



The Feedwater Heater

Special 50th Anniversary Edition



Chapter email address: svrhs@rrmail.com Chapter Website: <http://www.trainweb.org/SVRHS>

Chapter Facebook Page: <https://www.facebook.com/pages/Susquehanna-Valley-Railway-Historical-Society/174143605983935>





Above Left: In May 1993 the Chapter took part in the Railroad Day event at the Equinunk, Pa. Historical Society. John Goodnough, Bob Pastorky and Bob Gongleski represented the Chapter. Photo from SVRHS archives.

Above Right: John Goodnough, Jack Manarky & Ed Griffith work on building a new set of steps at the Chapter's equipment display at the former DL&W Binghamton train station. Photo from SVRHS archives.

Below: Bob Gongleski is staffing the Chapter sales table at the Great American Train Show in Syracuse, NY. Photo December 1992, by Bob Pastorky SVRHS archives.



Meeting Reminder:

Susquehanna Valley Railway Historical Society holds its regular chapter meetings on the 2nd Thursday of each month (except July and August) at 7:30 p.m. in the Lecture Room at the Vestal Public Library, 320 Vestal Parkway East, Vestal, NY. Doors open for our use at 7 p.m. on meeting nights. See our meeting & program webpage (<http://www.trainweb.org/SVRHS/news.html>).

Hospitality Chair John Skibitzki will have the usual goodies for snacking and beverages will be coffee, tea, or hot chocolate. Your donations to help defray the cost of the refreshments are always appreciated.

SVRHS Program and Events Calendar:

April 12, Thurs: Monthly meeting of the Susquehanna Valley Railway Historical Society (see above for details). This month will feature a presentation by member Sam Botts on his 30 years of railroad photography and a program on his recent book entitled "Addicted to Steam".

April 14, Sat: Celebrate the 50th Anniversary of the Susquehanna Valley Chapter, NRHS with an all day multi-media event. Several local railroad photographers will present programs showcasing the last 50 years of railroad history. Programs will run from 9AM until 4PM with a break for lunch (included with the price of admission). Then in the evening we will celebrate our 50th Anniversary with a banquet. Richard J. Allen, Sr. (author of the recently released book "Trackside around Binghamton") is our featured speaker. For more info and registration information check the Chapter's website: <http://trainweb.org/SVRHS/anniversary.html>

May 5, Sat: Lackawanna & Wyoming Valley chapter of the NRHS & the Reading & Northern "Hopper Jet" rare-mileage photo freight excursion over former Reading lines from Port Clinton to North Reading yard, East Mahanoy Jct. and Mahanoy City behind three former Lehigh Valley SW-8's. Train will consist of ten R&N coal hoppers, caboose, plus passenger cars. Depart: Port Clinton 11 a.m., Arrival (approx): 7 p.m. Visit <http://www.laurellines.org/news/rnexcurad.pdf> for more info.

May 10, Thurs: Monthly meeting of the Susquehanna Valley Railway Historical Society (see above for details). Program for the month will be presentation by Steve Stewart on the Lehigh & New England with views of their locations in Pennsylvania as follows: Lansford, Tamaqua, Lehigh Gap, Catasauqua, Pen Argyl, and Portland. In New Jersey, an often overlooked location, Hainesburg will be explored. Lastly, we will view their eastern terminus at Maybrook, New York.

June 3, Sunday: Deadline for article and feature items for the 3rd Quarter issue of the Feedwater Heater. Please email items to the editor at fwheditor@yahoo.com.

June 14, Thurs: Monthly meeting of the Susquehanna Valley Railway Historical Society (see above for details). Program for the month will be "Member's Choice Video" from the Chapter's archive collection.

FRONT COVER PHOTO: Nickel Plate Road #759 made quite a few appearances in Binghamton in the late 60's and early 70's. Here the engine and train have arrived at the former DL&W station with a train from Hoboken. Photo from SVRHS archives.

REAR COVER PHOTO: With four E-8's and a long string of head end cars, the eastbound Phoebe Snow is seen arriving at Binghamton. The sight and sound of four E-8's (each with two 567 series prime movers) accelerating the train away from the depot must have been awesome. Photo by chapter Charter Member, Leonard Singer.

Inclement Weather Reminder:

If stormy conditions prevail or are predicted for any meeting night, please contact the Vestal Public Library's (607) 754-4244 information Desk - to verify whether or not the facility will be open that evening. Also, please listen for weather bulletins on local radio stations and TV weather channels for latest updated weather and road conditions. Note, if schools are closed, the Library will be closed as well.

