



Jan. 29, 2020

TOURING SULLIVAN COUNTY'S MUSEUM
. . . while dusting

This is a reprint from Oct. 1, 1924
Sullivan Review front page article:

“The Road to Forksville – Every year about this time the road between Dushore and Forksville is the subject of much talk by persons living at either end or along the same. The grade along the

Little Loyal Sock creek is fine but for some reason the townships are unable to keep the road in good repair. This road needs proper drainage, it needs to be dragged, it has many rough and narrow spots to be widened and repaired. Cherry and Forks townships have many miles of roads to keep up and it seems to be impossible for these townships to raise money enough to give this thoroughfare the needed attention. Several times this summer we have heard it intimated that apportion of this road should be returned, as there were places that were almost impassable. During the last session of the legislature Hon. V.B. Holcombe presented a bill before the House to have this road made a secondary road to be kept up by the state. This bill was passed but owing to lack of funds the Governor vetoed the bill. If elected this fall Mr. Holcombe will again use his influence to have this road made a state road and thereby relieve Forks and Cherry townships of a large expense and also provide a good road for the farmers in the western end of the county to get to market. Support Mr. Holcombe, he is working hard to save the tax payers of this county from burdensome taxes and also to give them good roads.”

To make comparisons with this portion of the ‘way back machine’, we would first like to say that this issue of the Sullivan Review was “5c A Copy - \$1.50 A Year”. And in defense of the governor of Pennsylvania, the paving and opening of Route 220 on the eastern side, starting at Towanda and going into the Carolinas was simultaneously under way. Governor Pincot’s efforts to modernize highways was in hopes of improving the economy of Pennsylvania as a whole. Meanwhile, the road in question in this article was what we know today as Route 87 but note the work mentioned to maintain it at the time means that it was dirt and stone. At one time in conversation with LaVerne McCarty, who was born in 1931 (died 2018) he’d conveyed that when he was eight years old, he and a friend walked from the McCarty farm in Millview to the Forksville bridges to sit on stumps and watch the building of the twin steel bridges. That’d make it about 1939. He didn’t state what the road surfaces were at that time but this would have been a little over eight years after the completion of Route 220 so we’re guessing that by that time Route 87 would have at least been black topped.

Visiting the museum can be arranged by phoning 570-946-5020 or emailing museum@scpahistory.com or by stopping in when the open sign is in the window by happenchance. Also, visit our web site at www.scpahistory.com and please like us on Facebook.