

The Black Diamond

Official Newsletter of the Lehigh Valley Railroad Historical Society November 2023

Message from the Editor

The November 2023 edition of “The Black Diamond” provides full details about all Lehigh Valley Railroad Historical Society events during the year. Featured in this issue is a timeline of Lehigh Valley Railroad divisions compiled by Richard Palmer and a brief history of the LVRRHS Station Museum with historic photographs. Please send any Society news and/or historical articles about the Lehigh Valley Railroad to me by U. S. Mail at P. O. Box 200, Manchester, NY 14504-0200 or by e-mail at kemay59@hotmail.com. Thank you for your contributions.

Ken May, Editor

Station Museum Roof Replacement Project

The roof on the Shortsville station museum is well over 20 years old and needs replacement. Much of the aggregate on the existing roof is missing and numerous tabs are missing as well. A new roof is needed to continue to safely house and preserve our collection of historical railroad artifacts. The structural integrity of the building will be compromised without roof replacement. The new roof is needed within the next year to prevent the additional cost of having to tear off the existing roof.

The estimated cost of a new roof is \$24,000. Deb Halderman submitted a grant application to the Daughters of the American Revolution for \$10,000 in October. Awards will be made next year. We also plan to apply for Amherst Railway Society and National Railway Historical Society grants when available.

2023 Station Museum Open Houses

The Lehigh Valley Railroad Historical Society Station Museum was open to the public one Sunday afternoon a month from May to October this year. Open house dates were May 21, June 18, July 16, August 20, September 17, and October 15. Attendance at the open houses was very good. Thanks to the LVRRHS members who volunteered at the open houses.

Lehigh Valley Railroad History Program

The Lehigh Valley Railroad Historical Society hosted the Lehigh Valley Railroad History Program at our station museum on Sunday, April 16. The free event was a celebration of the history of the Lehigh Valley Railroad with a program of DVDs, slides, movies, photographs, and discussions. Richard Palmer read from memories of Clyde Redfield, Black Diamond engineer. David Monte Verde gave a presentation about the LVRR

Rochester to Hemlock branch line including Rochester Junction. Thanks to everyone who participated in this year's special event.

Auburn Road Presentation

Railroad historian Paul Shinal of Seneca Falls gave a two-hour presentation on the history of the New York Central Railroad "Auburn Road" branch line at the station museum open house on Sunday, July 16. Paul is a member of the Central New York Chapter of the National Railway Historical Society and a retired faculty member of Cayuga Community College. Thanks to Paul for an excellent program.

2024 LVRRHS Annual Meeting Notice

The annual meeting of the Lehigh Valley Railroad Historical Society will be held on Sunday, January 21, 2024, at 2:00 p.m., at the Society's Station Museum at 8 East High Street in Shortsville, New York. Election results for officers and trustees will be announced, 2023 activities will be reviewed, and 2023 activities will be discussed at the meeting. The monthly meeting will be held after the annual meeting. All Society members are invited to attend as well as the public.

LVRRHS Facebook Page

The Lehigh Valley Railroad Historical Society Facebook page has more content added over the past year. Ken May has posted more historic photographs and postcards of LVRR locomotives, trains, structures, and facilities in Upstate New York from the Richard Pearson collection in the photos section. Note that you do not have to sign up for Facebook to view the page. Contact Ken to contribute material for our Facebook page.

Membership Renewals

If you have not already renewed your membership for 2023, we hope that you will renew now. Memberships received after September 30 will be considered good through 2024. We thank all of our members for their continued support of the Society.

Donations Needed

Please consider making a donation to the Society when renewing your membership. Funds are needed for the station museum roof replacement project. Thank you for your generosity.

Membership Drive

We are actively seeking new members for the Society. Please ask anyone that you know with an interest in railroads to join our group. They can print and fill out the membership application from the Join section of our website. Thank you for your support.