Membership Rates for 2012

Regular Membership \$46

Family Membership \$52

Chapter Only Membership \$10 *

Regular and Family Memberships also include membership in the National Railway Historical Society (NRHS).

*** Chapter Only members must hold membership in the NRHS thru another NRHS Chapter.**

For more information on membership contact us via our post office box address or via email (see front cover)



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Susquehanna Valley
Railway Historical
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The Feedwater Heater is the official publication of the Susquehanna Valley Railway Historical Society, a member chapter of the National Railway Historical Society (NRHS). The local chapter was founded in 1962, with headquarters in Binghamton, New York. Since 1987 the organization has held a provisional charter under the New York State Education Department. The Society is a non-profit organization under 501 (c) (3) of the United States Internal Revenue Code.

This newsletter is published quarterly by and for the membership. Correspondence on regional railroad history is welcomed. Articles will be considered for future publication in these pages. If you have received this newsletter as a courtesy, please consider joining. Inquiries should be sent to our post office box address (rear cover) or via email (see front title page).



Above: Steamtown operated two trips from Scranton to Binghamton before the 1995 official grand opening of the Steamtown National Historic Site complex in Scranton. Here Canadian Pacific #2317 and Canadian National #3254 lead the most recent steam powered double header into the former DL&W station in Binghamton. The chapter had the equipment open for display and hosted a Brook's (of Oneonta) chicken barbeque lunch for the passengers on this particular excursion. Photo by Sam Botts.

Below: Long time member Ed Griffith completed this special sketching of an Erie Lackawanna passenger train passing an old semaphore signal to commemorate the chapter's 50th Anniversary.

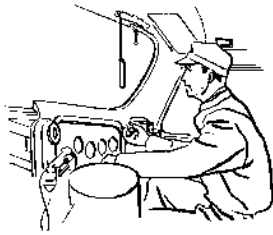


SVRHS - 50 - 1962 - 2012

President's Comments:

by John Goodnough

Since we are now at a commemorative point in our chapter's long history, I take liberty in dispensing with my usual column titled OBSERVATION CAR.



It is with much pride and a sense of accomplishment that I share with everyone from Susquehanna Valley Chapter the "fruits" of our being at the time of our 50th (or "Golden") Anniversary as a member chapter of NRHS. As I have said a couple of times in the past, I consider myself a relative "newcomer" to the Society. I initially joined in 1984 when our chapter wasn't yet at the halfway mark to the present occasion. A lot in the local railroad history scene had already transpired and become "*passé*" by the mid-80s, and little did we know then that a lot more changes were still "in the works".

Some of this ground has already been covered in past "reflections" as little milestones came and went since the beginning of my "watch." But it's still worth mentioning, as people come and go, we make new acquaintances and welcome new members. Back in the late 1950s, several folks around the region realized how fast things were changing in the rail transportation system. Those who had been around for the latter years of steam-powered operations, the arrival of diesel power, the dropping of various passenger trains, abandonments of certain former main lines and branches, and were also experiencing increases in government leanings toward subsidizing operations of airlines as well as funding of a massive interstate highway system, saw many old and familiar activities and services of the railroads diminishing, changing drastically or disappearing altogether.

Probably one of the most significant "turning points" of the 50s was the great hurricane damage late in the summer of '55 when many northeastern lines suffered enormous losses from flash flooding. Particularly hard hit were sections of such roads as the Erie and the Lackawanna, with lesser damage to the Delaware & Hudson and the Lehigh Valley in northeastern Pennsylvania and part of New York's Southern Tier. The companies were not fully insured, and also typically did not have large amounts of reserves in their treasuries to cover costs of complete recovery. After the damaged portions were rebuilt or "patched up" sufficiently to restore semblances of regular passenger and freight services, the managements of the railroads began to take a harder look at general operating finances, competition with the increased highway and airline traffic, taxes, regulations and

other factors. As everyone knows, the Erie and the DL&W began consolidating services soon after 1955. Certain unprofitable or repetitious services were curtailed or merged. For instance, the former Ithaca Branch was history by 1957 (the same year the O&W, located several valleys east of here, went totally out of business). Passenger service on the former DL&W Syracuse Branch ended in '58. Older rail travelers remember when the Erie and Lackawanna lines combined their dining car services in the late 50s. In the fall of 1960 the two former rivals had merged, into the Erie-Lackawanna (or E-L) system.

