

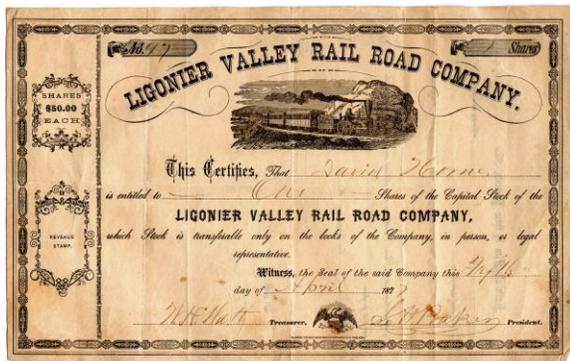


The Liggie

Published by the Ligonier Valley Rail Road Association for Friends of the LVRR
June 2017

Recent Donation

In 1872, a group of Ligonier businessmen wanted build a railroad from Ligonier to Latrobe to connect with the Pennsylvania Railroad. When they incorporated, their idea was to sell stock to amass the capital required to build the railroad. The LVRR bought right-of-way and even did some grading.



Unforeseen to them, however, was the Panic of 1873 and the effort was forced into bankruptcy. The corporation continued to seek capital as shown in the stock certificate recently donated to the museum. It is dated April 1877 and issued to David Horner. Eventually, Judge Thomas Mellon came to the rescue to give his sons the opportunity to build a business where none existed before. Donations like this make it interesting to volunteer at the museum.

Free Museum Day

The railroad museum at the restored Darlington Station was one of six Ligonier Valley museums which opened its doors to the public on Sunday, May 7th. Approximately 900 guests visited the museum and explored the exhibits in the yard including the 1905 Bobber caboose, a twin to the one owned by

the LVRR. Kudos to the volunteers who hosted the event. They include: Bob, Dick, Dave, Tom, Bill, Adam and students, Bob, Virginia, Dave, Kelly, Dylan, Adam and students.



A smile is worth a thousand words.



The trackless train was popular.



It was a great day to ride the trackless train.

Dear Members and Friends,

One of the things I appreciate about railroading is the virtually endless parade of facts and records regarding the industry. So, for my first attempt as the "Liggy" editor, I want to share some of those facts with you just for fun. Unless otherwise noted, this information comes from The Guinness Railway Book, edited by John Marshall.

For instance, did you know that the very first locomotive "headlight" was a pile of burning pine knots on a flat car being pushed ahead of the locomotive on the South Carolina Railroad in 1831? It was likely a single track line. But, if it was double tracked, how did the engineer "dim" the light upon seeing an approaching locomotive on the other track?! I've lost sleep over that question!

Did you know that the very first scheduled passenger service on a railroad began on October 16, 1826, on the Stockton & Darlington Railway in England? The first "coach," pulled by a horse, was named "The Unicorn." It was just a horse carriage mounted on flanged wheels.

Did you know that the first vestibule connections between passenger cars were pioneered by the Naugatuck Railroad in Connecticut in June of 1853?

Did you know that the Chicago, Milwaukee, & St. Paul Railroad, which later became the Chicago, Milwaukee, St. Paul, & Pacific Railroad (The Milwaukee Road), was the first in the United States to equip all of its passenger cars with steam heat in 1887?

Did you know that the world's first sleeping car was designed by Philip Berlin, Manager of the Cumberland Valley Railroad? It operated between Chambersburg, Pennsylvania, and Harrisburg, Pennsylvania, in 1837.

Did you know that the largest steam locomotives to operate in regular freight service in New England were the 2-10-4 "Texas Type" locomotives of the Central Vermont Railway, a subsidiary of the Canadian National Railroad? Some were still in service when the CV ran its last steam-operated freight trains in March of 1957, just over 60 years ago. (This is from several books in my library that outline the life and times of the CV.)

Did you know that all passenger and freight trains through the Boston & Maine's Hoosac Tunnel, between the towns of Florida, Massachusetts, and North Adams, Massachusetts, were hauled by electric locomotives through that 4 ¾ mile bore from 1911 to 1946? The fires in the road engines were banked and the electrics coupled ahead of those engines.

Well, so much for some railroad trivia. Hang on to the above for they might be on "Jeopardy" some time!

For some future "Liggies," I would like to focus on the reasons many of you are fascinated by railroad history and operations. What caused you to become a ferroequinologist? That's the fifty cent word for "student of the iron horse."

Please send your stories to my home address: 3036 Ben Venue Drive, Greensburg, PA 15601-3822 or e-mail me at cnemckie@gmail.com.

