



RailTimes



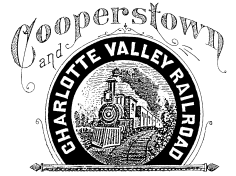
The Official Publication of the
Leatherstocking Railway Historical Society
Leatherstocking Chapter, NRHS

P.O. Box 681, Oneonta, NY 13820-0681, Offices behind the Milford Depot, Milford., NY
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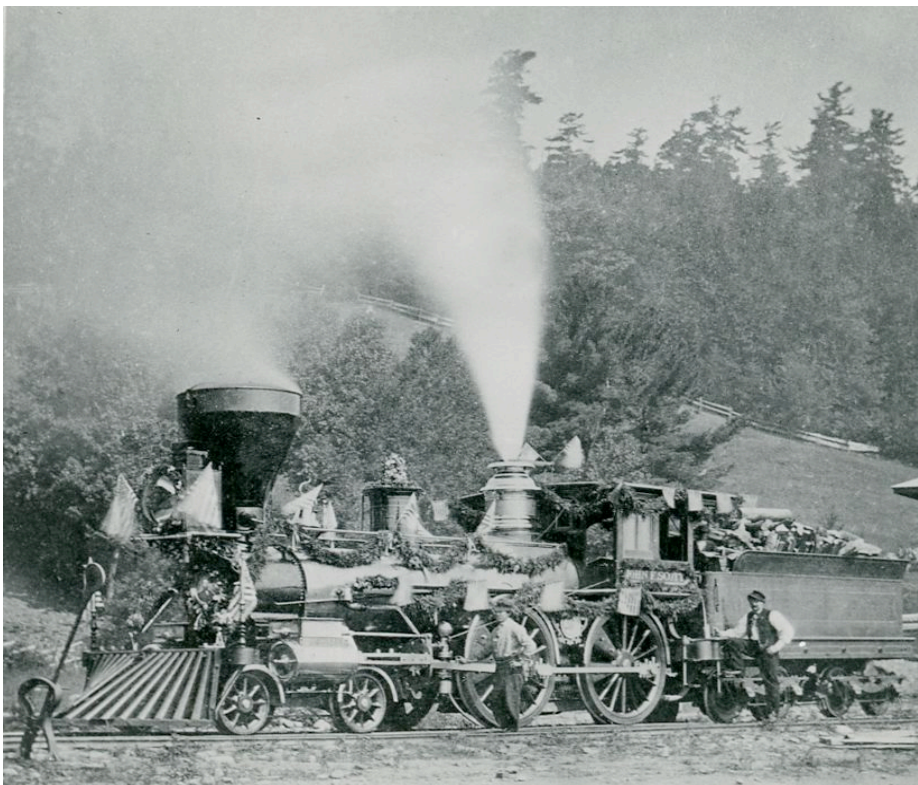
UPCOMING LEATHERSTOCKING RAILWAY & CACV RAILROAD ACTIVITIES

EASTER BUNNY EXPRESS TRAINS - Saturdays & Sunday, April 13, 14 & 20, 2019, 1:00pm - Join the Easter Bunny and Friends as we kick off the 2019 Operating Season with an Easter Egg Hunt and Egg Roll on the way back to Milford.

LRHS ANNUAL BANQUET - Saturday, April 20, 2019 at 6:00pm. Join your fellow members for an evening of good food and fellowship as we look back at the 2018 Operating Season and celebrate the 150th Anniversary of our Cooperstown & Charlotte Valley Railroad.

CINCO DE MAYO TRAIN - Saturday, May 4, 2019 at 1:00pm. Join musical group Son Montuno as we celebrate this festive Mexican holiday on the train. Full cash bar will be available. Must be 21 or over to attend.

COOPERSTOWN BLUES EXPRESS TRAINS - Saturdays, May 18 - October 5, 2019, 7:00pm - 10:00pm. Join us Saturday nights starting May 18 as some of the best Blues bands in the northeast ride the rails for another season of great music and fun. Cash bar and food is available on board. Visit thecooperstownbluesexpress.com for a list of bands performing.