John J. Young, Jr., an avid rail photographer and amateur historian, had moved to this region from West Virginia during the 50s. He set to work almost immediately chronicling the changing railroad scenes in New York's Southern Tier and most of northeastern Pennsylvania. He and many others following the activities (or cessation thereof) on local lines often spent a little time each Saturday morning sipping coffee and swapping railroad stories in the lobby of the DL&W station on Binghamton's Lewis Street. Among the "coffee klatchers" were many (then) railroad employees or recently retired workers. Each one knew someone else who had an "affinity" for railroad history. Soon a large following was showing up around the station more frequently. Someone knew John Mooney, who was the local agent for the Delaware & Hudson. Tower operators, enginemen, conductors, laborers, station agents, even some of the folks then labeled as "drifters," began to make their input as to what could be done to organize a group to help preserve elements of vanishing railroad history here. To this day we don't know whose idea it was, but some-one had been a subscribing member of the National Railway Historical Society, and knew that the organization was encouraging local groups to form chapters. Thus, after several months of an application process, the Susquehanna Valley Chapter received its official charter (March 1962) as Chapter No. 58. Today the original remains in our archives. It contains slightly over 40 names comprising the "charter" membership.

And what was the status of local railroads in 1962? Well, in an "oversized nutshell," the former Erie's Southern Tier line was still handling freight and passenger services under the Erie Lackawanna banner. Although there was a much reduced daily schedule of passenger trains, carriers such as the LAKE CITIES, the PHOEBE SNOW and scant few others were still on the timetables. Competition was already being felt with daily scheduled airline flights in and out of the Broome County Airport. Route 17 (the Southern Tier Expressway) was under construction in portions of Broome and Tioga Counties. Plans were still in the latter stages for the building of north-south Interstate 81 through the city of Binghamton. Some of the mail consignments through the "Tier" were already being assigned to truckers. Almost four years had transpired since the last



Above: Conrail train OIEL (Oak Island yard, Newark, NJ to Elkhart, Ind) is seen passing the former Erie freight house at "QD" in Binghamton. There have been many changes in the Chapter's 50 years of operations. The Erie Lackawanna disappeared with the coming of Conrail (and more recently Norfolk Southern). The Erie freight house was razed and has been replaced with a small brick crew office. Photo by Sam Botts

passenger services on the former DL&W's Syracuse Branch. Daily milk car/container trains were down to a trickle from the S&U Branches. The Lehigh Valley RR was still sending its daily "Binghamton Turns" to and from our city, and the D&H was continuing to maintain freight and cursory passenger services between Binghamton and Albany. Coal trains were still much in evidence, on the E-L as well as the D&H from points in northeastern Pennsylvania. And sometimes twice annually, the area welcomed trains carrying the performers, exhibits and equipment of the Ringling Brothers, Barnum & Bailey Circus as well as the James E. Strates Shows. Although the "curtain" was partially down in 1962, it was by no means closing the all-service railroad scene at that time. Rail traffic was still often congested in the local yards (dubbed "Malfunction Junction" per JJ Young, Jr.).

But luckily due to those "pioneers" of our Railway Society, regular programs were being set up for the benefit of the membership and any guests who wished to attend. Early meetings or events were held in such places as the Activity Center at Sidney, NY, the office

of D&H General Agent John Mooney in Binghamton, designated meeting rooms at Broome Community College, a community lodge in Johnson City, and even a few private homes. In the early 70s the Town of Vestal broke ground for a new library and community center. By about 1976 the chapter had reserved a regular meeting place at the Library. In the early years of the chapter, attempts had been made at holding membership meetings once monthly, including July and August. Due to most members being on vacations or otherwise tied up with other interests during the summer, the schedule was permanently changed to hold meetings from September through June.

Likewise, a small group got together once a month to prepare articles, bulletins and other items of interest for a chapter newsletter, early on named THE FEEDWATER HEATER (after an appurtenance which was used to provide preheated water to the boiler on a steam locomotive). The name stuck! By a point in the early 90s, the number of dedicated newsletter committee volunteers had dwindled, such that production of the newsletter was changed to a bi-monthly basis. In more recent years it has become a quarterly. In the last two years we made it avail-

able via electronic distribution (Email), however some of our members still receive their copies via regular U.S. Mail.

