

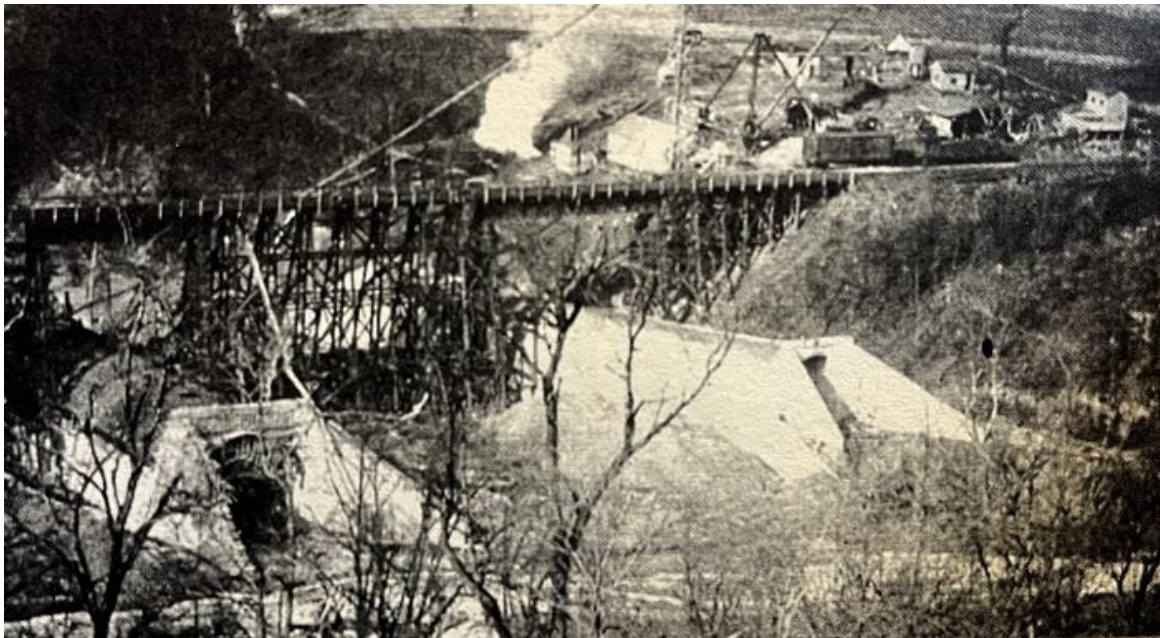
Green Man Tunnel

By Bryan Seip - Montour Railroad Historical Society

At Trail Mile 39.5 in South Park Township sits one of the most infamous sites along the Montour Trail – Green Man Tunnel. The scary stories about the Green Man are the stuff of legend. But - before there was the Green Man -

The B&O Railroad constructed a trestle crossing the Peters Creek valley in 1884. This wooden trestle was then the second highest in Pennsylvania. Running underneath the trestle, the Pennsylvania Railroad extended its Peters Creek Branch along the valley in 1905 to eventually service the Knothole Mine, which opened in 1913, and the Consumers Coal Gould Mine in 1919. Both mines were located near the current Triphammer Road trailhead.

The trestle lasted until 1924 when the wood structure was replaced. Two concrete tunnels were built beneath the trestle, which can be seen under construction in the accompanying photo.



The tunnels under construction beneath the B&O trestle in 1924.

Photo courtesy South Park Historical Society.

The tunnel on the left was divided into two lengthwise sections, one carrying Piney Fork Creek and the other a roadway. This became known as Corvette Tunnel. The white looking tunnel on the right housed the Pennsylvania Railroad.



Corvette Tunnel with roadway in left half and Piney Fork Creek on right.



Pennsylvania RR tunnel became known as Green Man Tunnel. It is now used by South Park Township to store road salt.

Upon completion of the two tunnels, the trestle site was filled with dirt up to the level of the original trestle and B&O tracks were re-laid on top of the new fill section. This railroad is still in use, currently by the Allegheny Valley Railroad.