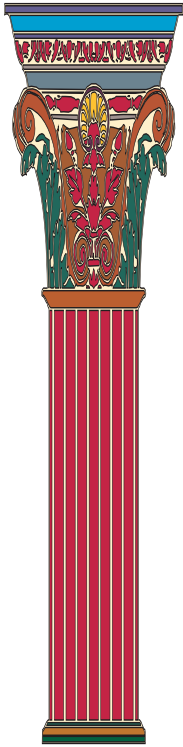
Celebrating the Cooperstown & Charlotte Valley Railroad's Sesquicentennial 1869-2019

Locomotive No. 2, the John F. Scott, named after the Cooperstown & Susquehanna Valley Railroad's second president and builder of the Railroad, is seen all decked out for opening day on June 14, 1869. It was built in 1869 by the firm Danforth & Cooke of Paterson, New Jersey, one of the companies that merged to become the American Locomotive Company. Photo courtesy of the Ward Collection, Fenimore Art Museum, Cooperstown, NY.

At The Throttle...

by Bruce J. Hodges

President & Executive Director



I received some very unexpected news from my employer in February when I was informed I would have to relocate to Brooklyn, NY, or retire. It came as a huge surprise, and being a country boy at heart, an unacceptable one for me due to several personal reasons. I will, therefore, be taking an early retirement on September 21, 2019. One of the top two reasons I can not and will not move is this organization and the Railroad. Most of my adult life, since 1982, when I was 22 years old, has been devoted to running this historical society, and I have no desire whatsoever to leave it for Brooklyn, NY, no matter what the pay. Having just turned 59 years old I'm not really prepared financially to retire yet, but I'll get by. Mentally, I definitely am ready to retire, and now I'll have even more time to devote to this organization and the Railroad that I love so much, which will be great. It will definitely make it easier to get

things ready for our Christmas Trains later this year. I have always dreamed of quitting my job to run the Railroad, and while this isn't the way I had always envisioned it happening, it is what it is.

I'm very pleased to report that in February we were the recipients of a John H. Emery Rail Heritage Trust Grant in the amount of \$10,000 for repairs our Commissary Car, former Delaware & Hudson Railway Coach #233. The John H. Emery Rail Heritage Trust was created by John Emery of Chicago, with an emphasis on organizations that offer the general public an opportunity to ride historically significant equipment over historic rail lines. This was our first attempt and receiving funding from this Trust, and while the funding we received won't pay for all the necessary repairs, it will go a long way towards getting this car back in to it's former 1916 glory.

All our members should have received their 2019 Membership Renewals by now, and we appreciate everyone promptly responding to those requests for dues. We also appreciate any donations you can make, especially this year with the extra costs associated with celebrating our Railroad's 150th Anniversary. Live entertainment, fireworks, banners, tent rentals... they all add up, so anything you can do to help out will be greatly appreciated. We currently have 217 primary members and 101 family members, for a total of 318 members.

The 2019 CACV Rack Cards are being printed and will be available soon. We will be sending each member a couple with their 2019 Season Pass/Membership Card when they renew. Please feel free to pass out the extra one to a family member, coworker or friend. Any promotions from our members is greatly appreciated. Member Evan Schiele, who lives in the Albany area, always asks for fliers to be emailed to him, and he posts them around the Capitol District promoting our special events. I urge more of our members to do the same. If you've got places to post fliers email me at bruce101@aol.com and I'll email them to you.

We continue to develop our plans for our Celebration Weekend, July 13 & 14. We are looking to have a "Guest Steam Locomotive" on the property for that weekend, and have signed a Dixieland Band for the event. More details will be available in next month's RailTimes.

The weather has been either too cold or too snowy to get much accomplished at the Railroad in the last month and a half. Hopefully the weather breaks soon so that we can start track work. In the meantime we still need to get down all the Christmas decorations and put up those for Easter, which is fast approaching. Our first Easter Train is Saturday, April 13th. We ended the 2018 Season with the boxcar we store decorations in parked at the loading dock of the Milford Depot, which will make it easier to pack away Christmas and bring out Easter decorations. The Christmas decorations will be put away in a little better order so that it will be easier to find things later this year.

Our Website and Facebook pages have been updated, and our entire schedule is up on the Dynamic Ticketing site (linked through our website at lrhs.com or Facebook page at cacr.rr). We have been averaging over \$200 a day in ticket sales for over the last month. And we've had sales on virtually every special event train we offer, including Christmas Trains. This is fantastic, as we never be able to man the office at this time of the year to get these many sales completed. This service really has been a God send for our organization.

