

The Black Diamond

Official Newsletter of the Lehigh Valley Railroad Historical Society

January 2013

MESSAGE FROM THE EDITOR

The January 2013 edition of "The Black Diamond" features full details about Lehigh Valley Railroad Historical Society events during the past year as well as an article and photographs about LVRR preservation projects at Rochester Junction submitted by Rod Ham. Please send any Society news and/or historical articles about the Lehigh Valley Railroad to me by U. S. Mail at P. O. Box RR, Manchester, NY 14504 or by e-mail at kemay59@hotmail.com. Thank you for your contributions.

Ken May, Editor/Trustee

2012 STATION MUSEUM OPEN HOUSES

The Lehigh Valley Railroad Historical Society Station Museum in Shortsville, New York, was open to the public one Sunday afternoon a month from May to October this year. Open house dates were May 20, June 17, July 15, August 19, and September 16. Attendance at all of the open houses was good. A special thank you to Stewart Miller who loaned several albums of his LVRR photographs to us for the open houses. The photos were wonderful and were enjoyed by all! Thanks also to the LVRRHS members who volunteered at the station museum open houses.

FALL FOLIAGE TRAIN EXCURSIONS REPORT

The Lehigh Valley Railroad Historical Society, in cooperation with the Finger Lakes Railway, sponsored fall foliage train excursions over the former New York Central Railroad "Auburn Road" branch line between Shortsville, New York, and Phelps, New York, on Saturday, October 13, 2012. Four passenger train excursions were operated from Shortsville to Phelps and return over the Finger Lakes Railway using two diesel locomotives and five passenger coaches. Each train ride lasted 90 minutes and was an 18 mile round trip.

A total of 767 passengers rode the trains. One out of four round trips was sold out. Paid passenger counts for each trip were as follows: 9:30 a.m. - 69, 11:30 a.m. - 188, 1:30 p.m. - 287, and 3:30 p.m. - 223. The average passenger count per train was 192. Thank you to all of the passengers who rode our train excursions. We appreciate your patronage!

Paid ads were placed in the Daily Messenger, the Finger Lakes Times, and the Genesee Valley Pennysaver. News releases were published in the Daily Messenger, the Democrat and Chronicle, the Finger Lakes Times, and on various Internet web sites. The excursions were featured on the "Getaway Guy" segments on Time Warner Cable.

The Society freight station museum was open to passengers during the excursions. Sales at the gift shop were very good. The food concession operated by the Shortsville Presbyterian Church did a brisk business before and after each of the four trips. Special thanks to Joe Dickson, Deb Halderman, and Jack Tuttle for cleaning the station before the excursions. Thanks to Jack Tuttle and Dick Coffey for getting the parking lot ready.

As always, we received excellent service and cooperation from the Finger Lakes Railway train crew comprised of Kevin Buckland, Bruce Habberfield, and others. Thanks to the FGLK on-board crew (Bonnie Buckland) for their services.

Thank you to all of the Society members who assisted with the excursions in one way or another. Thanks to Deb Halderman for managing the WhistleTix ticket sales and arranging newspaper ads. Thanks to Bev Halderman for volunteering in the gift shop. Thanks to Dick Coffey, Joe Dickson, Ross Liddiard, and Jack Tuttle for volunteering as parking lot attendants. Thanks to Dave Halderman and Tom Monnat for volunteering as guest conductors and boarding assistants. Thanks to Roger Halderman for helping out at the station.

SANTA TRAIN EXCURSIONS REPORT

The Lehigh Valley Railroad Historical Society, in cooperation with the Finger Lakes Railway, sponsored Santa train excursions over the former New York Central Railroad "Auburn Road" branch line between Shortsville, New York, and Canandaigua, New York, on Saturday, November 24, 2012. Five passenger train excursions were operated from Shortsville to Canandaigua and return over the Finger Lakes Railway using two diesel locomotives and three passenger coaches. Each train ride lasted one hour and was a 12 mile round trip.

A total of 824 passengers rode the trains. Three out of five round trips were sold out. Paid passenger counts for each trip were as follows: 10:00 a.m. - 183, 11:30 a.m. - 183, 1:00 p.m. - 158, 2:30 p.m. - 112, and 4:00 p.m. - 188. The average paid passenger count per train was 165. Thank you to all of the passengers who rode our train excursions. We appreciate your patronage!

Paid ads were placed in the Daily Messenger, the Finger Lakes Times, and the Genesee Valley Pennysaver. News releases were published in the Daily Messenger, the Democrat and Chronicle, the Finger Lakes Times, and on various Internet web sites. The excursions were featured on the "Getaway Guy" segments on Time Warner Cable.

The Society freight station museum was open to passengers during the excursions. Sales at the gift shop were very good. The food concession operated by the Shortsville Presbyterian Church did a brisk business before and after each of the five trips. Special thanks to Bev Halderman, Deb Halderman, Ross Liddiard, and Jack Tuttle for cleaning and decorating the station before the excursions. Thanks to Dan Hodge for displaying his N scale model train modules.

As always, we received excellent service and cooperation from the Finger Lakes Railway train crew comprised of Kevin Buckland, Bruce Habberfield, Greg Carpenter, and Tim Campbell. Thanks to the FGLK on-board crew (Bonnie Buckland) for their services.

Thank you to all of the Society members who assisted with the excursions in one way or another. Thanks to Deb Halderman for managing the WhistleTix ticket sales and arranging newspaper ads. Thanks to Bev Halderman for volunteering in the gift shop. Thanks to Joe Dickson, Dave Halderman, Ross Liddiard, and Jack Tuttle for volunteering as parking lot attendants. Thanks to Lynn Heintz, Tom Monnat, and Dave Shields for volunteering as guest conductors and boarding assistants. Thanks to Roger Halderman for helping out at the station. Thank you as well to Sean Miller, Kristi Ward, and Walt Crum, the balloon artists, and to Jim Lockwood, who did an outstanding job as Santa Claus.

