



The Liggie

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Some LVRR Passenger Station Notes

Bob McKie is deeply indebted to former LVRR ASSN Board member and President, Bob Stutzman, for providing the following information about the passenger stations on the Ligonier Valley Rail Road mainline.

Thanks Bob!

Summer Station

The LVRR catered to tourists by offering a summer station for local patrons at the Ligonier Springs Hotel (originally Frank's Hotel). The Summer Station was located approximately where the Chestnut Ridge Primary Car facility stands today.



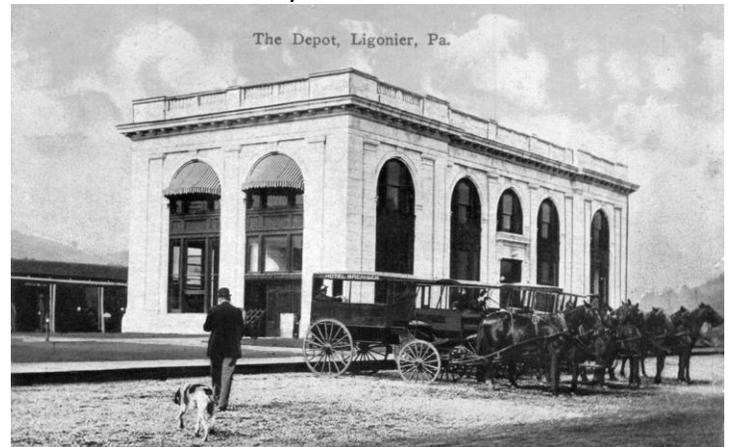
Ligonier Station

The present Ligonier Station, now owned by the Ligonier Valley School District, was finished circa 1910.

The original passenger station, constructed of wood, was moved across the tracks and remodeled to serve as a freight

house and the Railway Express Agency office.

Following abandonment of the LVRR in 1952, the rails were lifted, but the passenger platform canopy was retained and can be seen today.



Bells Station

Bells was a whistle stop at the grade crossing with Two Mile Run Road. Just west of Bells, the Consolidated Ice Company had a railroad siding into their plant.

As shown in this August 31, 1952, photograph, the last eastbound LVRR train stopped briefly at Bells.



Millbank Station

The Millbank Station was eight miles east of the Latrobe Union Station. It was a simple brick structure with a bench along the back wall.

The railroad siding to the holding tracks, where excursion coaches were stored until needed for return trips, rejoined the LVRR mainline at Millbank.

In this undated photograph, Dorothy Taylor Bates, is awaiting a train.



Longbridge Station

Approximately one mile west of the Darlington Station was Longbridge Station. The picture of the new Route 30 bridge, spanning Loyalhanna Creek, was taken in the 1920s by the Lincoln Highway Association. The new bridge was elevated to eliminate the grade crossing with Route 30.

In addition to serving LVRR passengers, Longbridge Station served as a local convenience store for nearby residents where they could purchase milk, eggs, and bread.

I don't know about lottery tickets!

It is not known when the Longbridge Station was torn down. However, the LVRR Museum has the original cast-iron Longbridge Station sign.

Idlewild Park Station

When first built, the Idlewild Park Station was declared to be the smallest railroad passenger station in the United States. Since those early days, this humble building was doubled in size and remains in use today as a hospitality office for visiting organizations and as a museum focusing on Idlewild's origins as a railroad park.

Darlington Station

This station was built around 1895 or 1896 and houses the LVRR ASSN Museum. Years ago, as people were about to enter Idlewild Park, they could purchase sandwiches, pop, ice cream, and other refreshments sold by the station master's family. One of the LVRR Museum docents, Bob McKie, likes to tell visitors that, if gasoline could have been sold at the Darlington Station, it would have been the first Sheetz!



Kingston Station

Kingston Station stood just east of the intersection of what is now westbound Route 30 and Route 217, adjacent to Kingston Dam.

If you are stopped at the Route 30 traffic light and are in the left lane, you are idling right where the Kingston Station stood.

Kingston Station was torn down shortly after the LVRR was abandoned. Subsequently the Commonwealth of Pennsylvania claimed the LVRR right-of-way for what is now the westbound lanes of Route 30. That explains why westbound Route 30, between Longbridge Station and Kingston Station is so flat!



Oakville Station

Erected around 1900, the former Oakville Station is located about 1 ½ miles east of Latrobe Union Station. Although the station was retired by the LVRR in 1926, the building stands today as a private residence and can be seen across Lincoln Avenue from the Nut House.

The roof profile, similar to that of the Kingston Station, suggests that the two buildings were both erected from the same architectural plans.

The former LVRR right-of-way, from Route 982 (Racers Bar) to the former wye

east of Weiss Furniture is now a well-used hiking/biking trail.



Latrobe Union Station

The LVRR used the Pennsylvania Railroad Station in Latrobe as its western terminus. A union station was, by definition, any passenger station served by more than one passenger carrying railroad. Because the LVRR used the Latrobe Station, that still-standing structure certainly qualifies for that august title!

LVRR passenger trains entering Latrobe beside Lincoln Avenue proceeded onto the east leg of the wye by Weiss Furniture. Those trains then backed into Latrobe Union Station to a large, still existent, concrete bumper block. That block would make one championship paper weight!

Trains departing for Ligonier proceeded to the west leg of the wye and then went southeast paralleling Lincoln Avenue.

The present Latrobe Union Station was erected in the early years of the 20th Century as part of a Pennsylvania Railroad project to raise the mainline and thus eliminate several treacherous grade crossings.



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.

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If you have spotted any errors or inconsistencies, please contact the editor. We appreciate input. Thank you!

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