Member Peter Lazaris will be out on Saturday, April 6, and stay for the following week to work with member Paul Sternitzke getting the Railroad opened back up for the Easter Trains and another operating season. Locomotives CACV #3051, #102 and CN #8223 will be fired up on the 6th, and a shakedown run with the train will be conducted. On Sunday the 7th (and during the following week) he will be performing 92-day inspections on the locomotives and would welcome anyone interested in learning and/or helping out to come to the Milford Enginehouse. He usually works from 9am - 5 or 6pm, and he advises wearing old clothes as the work is very dirty. Work boots and gloves are a must.

Our Season Opener, the Easter Bunny Express Trains, start Saturday, April 13th, so please plan on riding as a passenger or a volunteer. Either way we'd love to see you on board!



The following Members are Celebrating Years of Service Anniversaries in 2019



Congratulations To Our Newest 30 Year Member

Lawrence Nienart
Membership #115
Joined March 1, 1989

Congratulations To Our Newest 20 Year Members

Bob & Donna Schorf
Membership #103/103A
Joined March 4, 1999

Michael Digiovanni
Membership #412
Joined June 15, 1999

Isaac & Tom Huntsman
Membership #413/413A
Joined June 15, 1999

Charles Steinberg
Membership #419
Joined July 13, 1999

Michael Bates
Membership #429
Joined September 10, 1999

Congratulations To Our Newest 10 Year Members

Michael & Robin Whipple
Membership #739/739A
Joined July 14, 2009

David Lawyer
Membership #750
Joined December 1, 2009

Charlotte Hyzer
Membership #636
Joined December 5, 2009

Service Awards will be presented at this year's Annual Banquet held on April 20, 2019 or mailed to those not attending.

Welcome Aboard To All Our New Members Who Joined In 2018

Tim & Julie Lowe Sulenski
Rochester, NY

Richard Desir
Westerlo, NY

Richard J. Bause
Utica, NY

Robert & Jane Caffee
Bainbridge, NY

Jim & Liz Bronson
Bennington, NH

Jason Driver
Millbury, MA

David & Holly Gregoire
Somerset, MA

Chris McClure
Nashua, NH

Paul Cleveland
Bedford, TX

Gary Albert Gurslse
Kensington, CT

Michael Hobart
Endwell, NY

Missy, Shawn & Shelby Fisher
Hagerstown, MD

Tyler J. Carelli
Woodstock, NY

Carl Ayres
Clinton, NY

Colt Stewart
Athol, MA

Elliot St. Peter
Rutland, VT

Brandon MacPherson
Sidney, NY

Connor Ashley
Otego, NY

Orion Newell-Vuillem
Woodstock, CT

Elio & Mary Tirinato
Monroe, NY

**Welcome to the Leatherstocking
Family everyone!**

The Cooperstown & Charlotte Valley Railroad

1869 Sesquicentennial Celebration 2019

Organization & Planning

As far back as 1827, talks and plans to bring a railroad to Cooperstown had been discussed and debated. Numerous plans were developed only to become nothing but "paper railroads" in Otsego County's Courthouse. One driving force always kept the dream alive - if Oneonta, a rival village, were to have a railroad, Cooperstown would have to build one in order to maintain its prominent position in the county. On November 10, 1863, the first meeting when minutes were taken of the "Committee for the Railroad" consisting of seven townspeople was held to discuss the possibility of constructing a railroad for Cooperstown. The results of their work were not made public until February 22, 1865, when "a large meeting of those interested in the construction of a railroad from Cooperstown to intersect the Albany & Susquehanna road near Colliersville" convened at the Keyes Hotel. Calvin Graves, a local businessman, chaired the meeting. The editor of the Freeman's Journal noted that the Hon. Luther I. Burditt stated the importance of immediately effecting an organization of a company, in order that special legislation, deemed necessary, might be obtained at the present session of the legislature. The right spirit was manifested, and the requisite amount to organize a company with \$250,000 capital was subscribed and ten percent of the subscription paid in.

Three days later on February 25th, the new Cooperstown & Susquehanna Valley Railroad Company filed its Articles of Association in Albany.

On May 5, 1865, the Committee adopted its corporate bylaws and elected its first group of officers. Luther Burditt was elected the Railroad's first president. The fledgling company was capitalized for \$250,000 and was directed by a board of thirteen business and professional men from Cooperstown, Hartwick, Middlefield and Springfield.