In 1929 the Montour Railroad extended their Library Branch down the valley from the opposite direction to establish an interchange point with the B&O about a half mile from the tunnels. The interchange was named Snowden, where coal hoppers and general freight were exchanged. A short section of the existing PRR track was leased to complete this extension.

By 1963, the mines served by the PRR had been closed for years. The PRR abandoned their Peters Creek Branch and the shared section of track was sold to the Montour Railroad.

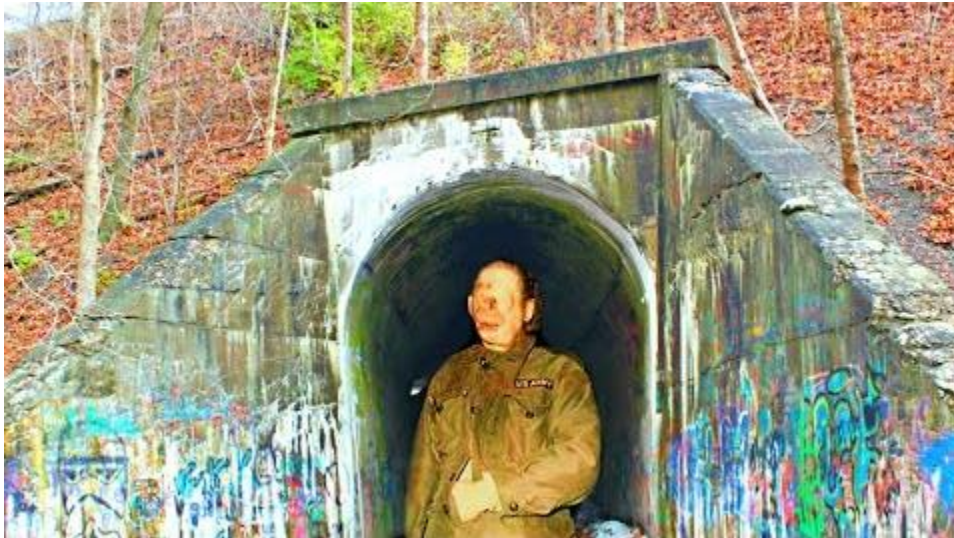
But now, what about the spooky legend of the green man who haunted the PRR tunnel in the valley?

Starting in the 1940's, stories started to circulate about a faceless green man who haunted the tunnel. If he approached a car full of youths and touched the car, it would spark and stall the motor, making it hard to restart. There were also stories about a man who murdered his family with a hatchet in the depths of the tunnel. With ghosts and murderers, the tunnel became a popular spot for local teenagers, but not for the faint of heart. These legends and sightings led to the tunnel becoming known as "Green Man Tunnel".

The stories do have a basis in truth, though. In 1918 an 8-year-old boy named Raymond Robinson was climbing around some power line poles and contacted one of the wires, sending 22,000 volts of electricity jolting through his body. It burned off most of his face and he lost his eyes, nose, an ear and an arm, but he survived.

After some years passed, Raymond started walking along his local roads to help keep active. He took his strolls at nighttime to keep out of the view of cruel townsfolk who called him names. This nocturnal wandering only served to add to the urban legend that

was already growing around him. After accidentally being discovered on his nightly walks, the tale of the Green Man - or Charlie No-Face, as he was also called - developed. There are conflicting stories about where the “green skin” idea came from. Some accounts say he always wore his favorite green plaid shirt or other green clothes that reflected the color onto his pale skin while others swore his skin was actually a pale shade of green. Either way, it became a popular pastime to head out at night to look for Raymond. Those who weren’t too terrified to stop, would often chat with Raymond over a smoke. He even posed for pictures, often in exchange for beer or cigarettes. Raymond continued his evening walks until his death in 1985, and by then his story had become legend.



This image is supposedly of Raymond Robinson – also known as “Charlie No-Face” or the “Green Man” - at the tunnel.

With the railroad abandoned, South Park Township now uses Green Man Tunnel to store road salt, but the old stories and legends continue. Even though Raymond is gone, be cautious - there just might be something lurking back there in the shadows.

**This column appeared in the November-December 2024 Montour Trail Newsletter.
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