

The Liggie

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DARLINGTON STATION UPDATE

Great weather during December and early January enabled workers to make a tremendous amount of progress toward restoring the Darlington Station. Additionally, during the last several weeks, in spite of the inclement weather, some work was completed. The highlights of the work to date are:

- Chimney restored
- Original roof slates removed
(Replacement slates on site)
- Titanium paper underlay installed
- Weather side scraped and primed
- Paint removed on porch and primed
- Perimeter fence and gates installed
- Brush and undergrowth removed
- Nuisance trees removed

Currently, workers are stripping the paint from the main entry facade and grading the parking lot.

DARLINGTON STATION - PART 2

"When will we move in?" is an often heard question. Since we only have funding in place to restore the exterior and to improve the property, we do not know when we will complete the restoration and be able to move in. However, we do expect the exterior work to be done by June of this year. In so doing, we will have achieved our foremost goal of saving this grand vestige of the Ligonier Valley Rail Road.

DARLINGTON STATION - PART 3

Color Scheme

In our quest to restore the building to its original condition, we would like to paint the building with the appropriate colors. However, our survey proved to be inconclusive. Memories of the siding color varied from yellow or beige to gray or dirty-white. Memories for the trim color included green, brown, black and dark gray. The assortment of recalled colors was probably influenced by the "time-line" of the building.

Since our objective was to restore the original color scheme, we resorted to assessing sub layers of paint in a protected area, under the porch roof. As Jim Davis and his crew removed layers of paint, we could see each of the recalled colors. Eventually, the original color of the siding became obvious, beige. The trim color, however, was not as easily determined. Again, the assorted colors were probably remembered from different eras, and it was not readily apparent which color was the original trim color.

Therefore, we pulled a section of the trim to evaluate. With Sherwin-Williams help, we were able to determine the original trim color was dark brown. Thus the colors of the Darlington Station will be beige with dark brown trim.

DARLINGTON STATION - PART 4

As you know, we have been able to advance this far restoring the building due to the generosity of Idlewild Park, the Richard King Mellon Foundation and the Allegheny Foundation. However, the funding to date will only save the building and improve the property.

Our dream is to completely revamp the interior into a museum and library focused on the Ligonier Valley Rail Road.

Included will be the restored waiting room with a virtual convenience store per the memories of our Friends. To convert this dream into reality, additional private and public support will be required. The

four phases of the restoration are:

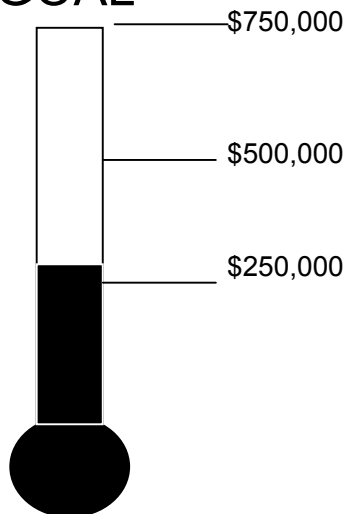
\$300,000 Exterior

\$200,000 Interior

\$100,000 Furnishings

\$150,000 Operating Endowment

GOAL



As you can see, we are already one-third of the way to the goal. With your support we will be able to meet the challenge. Details of the fundraising campaign will be announced.

LVRRA BOARD OF DIRECTORS

Bill McCullough - President
724-238-5859

Bill Stablein - Vice President
724-238-5570

Bill Potthoff - Secretary
724-532-5564

Bob Stutzman - Treasurer
724-537-2647

Ralph Scalise - Director

Lisa Hays - Director

Al Pilz - Director

MODEL RAILROADING

"A-L-L-L ABOARD!"

"Bells, Consolidated Ice,
Next stop Millbank!"

Our "O" gage doodlebug is scheduled for delivery late April. With a corresponding MTH transformer, it will announce the station stops along the way and appropriate nearby attractions.

The price is \$350

We only ordered 100 of these collectibles and sixty-five have already been sold. If you are interested in one, please send a deposit payable to the LVRRA, PO Box 21, Ligonier, PA 15658

Our Mission

Ligonier Valley Rail Road Association
Organized in 2004 to:

To Preserve the legacy of the LVRR

To Conserve vestiges of the LVRR

To Collect memorabilia of the LVRR

To Educate the public about the history of railroading in Ligonier Valley.

STORE ITEMS

WILPEN, PENNSYLVANIA

A DVD converted from a 1940's 8mm movie originally recorded by
Pete Picadio

STEMWINDERS

A book about the logging industry on Laurel Mountain at the turn of the 20th Century written by
Benjamin F. G. Kline, Jr.