On June 3, 1865 the New York State Legislature passed a law authorizing the towns of Otsego, Hartwick, and Middlefield to issue bonds and subscribe and take stock in the Cooperstown Railroad. All three towns purchased shares in the new company although Hartwick disposed of its stock in 1871. The remaining shares

held by Otsego and Middlefield, however, were sufficient to keep the railroad under public control until its sale in 1903.

On October 28, 1865 F. W. Spencer was hired to make preliminary survey of the Railroad. He was replaced on October 14, 1867 by Erastus Edgerton who became the Railroad's Chief Engineer at a salary of \$1,800 per year.

The Railroad appointed a committee to procure contracts for right of way between Cooperstown and Clintonville on March 24, 1866. Throughout 1866 and 1867 committees were created to procure stock subscriptions from the various towns the Railroad was to traverse.

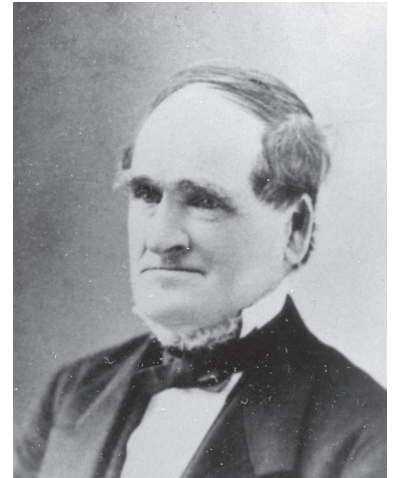
On April 24, 1866 the New York State Legislature authorized the construction of the C&SVRR using iron rail not less than 48 pounds per lineal yard, and to collect compensation for transporting passengers not to exceed six cents per mile.

Two years had passed without a railroad materializing. On March 23, 1867, the capitalization was increased to \$350,000, approved by the State Legislature on April 18, 1867.

On October 5, 1867 the Railroad created a committee to consult with the Directors of the Albany & Susquehanna Railroad Co. to ascertain what arrangements could be made to facilitate construction of the C&SVRR. On November 3, 1867 President Burditt reported to the Board that after meeting with the Executive Committee of the A&S Railroad a location at or near Colliers would be the interchange point between the two railroads.

On December 14, 1867 the report of the engineers on the survey of the route of the Railroad was presented to the Board. A week later the Board met again to discuss and adopt the survey on December 21st. A Mr. Snow from Oneonta was granted the privilege of making a statement and offer of aid on behalf of Colliers if the connection with the A&S Railroad was located there. Several citizens of the Towns of Milford & Maryland were also afforded the privilege of addressing the Board and made their own offer of aid if the Railroad agreed to locate the connection with the A&S at or near what was known as Burnside's Hotel on the farm of Alonzo Erny in the Town of Milford, present day Cooperstown Junction. Motions were passed to accept several sections of the survey with some modifications, including changes made above Clinton Factory. Another motion was passed to locate the interchange with the A&S Railroad at Burnside's if the citizens of the Towns of Milford and Maryland made a legal subscription of \$6,000 to the capital stock of the C&SVRR. The attorney representing those towns asked for more time to acquire those funds at the Railroad's December 28, 1867 Board Meeting, but by the January 4, 1868 Board Meeting the full amount had been raised and authorization to purchase the necessary property at Burnside's was approved.

The Board discussed the Railroad's final routing over the course of several meetings starting May 30, 1868. A committee was created on June 3, 1868 to confer with the President of the Utica, Chenango & Susquehanna Railroad in regards to locating a terminus in Richfield Springs as the Railroad struggled



The first President of the Cooperstown & Susquehanna Valley Railroad, Luther Burditt



*Above: C&SVRR Stock Certificate
Below: C&SVRR Bond*



to determine what its northern terminus would be. On May 3, 1869, the State Legislature had even passed legislation for the Railroad to extend north through the towns of Otsego, Springfield and Warren in Herkimer County, to a point at or near Richfield Springs.

