



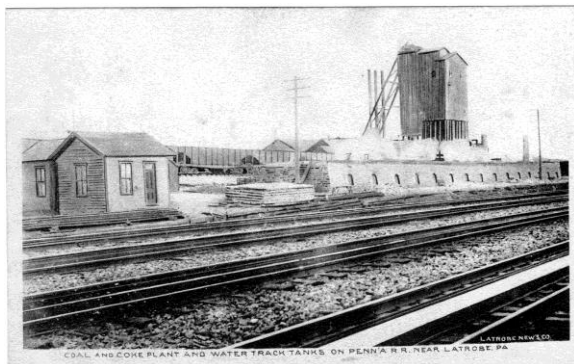
The Liggie

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DOODLEBUGS ON THE LIGONIER VALLEY RAIL ROAD

From its earliest days, the railroad industry has devised ways to operate more efficiently and save money in the process. For example, in the 1890s, the New York & New England Railroad, later absorbed by the New Haven Railroad, pioneered the use of track pans for taking water "on the fly" to save having to stop at trackside water plugs. A scoop under the tender would drop into the pan which forced water into the tender.

About a mile east of where the Ligonier Valley Rail Road began in Latrobe, the Pennsylvania Railroad maintained track pans until the diesel-electric locomotive superseded the steam locomotive in the mid-1950s.



The Latrobe track water pans are visible in the foreground of this photo postcard.

The invention of the mail crane meant that clerks on a Railway Post Office (RPO) car could operate an "arm" that snagged a mail pouch at speed from a track-side mail crane near a passenger station. Another clerk would toss off a pouch of mail destined for that community. So far as this writer knows, there never was RPO service on the LVRR.

Another way railroads sought to save money and operate more efficiently was by using self-propelled coaches that required only an engineer and conductor. Some these vehicles also had a baggage section.

The Ligonier Valley Rail Road operated four of these self-propelled vehicles affectionately called "doodlebugs." Edmund Keilty wrote a book in 1979 on these self-propelled cars under the title, Interurbans Without Wires: The Rail Motorcar in the United States. Some people, upon seeing these cars for the first time, remarked that they looked like street cars without their trolley poles.

The first doodlebug was the M-10, a gas-mechanical car, manufactured by the J. G. Brill Company of Philadelphia. The car was first owned by the Punxiana Coal and Coke Company and was used to transport miners prior to being sold to the LVRR in 1928.

An interesting foot note about this unit concerns the Receiver's Sale of the Punxiana Coal and Coke Company, dated September 2, 1926. Listed among the items to be sold is "Fifth: Also one Gasoline Street Car, No. M-10, manufactured by The J. G. Brill Manufacturing Company."



The M-21 Doodlebug became the workhorse of the LVRR

The second unit, M-21, was also a gas-mechanical and a Brill graduate, purchased in

1937 from the St. Louis Southwestern Railroad ("The Cotton Belt Route"). This car became the "workhorse" of the rail road and operated in daily passenger service between Ligonier and Latrobe.

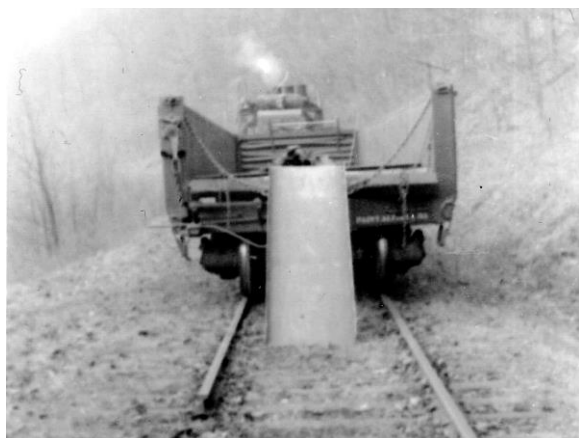
In the mid-1940s, the Ligonier Valley purchased two gas-electric doodlebugs from the Boston & Maine Railroad. Chassis of these cars were assembled by the Electro Motive Company, while the car bodies were manufactured by the St. Louis Car Company. These machines carried 45 passengers.



Number 1152 is shown at the Latrobe platform.

The doodlebugs protected the Ligonier Valley Rail Road's passenger service between Ligonier and Latrobe until the very last day of service on August 31, 1952.

The Ligonier Valley Rail Road Association recently received three photographs that show one of the doodlebugs hauling the gondola used to take up the rails following abandonment.



After the abandonment, a doodlebug supplied the motive power for the salvage company to lift the rails.

This writer is grateful to Jim Aldridge for providing background information about the four doodlebugs operated by the company.

THANK YOU BOB BURCIN

Board member and docent Bob Burcin designed and installed a second set of steps from the back platform of the museum's bobber caboose. Previously, visitors had to enter and exit through the same door and staircase. Now, visitors can enter one end of the caboose and exit at the other end. Burcin completed the project in time for the Free Museum Day when several hundred people walked through the caboose. Many thanks, Bob!