Move of LVRR Box Car 62638 from Manchester to Rochester Junction

by Rod Ham

Lehigh Valley Railroad Box Car Number 62638 made its last trip from Manchester to Rochester Junction on January 23, 2012. This odyssey started in 2006 when Duane Thompson, owner of Thompson Grain, Inc., donated the box car to the Mendon Foundation to be placed on permanent display at Rochester Junction.



In preparation for the move, a 45 foot section of track was laid parallel to the old LVRR Rochester Branch north of the where the Lehigh Valley train station once stood at Rochester Junction. The move was attempted in 2007 but never occurred because of the complications associated with replacement of the railroad bridge on Route 21 in Manchester with the gated railroad crossing plus New York State bonding requirements for the move, height restrictions, etc.

In November of 2011, the Rochester and Genesee Valley Railroad Museum moved a LVRR caboose from Manchester to Industry. After talking to Joe Nugent of the museum, the trucking company was contacted and they said they could move the 12 foot 10 inch high box car on their double drop extended low boy trailer and meet the New York State Department of Transportation (NYSDOT) road restriction of 15 feet 2 inches maximum road height – without the requirements of a bond from NYSDOT. The move was scheduled to begin at Manchester the morning of Monday, January 23. However, at 6:00 am on the day of the move, 50 mph winds were forecast for the afternoon. The crane operator, Bernie Klug of Klug Crane Services, made the decision to give it a try and at least get it to Rochester Junction. Good call, because it turned out to be a beautiful day.

The move began at Manchester with Klug's 75-ton crane lifting the 28,000 lb. box car off of its trucks on to the double drop lowboy trailer. Its road height was 14 feet 11 inches – 3 inches below NYSDOT's maximum! Next, the box car trucks totaling 14,000 lbs. were loaded onto Mendon Enterprise's tractor trailer.





The crane and the tractor trailer with the box car trucks proceeded directly to Rochester Junction, a distance of 20 miles. However the lowboy with the box car was given a different route by the NYSDOT because of the height of the load. The circuitous route for the 88 foot tractor trailer with box car aboard started at Thompson Grain in Manchester, went south on Route 21, west on Routes 5 & 20, north on I-390, east on Route 251, and finally south on Plains Road to Rochester

Junction, a 40 mile route.

The box car trucks were off-loaded onto the rails at Rochester Junction and the box car was repositioned onto the trucks completing the move.



Workers and spectators gave a big cheer or a sigh of relief depending on their point of view as the box car settled back down on its trucks. Job well done!



The Mendon Foundation's plan is to have a permanent display of three rail cars positioned parallel to the site of the LVRR Passenger Station that burned to the ground on Easter Sunday 1973. A flat car will be flanked by a caboose and the LVRR box car that is already in place. The box car will temporarily be used for onsite storage and is eventually be used as a museum to display railroad memorabilia and photos from the Rochester Junction era. The flat car will be used as a stage for performing groups and other entertainment to be held at Rochester Junction. The goal is to have everything in place and useable for the Town of Mendon's 2013 bicentennial celebration. What a great way to help celebrate the bicentennial!

Restoration of the box car was put on hold in 2012 as the Mendon Foundation had their hands full on the Freight House Project at Rochester Junction. This project is at the original site of a freight house that stored goods until they could be put on a train or delivered locally. The original freight house was torn down in the late 1970s before it met the same fate as the passenger station at Rochester Junction that was destroyed by fire. The building includes bathrooms and a sizable meeting room for community and Lehigh Valley Trail users alike.

This facility is funded by Monroe County and a State grant. The County supplied the materials for the meeting room with Mendon Foundation members supplying the labor. Close your eyes and imagine the rumble and whistles of bygone trains and know Rochester Junction's railroading days begin anew.

With the replica freight house nearing completion, efforts will now turn to the restoration of LVRR Box Car Number 62638.

Also, the Mendon Foundation needs a flat car and a caboose to complete our permanent display. If you wish to volunteer your help, donate towards the restoration of the box car, or know of an available flat car and caboose, please contact John Farrell (telephone 585-624-5914 or email drumlin@yahoo.com) or Rod Ham (telephone 585-624-4709 or email rham@rochester.rr.com).



LVERRHS MEMBERSHIP AND ELECTIONS

As always, membership renewals and new memberships are welcome. Please remember to renew your membership and remind anyone who may be interested to join the Society and pitch in for a worthwhile and fun cause. Also, please remember to cast your votes in the upcoming election and return your ballot as soon as possible. Thank you for your support of the LVERRHS!

2013 ANNUAL MEETING NOTICE

The annual meeting of the Lehigh Valley Railroad Historical Society will be held on Sunday, January 20, 2013, at 3:00 p.m., at the Society's Station Museum in Shortsville, New York. Election results for officers and trustees will be announced, 2012 activities will be reviewed, and 2013 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.

DONATIONS

Thank you to Dick Coffey for providing lawn mowing services this year. We appreciate your generous donation!

LVERRHS MEETINGS

Society meetings are held on the third Sunday of each month at 3:00 p.m. at the LVERRHS Station Museum, 8 East High Street, Shortsville, New York. All members are encouraged to attend the monthly meetings.

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

"The Black Diamond" is published by the Lehigh Valley Railroad Historical Society, P. O. Box RR, Manchester, NY 14504-0200. Displays and archives are located at 8 E. High St., Shortsville, NY. Hours by appointment. Contact Deb Halderman, Treasurer, at 585-289-8022.

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The Society wishes all of its members and their families a Happy New Year!