Construction

February, 1868 brought some activity in the direction of building the road when a contract for construction was let to James Keenholtz. Ironically, Mr. Keenholtz asked to be let out of his contract at the Railroad's April 21, 1868 Board Meeting, but was denied. On August 14, 1868 the Board decided the line was to be built to a six-foot gauge to match that of the connecting Albany & Susquehanna Railroad. By October, the construction of the roadbed was under way and 1,070 tons of rails, plates, and spikes were purchased by the directors for \$90,000 cash. Winter storms in December brought a suspension of track laying after only three miles had been completed. Grading of the roadbed, however, was continued.

On November 7, 1868 the Board approved the purchase of a locomotive suitable for the new Railroad's needs. Also, at the November 14th meeting the Board approved further changes to the routing previously approved at the May 30th meeting.

Possibly dismayed by the lack of progress, the Railroad's directors, at their annual stockholders meeting in February, 1869, replaced President Burditt with John F. Scott of Woodside Hall, a successful hop dealer. With a new president and the coming of the spring thaw, work on building the railroad was again commenced.

On May 21, 1869, the Freeman's Journal reported that the railroad line had been extended eight miles from Colliers, with President Scott heading the track layers. By June 18, the Journal noted that track had been laid to the County House about four miles south of Cooperstown. In addition, it was announced that the steam locomotive, The Ellery Cory, would leave the factory on July 6. In its eagerness to see the Railroad completed, the Journal editorially hoped that President Scott would "by July 25, run a passenger train with the present engine as far as possible to put a stop to the tedious staging over rough roads."

With the Railroad nearing completion, Cooperstown bubbled with excitement, if the Journal's editor can be taken as an example in his following comments: Next month the Cooperstown Railroad will be completed - passenger trains will be run about the 12th of July -- and then we shall have something to exhibit which cannot be found in the vast empire of China, all Western and Central Asia and the whole of Africa except Egypt and the French and English colonies; for those countries, inhabited by more than half the human beings of the earth have no railroads at all...



The second President of the Cooperstown & Susquehanna Valley Railroad, John F. Scott

COOPERSTOWN AND SUSQUEHANNA VALLEY.

STATE OF NEW YORK, } ss:
Otsego County,

LUTHER I. BURDITT, and ERASTUS EDGERTON acting superintendents of operations of the Cooperstown and Susquehanna Valley Railroad Company, being severally sworn, each for himself depose and say, that the statements in the annexed report, which has been signed by each of them, at the end thereof, are true and correct, according to the best of his knowledge, information and belief.

(Signed)

L. I. BURDITT.

ERASTUS EDGERTON.

Subscribed and sworn to before me, }
this 13th day of November, 1868. }

SAM'L. A. BOWEN,

Notary Public, Cooperstown, N. Y.

STOCK AND DEBTS.

Capital stock, as by charter,.....	\$250,000 00
Amount of stock subscribed,.....	254,400 00
Total amount now paid in of capital stock,.....	210,715 00

COST OF ROAD.†

For graduation and masonry,.....	\$74,745 21
For bridges,.....	9,657 47
Superstructure, including iron,.....	48,637 84
Land, land damages and fences,.....	12,500 43
Engineering and agencies,.....	7,305 38

Total cost of road and equipment,.....	\$152,864 33
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*Increased by vote of stockholders to \$350,000.00.

† As far as constructed.

264 COOPERSTOWN AND SUSQUEHANNA VALLEY

CHARACTERISTICS OF ROAD.

Length of road,.....	16 miles.
Weight of rail, per yard, on main track,.....	50 pounds.

NAMES AND RESIDENCES OF OFFICERS OF THE COMPANY.

Directors.

LUTHER I. BURDITT,.....	COOPERSTOWN.
ELLERY CORY,.....	COOPERSTOWN.
WM. M. CLINTON,.....	COOPERSTOWN.
JOHN F. SCOTT,.....	COOPERSTOWN.
J. P. BILL,.....	COOPERSTOWN.
CALVIN GRAVES,.....	COOPERSTOWN.
GEORGE W. ERNST,.....	COOPERSTOWN.
J. H. STORY,.....	COOPERSTOWN.
WILLIAM BROOKS,.....	COOPERSTOWN.
R. SWARTWOUT,.....	HARTWICK.
A. A. JARVIS,.....	COOPERSTOWN.
GEORGE HINDS,.....	HARTWICK.
CHARLES CHILDS,.....	COOPERSTOWN.