What else transpired that qualified as "milestones" in our chapter's long history? A little later in '62 the E-L announced it was going to drop its famed PHOEBE SNOW passenger trains (and it did!). However this was many years before SV Chapter was incorporated as a non-profit organization under the laws of the State of New York. So several of our members "lobbied" for a return of the passenger trains honoring that "Lady in White." PHOEBE SNOW returned for a few more months, however was permanently taken off the schedule in '63. Also in 1963 the Delaware & Hudson dropped its last passenger runs between Albany and Binghamton. That didn't go over too well either! Several local Albany-Binghamton commuters, as well as many members of this chapter, joined in a mock "funeral" protest against the closure of the D&H's passenger service. The "ceremony" was complete with a mock "coffin" and someone playing "TAPS" on a trumpet. However the good-natured expression of sadness was met with deaf ears; D&H finalized its stand on ending its passenger trains to Binghamton. Many other things happened to dismantle the once "all service" aspects of Southern Tier Railroad-ing. The formerly familiar Railway Post Office cars (or RPOs) that could be seen standing at the east end of the former Binghamton DL&W station nearly every day or night, were phased out. The last local "postmark" aboard an RPO at Binghamton was dated sometime in the summer of 1965. Also that year the arrivals, interchange and departures of milk container/refrigerator cars at Binghamton ended.

Passenger services to the area limped on for a few more years. Financial troubles affected all the local lines. From 1968 to 1972 a firm bearing the inclusive name of DERECO was virtually operating the E-L.

Neighboring Lehigh Valley would stumble on into the latter part of that decade. The D&H somehow managed to carry on under its own name, eventually becoming the longest continually operating regional company under its own banner (1823-1993). Increased regulations, re-



Above: In 1982 Conrail turned over operations of the former DL&W S&U (Syracuse & Utica) branches to the New York, Susquehanna & Western's parent company, Delaware Otsego Corp. (founded by chapter charter member Walter Rich). In the mid 80's the NYS&W won a contract with Sea-Land container lines to move double stacked container trains from Binghamton to Little Ferry, NJ. Here one of those trains sails over the Starrucca Viaduct at Lanesboro, Pa. Photo by Sam Botts

ductions in federal subsidies, rises in taxes, general operating costs, effects of union employee activities, higher safety standards and a host of other factors caused more problems for the railroads. By the early 70s railroad employees could no longer access tops of freight cars unless certain conditions were met. Roof walks were removed from older cars. New rolling stock was built without any rooftop walks. As the decade wore on, it became a less frequent occasion for the general public to see the once-familiar cabooses in freight consists. The "little cabins on wheels" soon became a rarity. Today one has to visit a museum or tourist line to even get a glimpse of a caboose! Crew sizes were reduced. The position of "Fireman" was abol-



Above: A pair of General Electric U33C's and a GE U30C lead Delaware & Hudson train RW-6 at Brandt, Pa. on the famous Pennsylvania Division. Today the line is a cinder path and serves as yet another reminder to appreciate and document what is here today as it could very well be gone tomorrow. Photo by Dave Deyo, Sam Botts collection.

ished. Crews on dieselized freights, for instance, were running with an engineer, a conductor and one brakeman by the mid-90s. Today an entire "crew" consists of only two men, often for a freight train with a consist of well over 100 cars!

The makeup of our chapter was also changing. Back in the early 60s slightly less than half the membership was made up of "real" railroaders. As railroad men retired, became more immobile or passed away, the "old timers" in our midst became fewer. We were saddened when our long-time Historian, Paul Jones (a former station agent at Endicott, NY) passed away back in 1997. Many others have gone to that "last station" and we were all affected by their losses. But one thing hasn't changed too greatly. The original charter membership in 1962 was slightly over 40 people. And today it remains, but "slightly under 40 people." In 1986 we applied for and received a provisional charter from the New York State Education Department, as an educational and historical

organization recognized for our qualifications in providing appropriate exhibits, programs and other services to our membership and the general public. Soon after we became a non-profit society under IRS Code 501(c)(3) which status we maintain to the current day.

Some of the folks who attended our 25th anniversary back in 1987 will be present when we observe our 50th on April 14, 2012. And we'll honor a few who were with the founding membership from 1962. Some who have already registered to attend include former members who served as chapter officers in past years. Visitors from the NRHS are expected to attend, and we hope to see a host of familiar faces when we celebrate this important milestone. And as your current President, I wholeheartedly thank everyone who had any part in making our long existence successful. On the day of our anniversary program, you will be treated to a long repast of memories to be experienced right here in the area of "Malfunction Junction."



Above: A father and son take a moment to relax and watch the arrival of a westbound Erie Lackawanna passenger train at the former DL&W Binghamton station. Photo by JJ Young, Jr.

