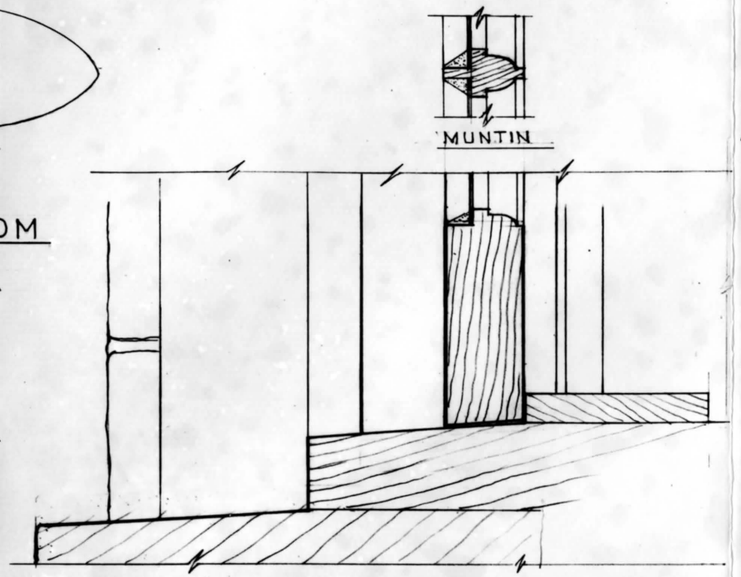
SCALE - 3/4"=1'-0"



DETAIL OF TRANSOM BAR MOULDING

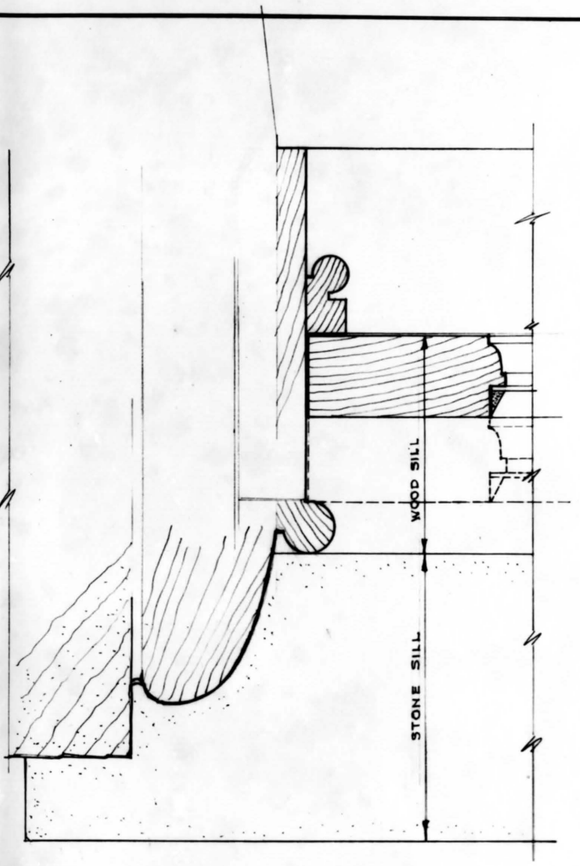
SHOWING RETURN ON REVEAL

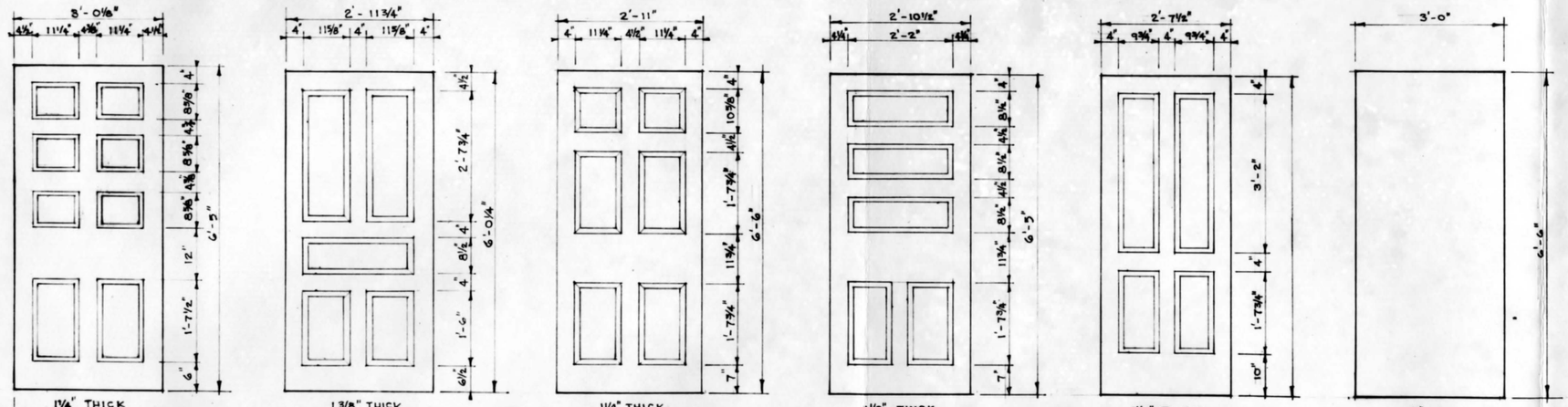
SCALE - FULL SIZE



WINDOW SILL SECTION

SCALE - FULL SIZE





1¼" THICK
ORIGINAL FIRST FLOOR TYPE
RAISED PANELS
DOOR (A)