LUTHER I. BURDITT,.....	PRESIDENT.
JOHN F. SCOTT,.....	TREASURER AND SECRETARY.
ERASTUS EDGERTON,.....	ENGINEER AND SUPERINTENDENT.

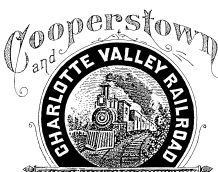
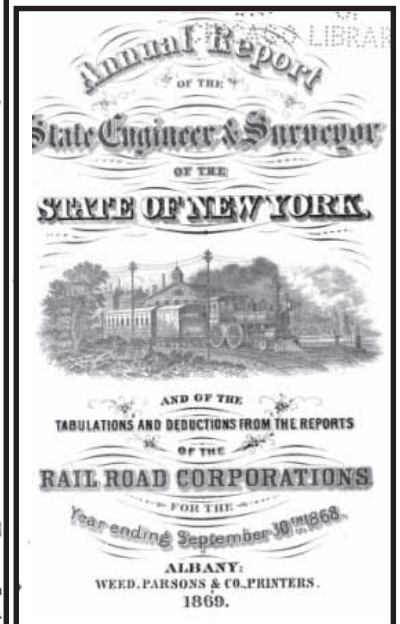
Communications intended for this company should be addressed Cooperstown, Otsego county, N. Y.

The undersigned have caused the foregoing statements to be prepared by the proper officers and agents of this company, from the books and records, and have examined them as far as practicable, and believe them to be correct.

(Signed)

L. I. BURDITT.

ERASTUS EDGERTON.



Celebrating 150 Years of Rail Transportation

This is the first installment in a series of articles chronicling the history of the Cooperstown & Charlotte Valley Railroad. Source material includes *Leatherstocking Rails* by LRHS Member, Founder & Historian Jim Loudon, *Cooperstown And Its Railroad*, a thesis by Russell A. Grills, and the C&SVRR/C&CVRR Corporate Minute Books.

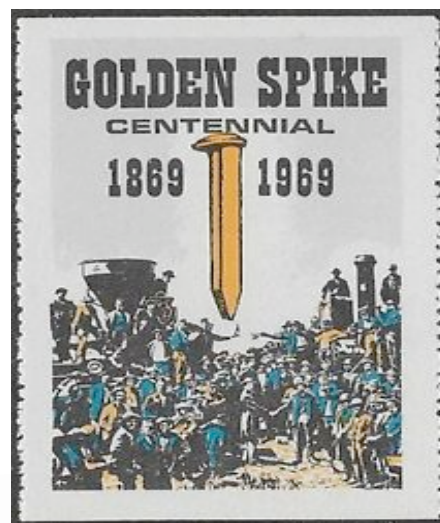


U.S. Postal Service to offer Golden Spike Stamps

Three new stamps in a pane of 18 mark the 150th anniversary of the completion of the Transcontinental Railroad, a massive engineering feat that reduced travel time across the country from as many as six months to about one week and made the American West an integral part of the nation. Two different stamps feature the Jupiter and the No. 119 locomotives that powered the trains carrying the officers and guests of the Union Pacific and Central Pacific railroad companies to the "Golden Spike Ceremony," held when the two rail lines were joined at Promontory Summit in Utah on May 10, 1869. A third stamp portrays the famous golden spike that was a prominent part of the ceremony. Art director Greg Breeding designed the issuance. Michael J. Deas painted the Jupiter and No. 119 stamps. Kevin Cantrell illustrated the stamp depicting the ceremonial

golden spike and did the border treatments and typography for all three stamps. The Transcontinental Railroad stamps will be issued with a May 10th first-day ceremony in Promontory Summit, Utah.

This is only the second time the Postal Service has issued stamps honoring this milestone in American history. The first was on the 75th Anniversary in 1944. Oddly enough, the Postal Service didn't produce a stamp on the 100th Anniversary. The "stamp" to the left was actually a "poster stamp", not produced by the Postal Service or used for mailing purposes.



1869. May 10th. 1869.

GREATEST EVENT

Rail Road from the Atlantic to the Pacific

GRAND OPENING

OF THE

Union Pacific

RAIL ROAD.

PLATTE VALLEY ROUTE.

PASSENGER TRAINS LEAVE

OMAHA

ON THE ARRIVAL OF TRAINS FROM THE EAST.

THROUGH TO SAN FRANCISCO

In less than Four Days, avoiding the Dangers of the Sea!