Selected LVRR Photographs

**Ligonier Valley
"O" Gage model trains**

Pullovers, tees and sweatshirts

Work Party

Confronted with a mountain of household items to be removed from the Darlington Station, the following volunteers put a major dent in the job. Thank you for "pitching in."

John Vucina Staci Peipock
Tom Bitner Bob Boynton
Ruth Campbell Ed Concus
Bob Stutzman Bill McCullough

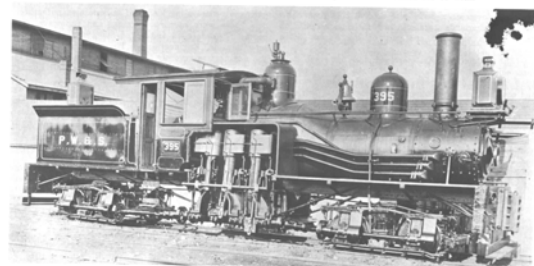
**New Friends of the LVRR
WELCOME ABOARD!**

**William Bright
Robert Gangewere
Lynda and Peter Garrod
Robert and Mary Lu George
C.R. "Buss" Gilman
Calvin Hiles Family
Ronald Livingston, Sr.
Ron and Jennifer Needham
Martin Palguta
Barbara Pearlstein
Bob Shaffer
Dean and Barbara Shirey
Regis Synan
Sally Walker
Joan Walsh**

FOR SALE

**Authentic Shay Engine
As is...Where is
\$25,000
(Assembly Required)**

This is an Opportunity, with a capital "O."
Do you have a friend or two or three inclined to restore and preserve a relic of the bygone logging operation? Are they very, very good friends dedicated to a long-term commitment? If so, continue to read. About 20 years ago, Mike Miller of Somerset found this 1920 vintage Shay engine in North Carolina. Due to its size, Mike had to take it apart to transport it home. With a friend's help, he removed components piece by piece to haul home. Eventually, some 13 trips later, only the main frame and boiler remained intact. Together they weighed approximately 22,000 pounds and had to be hauled home professionally. Mike has all the pieces in storage and is willing to sell the kit and caboodle for \$25,000. He will even develop an inventory list and serve as a consultant for the reassembly. Of course, there will be additional expenses to complete the job.



The Pittsburgh, Westmoreland and Somerset Railroads No. 395 at Lima, Ohio. Lima Builders Photo, P. E. Perry

PW&S Engine #395 was a two-truck Shay like this. Are you interested in piecing this puzzle together? Estimated assembly time is 300 hours. The end result could be a static display honoring the once-prosperous logging industry of Ligonier Valley.

THE RAILROAD LANTERN

By Jim Aldridge

On more than one occasion we have made reference in these pages to some of the railroad hand lanterns in the collection of the LVRRA. Lanterns are desirable both as purely collectable items and as historical artifacts for several reasons: They were manufactured in great quantity by a large number of manufacturers; the style varied by manufacturer; most lanterns were marked for the owning railroad; the lantern is relatively small in size; the lantern globe varied in shape and color; and, although beauty is in the eye of the beholder, lanterns can be beautiful. Lanterns are an easily displayed piece of hardware that is a direct link to the human element in railroading.

Railroads operated twelve months a year, seven days a week, twenty-four hours a day, in sunshine, rain, hail, sleet or snow; and so operating conditions were often troublesome, if not downright dangerous. How does one communicate over distance without radio or cell phone? How does the brakeman standing several hundred feet distant from the engineer convey an instruction? How would warnings be given at a grade crossing? How would an oncoming train or following train be warned of danger? How would a train be notified to stop at a flag station?

Hand signals and colored flags were one means of communication. In fact, one member of the normal operating crew held the title of flagman. At night, however, a hand signal or colored flag would not answer.

In an age before the use of gas, electricity or batteries, the kerosene lantern or lamp was the common source of illumination. And so there is nothing unique in that. The matter of communication is far more important and interesting. The hand lantern could convey information by one of two means: by color or by the manner in which it was displayed.

The most commonly used colors in lantern globes were clear, red, green, blue and green over clear. Examples of each are in the LVRRA collection. The clear globe was used primarily for illumination, to indicate proceed or for other uses prescribed by the rules. Red primarily indicated a warning or danger - stop! Blue was most often used to indicate that men were working on or about equipment and thus the train or equipment must not be moved. Green indicated proceed with caution and for other uses prescribed by the rules. The green over clear lantern was used to signal a train to stop at a designated flag stop station.