As Bob Stutzman wrote in my copy of his book, The Ligonier Valley Rail Road, "Happy Rails to You!"

Robert "Bob" McKie
"Liggy" Editor and Docent

The Mission of the Ligonier Valley Rail Road
Association
Organized in 2004

To preserve the legacy of the LVRR
To conserve vestiges of the LVRR
To collect memorabilia of the LVRR
To educate the public about railroading in
Ligonier Valley

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Annual Dinner

Please mark your calendars now! The annual dinner will be Saturday, September 16, 2017, with a cash bar beginning at 5:30 p.m., with music provided by Terry Sabo. Dinner will follow at 6:30 p.m. The dinner will be held at DeNunzio's Steak and Chophouse at Arnold Palmer Airport. Local historian Ralph Bennett will be the speaker. Invitations will be mailed at a later date.

Message from the president

Thanks to retired board members for their past leadership and support. Bill Potthoff was a founding director of the LVRR and has served in various capacities including board president, board secretary and acting executive director. Tom Donchez served two terms, has been a stalwart supporter of the LVRR and chaired the annual dinner for six years. Fred Potthoff served a term on the board and shared his Pittsburgh connections.

Welcome to our new board members, Kerry Byers, Bob Burcin, Bob McKie and Adam Storey.

Kerry Byers lives in Waterford and has been a Friend of the LVRR since 2006. Byers is the grandson of Harry Byers, a former employee of the LVRR. He is retired from Ceratizit, Inc. (formerly Newcomers). His wife, Lynn, is the artist who paints images of the Darlington Station on original roof slates.

Bob Burcin is a retired piping engineer and lives in Waterford. He is a museum docent and always eager to lend a hand using his mechanical skills. As a bonus, his wife Virginia is frequently seen at the museum contributing her time and talents.

Bob McKie is a retired minister of the United Church of Christ having served two congregations in Westmoreland County over his career. He proudly hails from Connecticut and currently lives in Charter Oak. McKie is a museum docent and the current editor of *The Liggie*.

Adam Storey lives in Rector and is a sixth-grade teacher in Ligonier Valley. He brings his audio-visual expertise to the museum.

Memorial Brick Walkway

Plans are underway to install a brick walkway from the parking lot to the caboose. Individual donations and a grant awarded by the Ligonier Endowment will pay for the initial groundwork and landscaping. Once the walkway is

prepared, Friends of the LVRR, as well as the public, will be given the opportunity to buy a brick to memorialize or honor loved ones. Featured in the walkway will be a "keystone" brick to memorialize Judge Thomas Mellon, founder of the Ligonier Valley Rail Road.

Ligonier Valley Rail Road Museum

www.lvrra.org
724-238-7819



Restored Darlington Station



Railroad lanterns



Authentic bobber caboose

Ligonier Valley Rail Road Museum

The Ligonier Valley Rail Road Museum is located in the beautifully restored Darlington Station, an original station of the Ligonier Valley Rail Road (LVRR), built circa 1896 near Idlewild Park. Throughout the museum photographs, memorabilia and railroad artifacts, such as locks and keys, lanterns, yard tools, and an original ticket dispenser, are displayed. Although the museum focuses on the LVRR, numerous items from the interchanging railroads, the Pennsylvania Railroad (PRR) and the Pittsburg, Westmoreland and Somerset Railroad (PW&S), are included in the museum's collection.

Of special interest is the interactive display map of the LVRR line, which highlights stations, stops and resources that existed between 1877 and 1952. In addition, located on the property is a 1905 bobber caboose, a twin of the one operated by the LVRR. The caboose, which houses an original PRR stove, is also open to visitors.

ADMISSION
Adults \$5.00 Students \$3.00
Groups rates - AAA and senior discounts
Guided Tours included in the cost of admission

HOURS
Saturday 11:00 a.m. - 3:00 p.m.
Check website www.lvrra.org for changes.

DIRECTIONS

From Ligonier on US Route 30 westbound, after passing Idlewild and Soak Zone on the left, near the crest of the hill, turn left onto Idlewild Hill Lane.

From Arnold Palmer Regional Airport on US Route 30 eastbound, after passing the Road Toad Restaurant on the right, over the crest of the hill, turn right onto Idlewild Hill Lane.

The museum is located on the left, one-quarter mile from US Route 30.

PO Box 21, 3032 Idlewild Hill, Ligonier, PA 15658
724-238-7819 • www.lvrra.org