1⅜" THICK
RAISED PANELS
DOOR (B)

1¼" THICK
ORIGINAL SECOND FLOOR TYPE
RAISED PANELS
DOOR (C)

1⅛" THICK
RAISED PANELS
DOOR (D)

1¼" THICK
RAISED PANELS
DOOR (E)

1⅜" THICK
MODERN FLUSH DOOR
DOOR (M)

INTERIOR DOOR TYPES

SCALE - 3/4"=1'-0"

BASIC DATA
PCP NO.
MASTER PLAN NO.
SURVEY FIELD BOOKS
SURVEY DATUM

SYMBOL	REVISIONS — DESCRIPTION	DATE	SURNAME

PREPARED — DATE | SURNAME

DESIGNED 11/22/71 SOUDER
DRAWN 11/22/71 SOUDER
CHECKED
REGION

UNITED STATES
DEPARTMENT OF INTERIOR
NATIONAL PARK SERVICE
EASTERN SERVICE CENTER
PREPARED BY

DRAWING NO.

DOOR TYPES AND WINDOW DETAILS
TITLE OF DRAWING

LEMON HOUSE
LOCATION WITHIN PARK

ALLEGHENY PORTAGE RAILROAD, N. H. S.
NAME OF PARK

DATE: 11/22/71

SHEET 12 OF 12

ILLUSTRATIONS 44, 45 and 49.

Summit Portage

ALLEGHENY PORTAGE RAIL ROAD

BLAIRS GAP

SUGAR RUN GAP

Tunnel

Philad.a & Pittsburg Northern Turnpike

Lemont Tavern.