The lantern also conveyed information by the manner in which it was displayed or "swung." The employee timetable of the Ligonier Valley Rail Road effective December 12, 1915, list seven indications that could be conveyed by the manner in which the lantern was displayed:

1. Stop. Swung across the track.
2. Proceed. Raised and lowered vertically.
3. Back. Swung vertically in a circle at half arm's length across the track when the train is standing.

(Continued next page)

THE RAILROAD LANTERN (continued)

4. Train has parted. Swung vertically in a circle at arm's length when the train is running.
5. Apply air brakes. Swing horizontally above the head when the train is standing.
6. Release air brakes. Held at arm's length above the head when the train is standing.
7. Reduce speed. Held horizontally at arms length when the train is moving.

The common, everyday lantern was an essential tool of the trade. Under certain circumstances the lantern became an item of personal pride. Lanterns were provided by the railroad; however, fancier lanterns might be purchased by the employee for his personal use. The most common example of this is the "Conductor's Lantern." This lantern had a more stylized or classier form and was finished in polished brass or nickel silver. Two nice examples are on display at our mini-museum. Another variation was the "presentation lantern" - a conductor's lantern with the globe etched in fancy lettering. The presentation lantern might be given to an employee at the time of his retirement or for other commemorative purposes.

The lanterns in the possession of the LVRRA that are on display have been cleaned and restored. But, remember, the lantern, common and mundane though it might appear, served a very real and important function in the everyday world of railroading. When you gaze upon one of the lanterns in our collection, recall the employee who depended upon it in the performance of his duty.

RECENT CONTRIBUTIONS

The following items have been donated to the LVRRA. Thank you, each of you, for believing in our mission.

Bob Boynton

Antique candlestick telephone

Sophie Cohol

LVRRA last run hat and red bandana and reprints of family photos relevant to the LVRRA

Bev Depetris and Stacey Oyler Reprints of photos and news clippings of the pre-Kennametal complex at Kingston.

Paul Fry

Photo postcard of PW&S Right Of Way

C.R. "Buss" Gilman

Reprint of a W.T. Brown panoramic photo of Ligonier, circa 1914

Bill Holmberg

3-D Topographical map of Southwest PA

Bill Holmberg

Collection of milk and pop bottles recovered from a local abandoned-garbage dump

Ray Kinsey

Collection of train schedules

Jim Mickinak

Original photo of LVRRA Engine #17

Staci Peipock

LVRRA souvenir bookmarks, railroading teacher's manual and visual aids inherited from her grandfather Bob Hoover, ex-LVRRA employee.

Dean Shirey

Ten 35mm slides of LVRRA's Last Run

Bill Smail

Copy of Idlewild Swan Boat postcard

Todd Wilkins

LVRRA Railroad spike

Jim Williams

Reprint of photo of LVRRA Engine #9 and crew which includes his great-grandfather, John Holman

The following items have been donated by a benefactor and Friend who wishes to remain anonymous.

1. Original copy of The Story of a Mountain Railroad by Franklin J. Langsdale
2. Original copy of Our Heritage in Ligonier Valley published by the Women's Club of Ligonier.
3. Special 75th anniversary edition of Ligonier Echo
4. Original copies of LVRR baggage rules and regulations for 1920, 1921 & 1936
5. LVRR Engine #17 postcard

In memory of John Holman
Donated by Great-grandson,
Jim Williams

LVRR Engine #12 Headlight

In memory of Tina and Tom Thoburn
Donated by
Bill Holmberg

1900 Fowler drawing of Ligonier
1867 map of Ligonier Township

RECOMMENDED WEBSITE

Would you like to see high definition aerial photographs of the LVRR right-of-way, dated *June 1939*? These photos, plus photos from all over Pennsylvania are available on-line at www.pennpilot.psu.edu

COME ALONG WITH US AND RIDE THE LIGONIER VALLEY RAIL ROAD

The Baltzer-Myer Historical Society has booked our virtual tour of the LVRR for 2 PM, April 15 at Harrold's Zion Church outside Greensburg.

The public is invited to attend.

LVRR MINI-MUSEUM

It is your museum...
come and visit!

Display items include:

LVRR Memorabilia and Artifacts

LVRR Maps

Photographs

Print outs of LVRR-related newspaper articles gleaned from the Echo and Bulletin files.

Generic Railroad Memorabilia and Relics

LVRR conversation always welcome

Located in Ligonier
106 N. St. Clair Street
Every Saturday morning,
9 AM to noon.

MILL CREEK BRANCH TOUR

Later than promised, we will be ready to lead a tour of the Mill Creek Branch of the LVRR by this Fall. Think late October or early November.