



The LIGGIE

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From Our Collection: **TRAIN ORDERS**

In the early days of railroading, one of the first issues that had to be addressed was train movement. Most railroads, when they started, were single-track operations and opposing trains on the same track were governed by a timetable, which contained a schedule for most regular freight and passenger train movements. Meets (scheduled meeting places for trains) were prescribed, and one train simply waited on the other. Railroads had sidings along the main track so if a freight train had to wait on a passenger train, for instance, it could pull into a siding and wait for the oncoming passenger train to go by. Alternatively, it could wait at the station until the oncoming train arrived.

As traffic increased so did the complexity of the timetables. The problem with a timetable was that it was inflexible, didn't accommodate changes and there was no way to supersede it. Single-track operation was slow, haphazard, and dangerous. Early collisions usually occurred out in the country alongside a cornfield so the term "cornfield meet" was coined to describe a head-on collision.

The timetable indicated which trains had the right-of-way. In railroad parlance there were superior and inferior trains. Inferior gave way to superior. With the development of the telegraph, train orders could be issued by the dispatcher to supersede the timetable, when required, and were used to advance an inferior train against a superior one, establish positive meeting points, create extra trains and sections, modify schedules, authorize work trains, and warn of track conditions and the like.

To convey these orders railroads used two forms, namely a Form 19 and a Form 31, which were used by a majority of North American railroads. The difference in the forms was a Form 31 required the train to stop and that its engineer and conductor personally sign the order, including the operators' copy, before the train could continue. This obviously was time consuming. The other form, a Form 19, can be "hooped" up to a train passing at

speed. The hoop is formed in the shape of a closed shepherd's crook, made of bamboo, and the order is attached to the hoop by a piece of string or is clipped to the hoop with a fastener. To pass the orders the operator would stand alongside the tracks and extend the closed portion of the hoop. The engineer would extend his arm and snag the entire hoop, detach the orders, then throw the hoop to the side of the tracks. Orders were passed to both the engineer and conductor who was normally in the caboose.



Two sets of orders needed to be passed and two hoops recovered. The stationmaster would then have to walk along the tracks to find the hoop(s) to be used again - probably no picnic on a cold, snowy night. A train-order signal was installed at most stations. These took sundry forms: as basic as a simple rotating lantern, semaphores, color lights, or, as on the PRR, a simple flashing "O" mounted on a signal mast. On a number of Eastern roads a simple red or yellow board supplemented by a lantern at night did the trick.

In later years, operators used a fork holding a string in which a slip knot was tied to hold the orders. The crew member simply slipped his arm through the fork, the string slipped out of the spring-loaded latch that retained it, and the orders were in hand. On many roads, permanent order-hoop stands or racks allowed the operator to "load them" and then stand back and inspect the passing train. Regardless of the improvements, delivering orders was not pleasant under any circumstances.

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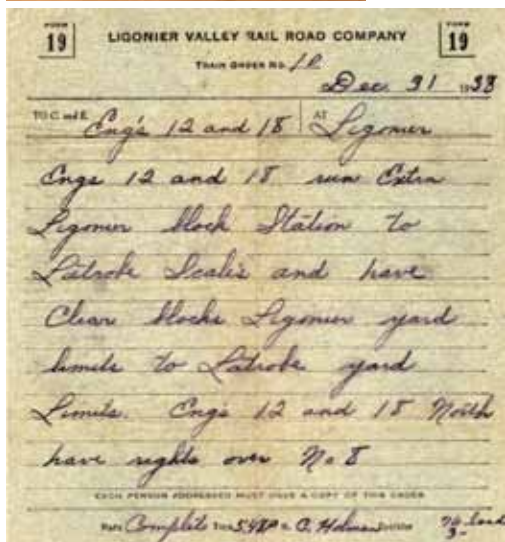


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The Ligonier Valley Rail Road used Form 19s. We have a pad of the orders at the Museum as well as a completed order and two different varieties of hoops.



Left
Blank Pad of Form 19s for the Ligonier Valley RR.



Left
Actual train order 19 from the Ligonier Valley RR. Issued in 1938 at Ligonier to the Conductor and Engineer of engines 12 and 18, signed by C. Holman.



The "hoop" we have at the Ligonier Valley Rail Road Museum is about 65" tall.



Detail of one method of affixing the order to the "hoop."



Another style of "hoop"



Detail of affixing order to "hoop."