Coal Mine

Inclined Plane No 6

Inclined Plane No 7

Blair's Gap

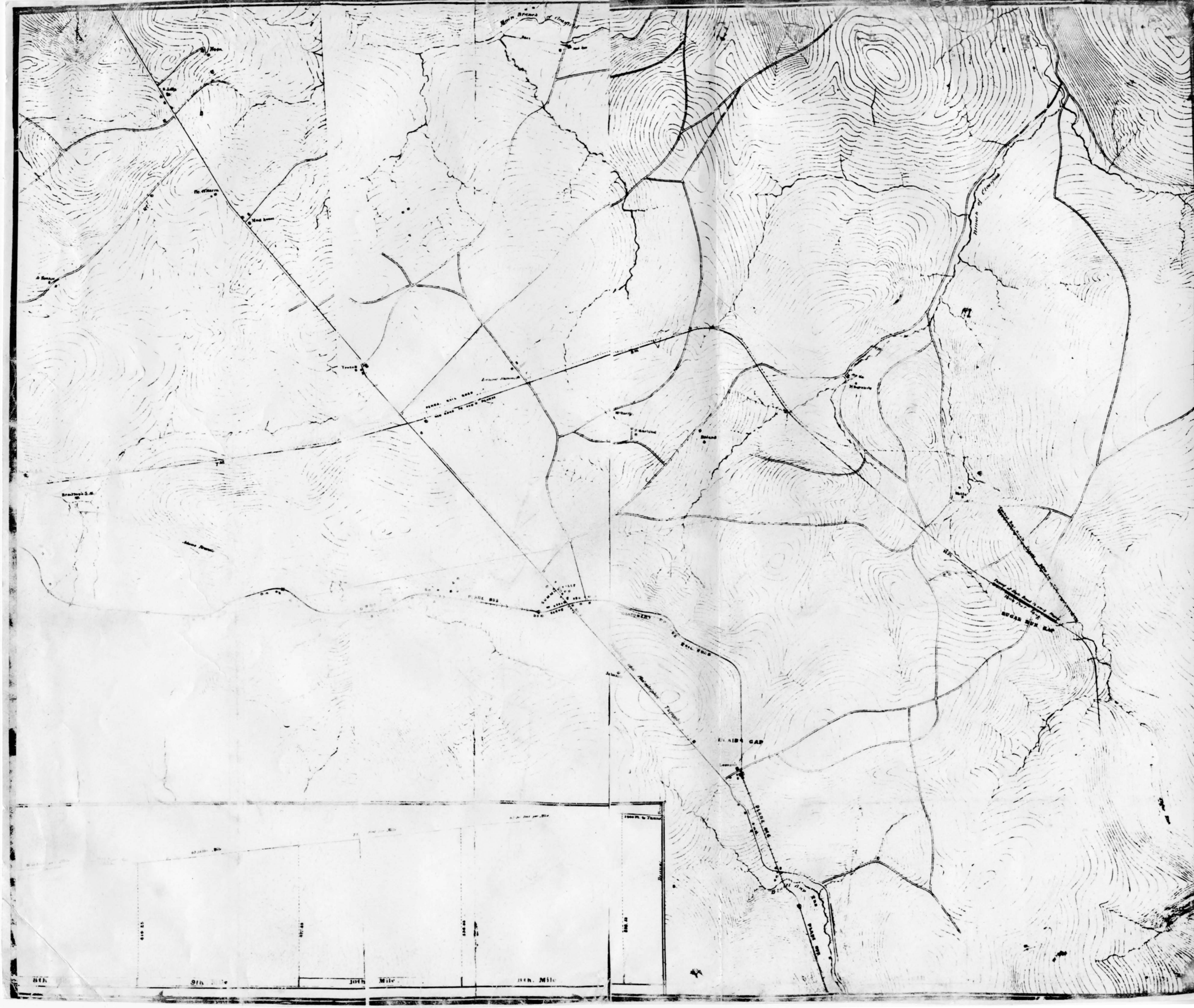
ALLEGHENY MOUNTAIN

HEADWA

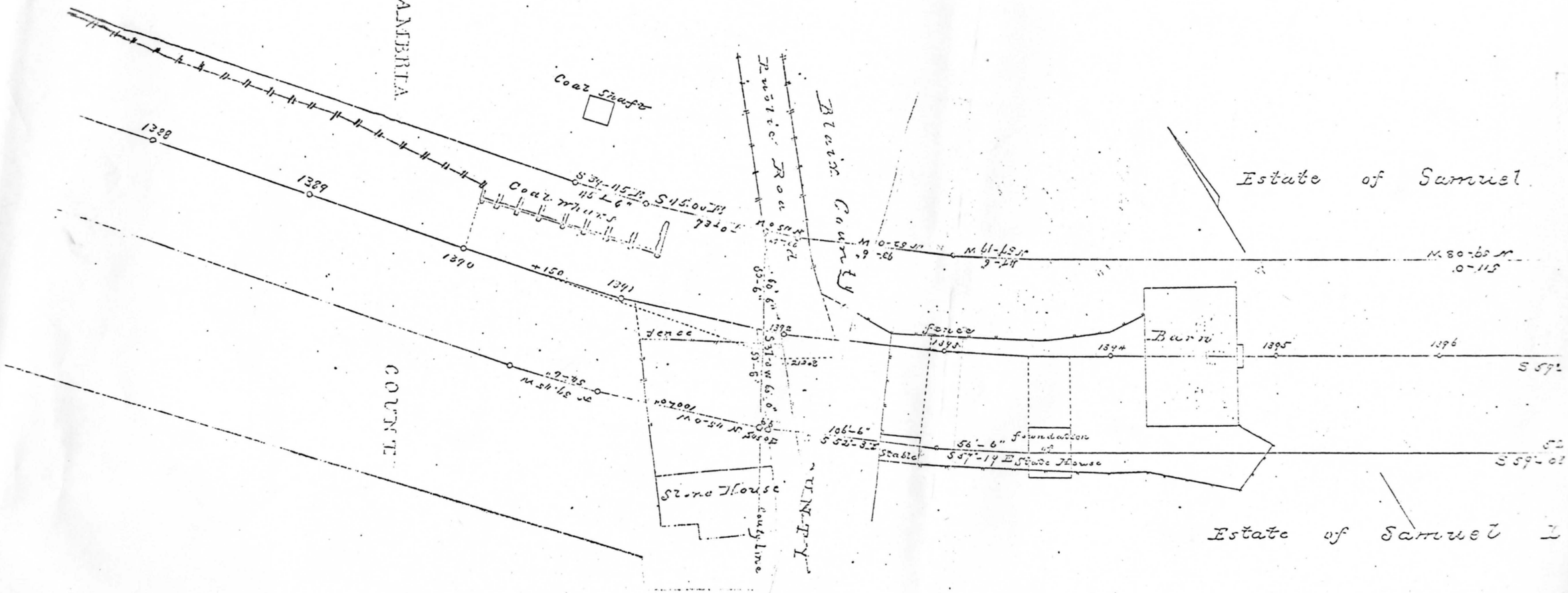
DRAWN BY *Strickland Kneass 1840*

#44




Main Branch of Clearfield
Branch of Clearfield
BLAIRS GAP
SUGAR RUN GAP
9th Mile
10th Mile
11th Mile

#45


CANBERRA
COUNTY
Coal Shaft
Coal Mine
Public Road
Black Country
1388
1389
1390
1391
1392
1393
1394
1395
1396
+150
Fence
Barn
Stone House
Estate of Samuel
Estate of Samuel L
S 45° W
S 59°
N 80-00 W
N 29-08 W
S 37-19 E
S 52-32
S 59-01
56'-6" foundation of Stable
Stable
Stone House
Coal Line

#49

Illus #49