Below: Member Richard J. Allen, Sr. holds up a sign welcoming the Phoebe Snow back to Binghamton. John Young, III holds the NRHS logo, while Tom Young holds a Thank You sign as the westbound Phoebe Snow arrives at the Binghamton depot. Photo by: JJ Young, Jr.



The "Collections" side of the Susquehanna Valley Chapter

When our original local founders were laying the groundwork for application to become a member chapter of NRHS very early in the 1960s, emphasis had been on preserving photographs of "vanishing" landmarks, equipment and once-common rail services, along with providing a monthly newsletter that would keep members abreast of mergers, abandonments and other changes in the railroading industry. In 1962, when the chapter received its charter from NRHS, steam power once common on lines through the Chemung, Chenango, Delaware, Susquehanna and Tioughnioga River valleys had been gone for almost exactly ten years from Southern Tier rails. The regional rail lines were already into utilizing mostly "second generation" diesel power, although a lot of "original" versions were still in operation. "Hospital trains" were quite common. Early editions of the FEEDWATER HEATER told of such "consists" seen passing through Binghamton or described as temporarily sidetracked in local yards. All sorts of cabooses were still in use on freights. If one spent much time down around the main yards, the "streamlined" passenger trains were more numerous, but one could also spot older style coaches and related rolling stock, such as Stillwells or occasional P-70s. If one had the photographic equipment, and plenty of time to watch the rail corridors, some "new," very old or unique stuff was still bound to show up and be committed to prints or slides.

So most of the chapter's early "collecting" centered around obtaining images on film, and various members were frequently using the material for putting on monthly programs. The chapter had no storage or exhibit facilities, owned or rented. Items kept as chapter "properties" were generally small artifacts or paper items, typically placed under the stewardship of trusted members, who occasionally brought the items in for temporary displays, or a "show and tell" type of meeting.

One of the earliest "heirloom" pieces obtained by SVRHS was an original stock certificate issued by the New York & Erie Railroad in the spring of 1835. It had been in the collection of former member Allan Jackson. The chapter records show it was donated ca. 1976. Others donated duplicate photos and slides, some vintage railroad history books and magazines, and samples of tickets and forms used in the business of yesteryears by regional railroads. One of the most avid "savers" of memorabilia was long-time member Paul Jones, who had retired from the Erie as a ticket agent at Owego in 1967. Another watchful preserver of railroad history was former D&H General Agent John Mooney. Dr. Charles Foster, John J. Young, Jr., William

S. Young, Richard Allen, Clarence Tharp and many others from the roster of charter members added to the foundation of what was to become the chapter's collections. Mr. Mooney for instance arranged for donation of one of the last serviceable track maintenance crew handcars.

SV Chapter did not begin collecting "in earnest" until the New York State Charter was applied for and received back in 1986/87. Soon thereafter the Board of Managers and the general membership realized that some sort of "repository" was going to be needed in order to hold the growing inventory of donated items. Along the way, the treasury was revised to include a small designated allocation for purchasing items reflecting regional railroad history. A few special items were purchased from collectors, dealers, or via occasional attendance at auctions.

By 1986 we had been a member chapter of NRHS for nearly 25 years. Inside of another year our provisional charter as a historical and educational society was issued by the New York State Education Department. With that, we became "dually" chartered - one connection was with the National Railway Historical Society and the other with our state's educational system. Virtually overnight the chapter's responsibilities became greater and a little more complex. We had to branch out to cover all bases. Some of our officers managed the "collections" aspects of our existence. Others became more specialized in handling the communications, fiscal, governance and membership facets of SVRHS. Then there was the archival, exhibits, programs and restorations services which needed proper management. The same applies today. We have six standing committees, and usually one or two "ad hoc" committees in operation in a typical calendar year.

Enter Bryden-Trozze Architects of Binghamton. James Bryden and Peter Trozze became the owners of the former DL&W station on Lewis Street in the mid-1980s, during the time our original application for a NYS provisional charter was still in process. The timing was coincidental - Bryden & Trozze extended us an invitation to become a historical advisor of their vintage railroad building. Our presence in that capacity remains, although the premises have changed hands twice in the interim. Our involvement over the years has been generally a "behind the scenes" roll. We have been part of many historical and commemorative programs at the station. In the early 90s we were afforded archival storage space in the building, at modest rental cost. Our collections have grown considerably. We are frequently reviewing contents of boxes, files, folders, binders, shelves, cases and other sources in the archives as we carry out meeting the needs of programs or exhibits for our membership and the general public. People within and outside of SV Chapter have been generous over the years; we still receive generous monetary donations as well as railroad history theme items to enhance our collections.