Travelers for Pleasure, Health or Business

Will find a Trip over The Rocky Mountains Healthy and Pleasant.

LUXURIOUS CARS & EATING HOUSES

ON THE UNION PACIFIC RAIL ROAD.

PULLMAN'S PALACE SLEEPING CARS

RUN WITH ALL THROUGH PASSENGER TRAINS.

GOLD, SILVER AND OTHER MINERS!

Now is the time to seek your Fortune in Nebraska, Wyoming, Arizona, Washington, Dakota, Colorado, Utah, Oregon, Montana, New Mexico, Idaho, Nevada or California.

CONNECTIONS MADE AT

CHEYENNE for DENVER, CENTRAL CITY & SANTA FE

AT OGDEN AND CORINNE FOR HELIXNA, BOISE CITY, VIRGINIA CITY, SALT LAKE CITY AND ARIZONA.

THROUGH TICKETS FOR SALE AT ALL PRINCIPAL RAILROAD OFFICES!

Be Sure they Read via Platte Valley or Omaha

Company's Office 72 La Salle St., opposite City Hall and Court House Square, Chicago.

CHARLES E. NICHOLS, Ticket Agent.

G. P. GILMAN, JOHN P. HART, J. BUDD, W. SNYDER.

Illustration: Breeding, Deas, Cantrell

BIG BOY'S RESTORATION NEARLY COMPLETE

Union Pacific Steam Team members, from left, Garland Baker, Ed Dickens, Austin Barker, Kirt Clark, Bruce Kirk, Troy Plagge, Jimmy Thompson and Ted Schulte stand in front of the recently reconnected Big Boy, Locomotive No. 4014.



Union Pacific Steam Locomotive No. 4014, the Big Boy, is in one piece again nearly two years after the behemoth was disassembled to begin its restoration. The Union Pacific Steam Team recently hoisted the Big Boy's more than 250-ton boiler and rear engine into the air with two massive cranes and reconnected it to its front engine. Getting to that connection moment was a complicated endeavor.

Articulated steam locomotives have two sets of drivers - or complete engine units - with eight wheel sets total. The front set of driving wheels, referred to as the front engine, can move independently from the locomotive's permanently attached boiler and rear engine. This allows the locomotive to better negotiate curves.

Big Boys are referred to as simple articulated locomotives because the live steam is used only once before it's exhausted out the stack. This type

of locomotive creates a very characteristic sound because the two engines work independently from each other and exhaust steam independently, creating a unique "chuff" cadence.

The heaviest of the Big Boy's wheel sets are called the main drivers. Weighing in at more 16,000 pounds each, these wheel sets are connected to the locomotive's four main rods. The rods connect to the Big Boy's four pistons.

High pressure steam powers these massive wheel assemblies via a complex network of large pipes connected by huge moveable ball joints. The joints connect the front engine's throttle and superheater header. The header is the large manifold - or casting arrangement - that connects the Big Boy's network of small pipes, called super heaters, to the front engine's steam chest. The Steam Team had to meticulously restore and reassemble these parts before the reconnection project could begin.

Ed Dickens, head of the Union Pacific Steam Team, describes how the crew reconnected locomotive No. 4014's boiler and rear engine to its front engine. "This is very heavy work. It requires diligent workmanship and close machining tolerances to achieve the results we are delivering. The last time Union Pacific had an articulated locomotive disassembled for this level of repair was in the 1950s."

The articulation joint is the main attachment point connecting the two engines. Between the front engine and smoke box are two exhaust ball joint castings that together weigh more than a ton.

"We picked up the Big Boy's front engine with heavy side boom cranes and a large cable sling - a heavy steel cable connected to the two cranes - underneath the smoke box, just like they would have done decades ago," Dickens said. "We hoisted the boiler and rear engine up, and carefully connected the two back together. We then lowered it down very incrementally until all the heavy components fit together."

When all was said and done, the Big Boy's rear engine pushes down with about 14,000 pounds of force on the front engine's articulation tongue joint. The articulation tongue joint is the connection point between the two engine frames.

"It was a very exciting moment," Dickens said. "We just looked at it all together and posed for a group photo before getting back to work. We're making very rapid progress, and it's another milestone checked off the list."