LVRHHS Website

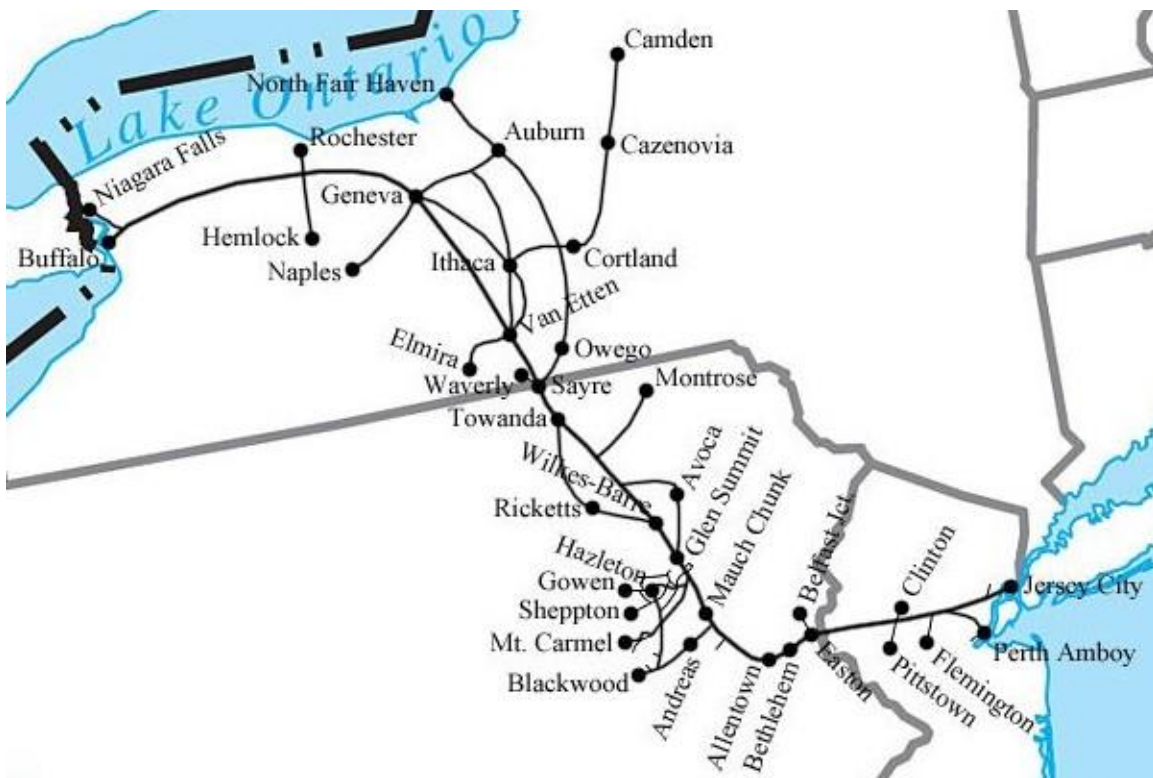
Visit the Lehigh Valley Railroad Historical Society website at www.lvrhhs.org for the latest information about Society activities.

LVRHHS Information

“The Black Diamond” is published by the Lehigh Valley Railroad Historical Society, P. O. Box 200, Manchester, NY 14504-0200. Displays and archives are located at 8 East High Street in Shortsville, New York. Contact the museum at 585-289-9149 and leave a message for a return call.

Officers and Trustees of the Lehigh Valley Railroad Historical Society

President:	David Halderman
Vice President:	Kenneth May
Treasurer:	Deborah Halderman
Secretary:	Deborah Halderman
Trustees:	Joseph Dickson
	Rita Gurewitch
	Beverly Halderman
	Jack Tuttle



Lehigh Valley Divisions Timeline (Compiled by Richard Palmer)

November 1, 1897

Buffalo Division formed from Pennsylvania & New York Division, Sayre to Buffalo. P & NY Division then ran from Ransom to Sayre; also included Waverly & State Line, State Line & Sullivan, and Bowman's Creek branch; Wyoming Division, Mauch Chunk to Falling Springs including Bear Creek branch, Mountain Cut-off, West Pittston, and all colliery branches in the Wyoming Valley.

October 1, 1908

Pennsylvania & New York Division, Weldon to Manchester, 320 miles, including 171 miles of double track, absorbed by Buffalo and Wyoming Divisions.

July 1, 1914

Seneca Division created between Athens and Manchester, including Ithaca, Naples, Willard, and Waverly branches.

November 9, 1916

Seneca Division extended eastward to take in that part of the Wyoming Division west of Ransom, Pa.; also includes the Montrose, State Line & Sullivan from Towanda to Bernice Junction; and that part of the Bowman's Creek branch to Lopez station.

January 1, 1932

Seneca Division divided at Sayre - western section added to Buffalo Division and eastern section added to Wyoming Division. Auburn Division absorbed into Buffalo Division. New York and Lehigh Division merged to form enlarged Lehigh Division.

January 1, 1938

Lehigh and Wyoming Divisions consolidated. Thereafter the Lehigh Valley had three divisions - New York Division, from New York City and Jersey City to Lehigh; Wyoming Division, Lehigh to Sayre; and Buffalo Division, Sayre to Buffalo.

January 1, 1950

Wyoming Division was eliminated with operations merged into the New York and Buffalo Divisions. New York Division thereafter encompassed New Jersey to Coxton, Buffalo Division encompassed Coxton-Suspension Bridge/Tifft Terminal.



1916 Interstate Commerce Commission Valuation Photograph of New York Central Railroad Freight Station in Shortsville, New York (Southwest Side)



1916 Interstate Commerce Commission Valuation Photograph of New York Central Railroad Freight Station in Shortsville, New York (Southeast Side)

LVERRHS Station Museum History

The Lehigh Valley Railroad Historical Society Station Museum is housed inside a wooden New York Central Railroad freight station located at 8 East High Street in Shortsville, New York. The freight station was built around 1910 and holds an important place in the village's history. It served as the shipping terminal for local industries and businesses including Empire Drill Co. (later Papec Machine), Pioneer Thresher Co., and Shortsville Wheel Co. It was in use by the New York Central Railroad until the 1960s. It was later used as a church and a machine shop before the Society purchased it in October 2001. Since then, the building has been used as a museum and meeting place for the Society.

The Shortsville freight station is located along a portion of one of the oldest and most historic railroad lines in New York State known as the "Auburn Road." This section started existence in the 19th Century as the Auburn and Rochester Railroad. It was chartered in 1836. Construction work was started in 1840 and was finished in 1841. The railroad line was operated by the New York Central, Penn Central, and Conrail railroads over the years and is currently operated by the Finger Lakes Railway.



1970s Photograph of Shortsville Freight Station (Northwest Side)