A few of us here in 2012 were relatively "new" members back in the 1987 when the chapter celebrated its 25th, or "silver" anniversary. And we'll be celebrating the 50th, or "golden" edition in April. Our collections remain a well-rounded, oft-visited aspect of our existence. We are indebted to many who have gone on before us, as well as those who continue providing their volunteer services, applying their time and skills to keep us "on track."

Railfanning New York State

by: Tom Trencansky

Railfanning is contagious and when a person that "likes" trains makes contact with a person that has the disease, without sufficient drugs to resist railfanning, the disease moves from one carrier to another. It can mutate; some railfans carry cameras, some like to ride trains, some even become modelers and play with trains in their basements [believe it or not!]. Sometimes, under extreme conditions, a person shows tendencies for them all . . . and drugs, even strong drugs have no effect on the disease as it morphs normal human beings into extreme railfans.

Binghamton has always had more than an above average problem with the disease. Nobody knows if it has been caused by a lack of sufficient drugs, decent beer, or simply the enticements of the "D&H" and "LV". There have been no recent studies to find an answer and there is no cure.

My personal problem? As if growing up with model trains, reading TRAINS Magazine and acquiring a camera were not bad enough, this young person had the fortune [misfortune] to meet a roving pack of railfans at the Binghamton Depot one evening. Getting invited to run with the pack, he even "chased" his first train down to Starrucca Viaduct that same evening. Later that week, he attended his first "NRHS" meeting which is similar to an AA meeting with the exception it INCREASES your urge to railfan rather than diminish your need.

It has all been downhill ever since. 40,000 photographs later, this area railfan still watches trains. Yes, unfortunately the pack has all vanished as old age set in but they live through the tales and adventures of those they infected with the disease. The SV Chapter has had an outstanding record of converting absolutely normal humans into railfans. That being said, perhaps it's not really a bad thing!



Above: With the coming of Conrail, our area lost a lot of trackage to abandonment. One of these lines, was the Lehigh Valley's Auburn Branch from Sayre to Goodrich Settlement. As seen above, the daily D&H Sayre turn passes the old feed mill in Tioga Center, NY on the Auburn Branch. Photo by Doug Holbrook, Sam Botts collection.

Boundaries of Territory Overlap other Chapter's Regions:

At a recent meeting, one of our members asked if we ever had attempted setting "limits" of an area to be covered by the chapter. Over the years there have been discussions about setting up boundaries, but all have been abandoned. In the process, we have never turned anyone away if they hailed from a home town deemed too far away or technically in another chapter's "territory." It is commonly believed that "boundaries" have exceptions. The fringes of a typical chapter's coverage area often would appear "fuzzy" or cloudy if superimposed on a map. Like with political districting maps, researchers have tried the "gerrymandering" approach in drawing lines separating the different regions, and such systems have never proven to be beneficial, unless memberships would become too top-heavy in high population situations. We have often talked in terms of "influence areas" rather than solid boundaries. For instance, take the old New York & Erie Railroad. When conceived, it was to be the first long-distance line across New York's Southern Tier back in the early 1830s. When mapped out by the original incorporators, with input from preliminary surveys made for the purpose, the new route (then estimated to be around 460 miles in length) was to run from a point on the west bank of the

Hudson River north of New York City, to a point on the east bank of Lake Erie for its initial east-west traverse. Economics entered into the picture, as well as river crossings, terrain obstructions and other factors, and before the road was finished in 1851 the corridor had to make two "dips" into Pennsylvania. In most instances it followed major river valleys that meandered in, through, out of or around counties or towns as the cases were, to get the line through at reasonable costs with minimal grades, and at the same time serve the population centers to the greatest advantage. Still the final product wasn't foolproof or the 100% best that could have been obtained.

Roughly, if we begin describing the chapter's outer territorial fringes down along the upper Delaware River and connect the "dots," we would have the first one at Hancock, NY, then proceed northwesterly to Deposit. From there we would run a line to Lanesboro, then Susquehanna, Great Bend and Montrose in Pennsylvania, then skew off farther west along the NY/PENN border, catch Sayre and South Waverly in Pa. and then swing northerly beside the Chemung River a ways, then follow along the western border of Tioga County, NY, arc around to Lisle in Broome County, then catch Marathon in Cortland County. Proceeding easterly along the Cortland-Broome County line, enter Chenango County on the east; run down on a diagonal southeasterly bearing to a point somewhere about halfway way between Oxford and Norwich, NY, then drop back down to the vicinity of Hancock, NY, and that would be an approximate "shape" of the area our chapter covers. As the "borders" would obviously be approximate, the number of square miles in our coverage "envelope" would be a guess at best.