The next huge milestone in No. 4014's restoration is hydrostatic testing the locomotive's boiler. The hydrostatic inspection uses warm water under hydraulic pressure to test the entire boiler structure.

Dickens said the project is on schedule, and coming together nicely, but the team isn't relaxing yet.

"We have a lot of work ahead of us, but most of the heavy-duty work is done," he said. "It's just a matter of meticulous welding, and a lot of little things we have to do. As we enter the testing and adjustment phases of this project, the tests are confirming the solid conditions of our workmanship."

Union Pacific Inside Track

Get On Board with eRailTimes

When you get your RailTimes electronically, you:

- * get your newsletter sooner and in pristine condition*
- * it arrives with beautiful full color photos and graphics*
- * if you have access to a color printer you can print out a hard copy in full color*
- * avoid missing an issue due to seasonal address changes*
- * you save the organization mailing, printing & processing costs*
- * you help us keep membership dues at present levels*
- * you free up volunteer time to handle other aspects of the organization*

So what are you waiting for? Please sign up today by emailing Bruce Hodges at bruce101@aol.com

**Leatherstocking Railway
Historical Society
Leatherstocking Chapter,
NRHS
P. O. Box 681
Oneonta, NY 13820-0681**

**Leatherstocking Railway Historical Society
Leatherstocking Chapter, NRHS
2019 Organizational Structure**

Board of Directors

Bruce J. Hodges - President & Executive Director,
Leatherstocking Railway Museum & the
Cooperstown & Charlotte Valley Railroad

Dean Hull - Senior Vice President

Paul Sternitzke - Vice President

Rae Ann Clark - Corporate Secretary

Fran Puffer - Treasurer

John Cunero - Director

Wendy York - Director

Tex Gorden - Director

Frank Maione - Director

Elliott Oakes - Director

Peter Lazaris - Director

Other Elected Officers

Mark Lazur - National Director to NRHS

Appointed Officers

Rae Ann Clark - Membership/Board Meeting Recording Secretary

Tom & Peter Lenz - Co-Directors, Leatherstocking Web Page

Bruce Hodges - Crew Management, CACV Railroad

Paul Sternitzke - Trainmaster

Steve Corzilius - Acting Chief Mechanical Officer, CACV Railroad

Peter Lazaris/Paul Sternitzke - Co-Directors of Training, CACV Railroad

Jim Loudon - Historian

Employees

Fran Puffer - Treasurer,

Railtimes Staff

Editor - **Bruce J. Hodges**

Photographers - **James E. Gale, Bruce Hodges,
Anthony Giminiani, Andrew Rock**

**About The
Leatherstocking Railway Historical Society
Leatherstocking Chapter, NRHS**

The Leatherstocking Railway Historical Society was founded September 1982, chartered by the National Railway Historical Society as the Leatherstocking Chapter, NRHS on May 7, 1983, chartered by the New York State Department of Education as a not-for-profit Educational Corporation with an absolute charter granted on December 10, 1987 to develop the Leatherstocking Railway Museum in Cooperstown Junction, NY.

- RAILTIMES is published monthly by the LEATHERSTOCKING RAILWAY HISTORICAL SOCIETY and the LEATHERSTOCKING CHAPTER, NRHS. It is currently available only to members.

- MEMBERSHIP DUES are \$30.00/year for LRHS membership only, and \$80.00/year for LRHS & NRHS memberships. Family Memberships are available for \$5.00 LRHS / \$10.00 LRHS & NRHS

- DUES PAYMENTS should be sent to the LEATHERSTOCKING RAILWAY HISTORICAL SOCIETY, P.O. Box 681, Oneonta, New York 13820-0681.

- OPINIONS EXPRESSED by individual writers are their own, and do not necessarily reflect the official views of the LEATHERSTOCKING RAILWAY HISTORICAL SOCIETY, LEATHERSTOCKING CHAPTER, NRHS, or the NATIONAL RAILWAY HISTORICAL SOCIETY, INC.

- ITEMS FOR PUBLICATION should be in by the first of the month for that month's issue. However, the editor reserves the right to reject any or all contributions or hold items for a future issue.

- ADDRESS CHANGES should be mailed to LRHS, P.O. Box 681, Oneonta, NY 13820-0681. NRHS Chapter members should also notify NRHS Membership Services of changes of address by returning the old address portion of a Bulletin envelope together with the new address.

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