First Annual Railroad Day

September 27, 2014

Ligonier Valley Rail Road Museum

9 AM until 5 PM

Model Trains – all scales; Artifacts – lanterns, signs, books

Trackless Train -- Face Painting -- Craft Booths

Blacksmith — making & selling small spikes

Museum admission free all day



Planes, Trains & Automobiles: A Daytrip Through Transportation History

Saturday, October 25, 2014

Beginning at 10 AM

Back by popular demand, this event brings together the KLBE Air Museum, the Lincoln Highway Experience and the Ligonier Valley Rail Road Museum.

Preregistration is required. The deadline to register is October 20. The cost of a ticket is \$12 per person.

Visit www.LHHC.org or call the Lincoln Highway Experience @ 724-879-4241 to register.

New Members • LVRRRA Welcomes new members

Bruce Carson • K. J. Collamer • Cindy & Bob Deniker • Terry Firestone • Dorothy Frantz
Carol & Robert Gettemy • J.A. Glasstetter • Debra & Frederick Goodman • Tony Mastrorocco
Merle Mikesell • Richard Staten • Nancy Truitt-Burkett • Alicia Zizza



LVRRA visit from Congressman Tim Murphy

On August 21, U.S. Congressman Tim Murphy of Pennsylvania's 18th Congressional District took time out from his busy schedule to visit our Museum. Congressman Murphy met the Officers, Directors and Staff and toured the Museum. We discussed some of our longer term plans. He was very helpful by giving us some leads to some grant opportunities for our next large scale project.



Recent Contributions

Thanks to all contributors for the following items that have been donated to the LVRRA since the last Liggie publication.

LIGONIER VALLEY RAIL ROAD ASSOCIATION ~ Book title Farmer's bulletins nos. 451-475. U. S. Department of Agriculture. May 22, 2014. The Railroadiana Express magazine

WILLIAM FERRY ~ First Aid Kit - PRR

THOMAS GIESEY ~ Rules and Regulations for the Government of the Transportation Department of the Pennsylvania Railroad, 1864. Also a newspaper article about the death of Harry E. Reese who died when he fell from a freight car while working on the LVRR.

SANDY JACKSON ~ Wood & metal steamer trunk.

KAREN & BILL McCULLOUGH ~ Framed image with specifications for LVRR Eng. #17. Four-Coupled Locomotives with four-wheeled front trucks for passenger service, American (4-4-0) Type. Baldwin Locomotive Works, Philadelphia, PA.

THOMASINE KOMEKE ~ HO gauge model train locomotives (New Haven, Santa Fe and Union Pacific), 1 tank car, 4 passenger cars, 1 gondola and 1 flatbed.

RALPH SCALISE ~ LVRR printing block. Charter page - To incorporate the Ligonier and Latrobe Railroad Company, 1853.

DOROTHY "DEE" MYERS ~ 2 commemorative demitasse cup and saucer sets from the Latrobe, Pennsylvania Centennial Celebration 1854 - 1954.

RONALD ROHALL ~ PRR Shovel. 3 Books: Railways Terminating in London by Samuel Rea, Copr. 1888. Washington Terminal History - Description and Operation, 1915. The Cumberland Valley Railroad, 1918.

E-Version of The Liggie



If you prefer to access the newsletter in electronic format rather than to receive a hard copy, please notify the office at **724-238-7819** or send an e-mail to **www.lvrro.org**

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Upcoming Events

- ★ **Saturday, Sept. 27, 2014:**
Ligonier Valley Rail Road
Museum First Annual
Railroad Day
9 am until 5 pm
(see details on page 2)
- ★ **Saturday, Oct. 25, 2014:**
A Day Trip Thru
Transportation History
(see details on page 2)

CALL FOR VOLUNTEERS

If you would like to volunteer at the museum, stop in or give us a call at **(724) 238 - 7819** to discuss available opportunities.



Ligonier Valley Rail Road Association
P.O. Box 21
Ligonier, PA 15658

THE MISSION of the LVRRA

Ligonier Valley Rail Road Association

Organized in 2004:

To Preserve the legacy of the LVRRA

To Conserve vestiges of the LVRRA

To Collect memorabilia of the LVRRA

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



Find us on the web
www.lvrta.org

Hours of Operation

Wednesday through Saturday
11 a.m. to 3 p.m.

724-238-7819 info@lvrta.org

Please consult the website for changes
www.lvrta.org

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