Therefore we have been grateful for what we have, welcomed folks from all communities who are willing to make the trips into the Binghamton/Vestal area for meetings and other activities, and enjoyed everyone's input as we continue along on our journey to providing



Above: One of the favorite haunts of our early members was the pedestrian bridge over the Lehigh Valley diesel servicing tracks at the railroads large Sayre, Pennsylvania yards, as seen in this view. Photo by Doug Holbrook, Sam Botts collection.

meaningful programs and other services in the lines radiating out from "Malfunction Junction."

Malfunction Junction

by: Richard J. Allen, Sr.

One day in 1966 J.J. Young, Jr. and myself were standing on the east side of the Chenango Street Viaduct, above the QD Yard Office watching all the action below. several trains were trying to make their way through Binghamton. Both old Erie Mains had trains on them, the Eastbound was waiting to set off and pick up at the Liberty Street cross-overs but was blocked by the Westbound. The Westbound head-end was at QD and the rear-end was at BD. He was waiting for the D&H/EL #PB-99 to pull out of the Liberty Street yard. Behind the Eastbound was LV #FO-2 waiting to cross over at the Prospect Street crossover's. Also at BD, on the old DL&W main was another westbound that had work to do at the QD yard. No one was moving, when the EL yardmaster came out of the QD yard office. He looked up and down the tracks, took his hat off and scratched his head. He then looked up at us and said "what a malfunction." JJ and I at the same time, looked at each other and said "MALFUNCTION JUNCTION". From that day on, Binghamton was known as "MALFUNCTION JUNCTION". And that is the truth on how it all started.



Above: John Mersereau, retail sales chairman, is seen stocking the chapters sales display in the former Union News Stand inside the former DL&W Binghamton train station in 1987. Photo from SVRHS Archives.

Below: A couple looks over the “wares” for sale in our Gift shop inside the Union Newsstand at the DL&W Binghamton station. Photo by: Sam Botts, SVRHS archives.



The Susquehanna Valley Chapter in Feast and Famine

Most people are probably unaware that the years 2011-2015 hold some significance in the historical aspects of our country. 150 years ago America was in the midst of a great Civil War. By war's end, some historians and researchers say over 750,000 military and civilian deaths had resulted from the war's battle carnage and the diseases that affected citizens and soldiers, north and south. Even those who managed to survive the rigors and sacrifices of war were deeply affected; thousands carried the effects of physical or mental wounds through the remainders of their lives. The last veterans were gone by the 1950s. Several hundred thousand nevertheless lived to ripe old ages. They were members of veterans' organizations, they were honored at annual 4th of July celebrations and other events, and left a lasting legacy as examples of bravery and determination when the odds were totally against them during campaigns and battles of the Civil War.

The odyssey of Susquehanna Valley Chapter can be said to follow "highs" and "lows" of a different nature, though there were some parallels. Somehow, no matter what careful planning and methodical approaches are applied, sometimes undertakings meet total success, and there are occasions when they are met with failure. The original NRHS charter lists about 45 regional members as of 1962. The membership roster included names of people from Broome, Chenango, Cortland, Delaware, Otsego, Tompkins, and Tioga counties in New York, plus several communities in northeastern Pennsylvania. There was an amazing pool of talents in that original list. Rail services once considered almost "sacred" were fast being dropped or were modified to such an extent that many of the old "tried and true" aspects of railroading were beginning to have conspicuous, dents, holes and gaps. Some features of railroading would never again appear on Southern Tier lines as many people had known them as recently as the mid-1950s.

Some of our senior members, still attending meetings in the late 1980s, related how disillusioned they had become when diesel power replaced steam. Route consolidations, station closings, some former main and branch line abandonments and removals, reductions of corridors from double to single-tracking, diminishing of crew sizes, dropping of passenger trains, phasing out of mail, express and milk trains, reduction and consolidation of dining car



Above: In the late 80's our chapter acquired and restored Erie Lackawanna (ex-Erie) bay window caboose #C316. We hosted a night photo session at the DL&W depot featuring it. Photo by Sam Botts, lighting by Bob Pastorkey.

services and many other once-common features of railroading drove many old railroad employees to retiring early or welcoming the day when they could "hang it up for good."

At one of the chapter's open houses back in the 1980s, an old railroader expressed a strong feeling that a railroad man could almost expect to die of a "broken heart" after experiencing the drastic changes that had been turning up since the early 50s. Certainly railroading as they knew it had been pummeled and beaten into a position resembling a "back seat" in the transportation industry.