ADDITIONAL IMPROVEMENTS

Your board of directors has been busy maintaining and updating the museum. Other projects recently completed are: replacing the original double-hung windows in the museum with modern, energy-efficient windows, painting the exterior of the caboose, installing new windows in the caboose and repainting the arrows, lines and curbs in the parking lot. A less visible project was repairing a 12-inch storm drain which was damaged during the spring flood near the caboose.

Pending projects include: painting the steel roof on the porch and loading platform, replacing the rotten soffit and fascia boards on the porch, painting the exterior of the station, and acquiring new chairs for the media room.

***LVRRA Museum
at the restored Darlington Station
3032 Idlewild Hill Rd
PO Box 21
Ligonier, PA 15658***

***Museum Hours of Operation
Saturdays, year round, 11 a.m. to 3 p.m.***

***Contact Information
724-238-7819 info@lvrra.org
cnemckie@gmail.com for editor, Bob McKie***

TWELFTH ANNUAL DINNER

The Twelfth Annual Dinner of the Ligonier Valley Rail Road Association will be held Saturday, September 15, 2018, at Giannilli's II on Route 30, Greensburg. If you have not yet received your invitation, please call 724-238-7819 and leave a message.

There will be a cash bar at 6:00 PM, with dinner at 6:30. The speaker will be Mr. Ron Nicely, Ligonier Historian and Genealogist. Additionally, there will be a basket raffle to benefit the museum's capital fund.

ALTOONA FIELD TRIP REPORT

Saturday, June 16, was a sunny and fun-filled day as 55 people rode on a Quest motor coach to the Altoona area for the Ligonier Valley Rail Road Association's Altoona Rail Road Association Tour.



Field trip participants pose for a photograph at the Horseshoe Curve.

First stop was the Altoona Railroader's Memorial Museum in the renovated former Pennsylvania Railroad Master Mechanics Building where we enjoyed a wonderful box lunch.

Then it was on to the ride the Everett Railroad from Holidaysburg to Brookes Mill and return, hauled behind a 2-6-0 "Mogul" steam locomotive # 11, an Alco (American Locomotive Company) graduate, class of 1923.

Finally we stopped at the Horseshoe Curve to watch some of the action, and we were not disappointed!

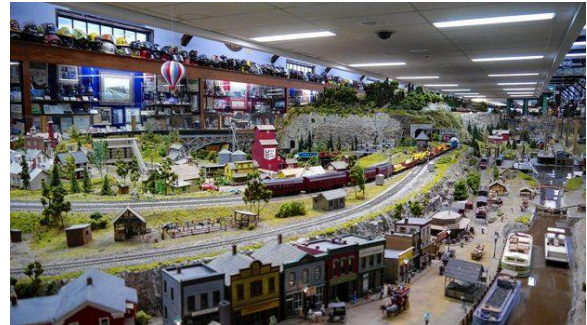
CREEPY CABOOSE

The Ligonier Valley Rail Road Association presents "The Creepy Caboose" on Saturday, October 20, 2018, from 5:00 to 8:00 PM. Join us for an evening of family fun ... Creepy Caboose tours, hobo stew, cornbread, and cider, a campfire to take the chill off, and more!

Admission is just \$5.00 per family and no reservations are needed. Hope you can join us. See the enclosed flyer for additional details.

ALL ABOARD!

The next bus trip sponsored by the Ligonier Valley Rail Road Association will be Saturday, December 1, 2018. Destinations include the Western Pennsylvania Model Railroad Museum in Gibsonia, PA and the model railroad layout at the Carnegie Science Center in Pittsburgh. Please see the enclosed flyer for details.



Western Pennsylvania is modeled in HO scale at the WPA Railroad Museum



Frank Lloyd Wright's Fallingwater is miniturized in the huge "O" gauge layout at the Carnegie Science Center.

MEMORIAL BRICK WALKWAY

Orders for bricks to honor or memorialize a loved one are still being accepted. The walkway is nicely filling in with names of children, grandchildren and parents. One section of the brick path is reserved for current and past directors of the LVRRA. In another section, bricks naming former employees of the LVRR are prominently positioned in the center of the path.

Order forms are available through the website www.lvrra.org or by calling 724-238-7819 and leaving a message.

DONORS OF BRICKS

(Since last publication of "The Liggie")

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Ligonier Mounties Class of 1968

Dan & Linda Norris

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COSTELLO VISIT

Special visitors arrived at the museum on Saturday, July 7 . . . John and Lois Costello's daughter, Margaret and her husband, Steve Plank, of Camp Hill, Pennsylvania.



Margaret and Steve Plank visited her dad's caboose.

The Costello family donated the former Pennsylvania Railroad bobber caboose to the LVRRA in December of 2007. Margaret shared her memories of the caboose and how her dad transported this cabin car from Washington County to their property in Summerhill, PA. The family used the caboose as a club house and as a changing room for visitors to the family's swimming pool.

The Planks took several photographs of the caboose to share with their family members.

The caboose is especially meaningful to the LVRRA since it is a virtual duplicate of caboose #57 operated by the Ligonier Valley Rail Road.

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