After becoming a backstage tenant at the former Binghamton DL&W station in the 80s, the SV chapter began to see some changes that affected its own existence. Opportunities deemed especially fortunate by the chapter resulted in receipt of some excellent examples of vintage rolling stock by donation or acquisition by small outlays of funds from the treasury. By the end of the decade SV Chapter was owner of two former Erie Railroad Stillwell coaches, a former E-L bay window caboose, and a former Jersey Central coach/baggage "combine" car. The station owners afforded us unlimited use of a former Erie camp car and companion box car. A railcar restoration organization from New Jersey obtained permission to store an E8 locomotive on the site; the chapter was to help with restoration of the unit to condition whereby it would be used in periodic rail passenger excursions around the region.

Other equipment such as deactivated railroad signals and miscellaneous tools was donated by Conrail. The goal was

to create a small railroad history exhibit utilizing the spaces within the vintage railroad cars, and also make use of a former railroad news booth inside the station as a chapter gift shop.

Meanwhile the City of Binghamton had taken over ownership of the former DL&W Freight House site adjacent to the passenger station property. Almost without warning, plans for a new municipal sports stadium called for the removal of all but one track siding into the former station's east yard. The chapter had to act fast to preserve access to a main line track. It didn't serve us in the long run; in a short time our equipment was landlocked, just as if someone had put it all in a bottle and closed it with a cork.

By the mid-90s the station was sold to another party. SV Chapter was still a tenant, but now the plans for a small rail museum were dashed. Over a period of time, new homes were found for all the major equipment, such that by the early 2000s we no longer owned any full-sized railcars. The E8 locomotive, never owned by the chapter, eventually was sold by its owners and ended up going to a facility in the south for major restoration. Today its fate is unknown. Two of the cars we had hopes to fully restore went to other historical societies. Two others, held mainly for parts and storage, were scrapped. Since about ten years ago, the chapter has concentrated mainly on maintaining its railroad history programs and collections of photographs, videos, DVDs, railroad paper, artifacts, tools and small equipment. Our largest piece is currently the former D&H handcar, three small freight station platform carts, two baggage carts (one small, one large) and several railroad signals. And though we have lost many of our older members as they passed away, or lost jobs and had to relocate, we continue to maintain a moderate roster faithful in taking part at the monthly programs and preserving local railroad history. As in the Civil War, the soldiers who were there took part in the victories as well as the defeats. Some died, some were wounded, and others survived. We can relate to that. Sometimes we have had to "alter course" when the going got rough. Feast and famine? We have had our shares of both. We're grateful to be a "survivor" as we're still here to celebrate this 50th anniversary year!



Above: I found this slide while going through Doug Holbrook's slides. While it may be an artsy shot to some, this shot means a lot more than that to me. This photo was taken from the grassy area directly across the street from my Cousin's house in Lanesboro, Pa. This is where as a child I remember watching the Erie Lackawanna trains cross the Starrucca Viaduct. It is one of my most prized slides. Photo by Doug Holbrook, Sam Botts collection.

25 Years with the Susquehanna Valley Chapter:

by: Sam Botts

While the month of March 2012 marks the 50th Anniversary of the SV Chapter, it also marks my 25th year as a member of the Chapter. It's hard for me to believe 25 years have already passed since Bob Pastorkey brought me (a Junior in High School at the time) to my first meeting at the Vestal Public Library.

During those 25 years I have seen major changes in our local rail scene. The D&H went through bankruptcy and emerged as a wholly owned subsidiary of Canadian Pacific Railway, the rails over Ararat mountain were removed, Conrail became such a successful railroad it was divided and conquered by two of it's eastern connecting carriers. The remaining double track of the Erie Lackawanna between Binghamton and River Jct. was single tracked. The spartan cab has given way to the wide cab on diesels, while they have also gone from DC traction to AC traction.

Starrucca Viaduct now is single tracked (the line was sin

gle tracked by the Central New York Railroad, a subsidiary of the NYS&W). The line now sees one through train go east two days per week and one through train westbound two times per week. This is a sad decline from the days which I remember as a child at my Cousin's house in Lanesboro where we were entertained with what seemed like a never ending parade of D&H trains on the Penn Division and Erie Lackawanna trains on the former Delaware Division.

Even in later years, I would join my Dad and his bluegrass musician friends for their weekly trip to Jim Baudendistel's garage in Gulf Summit on Friday nights. I would wait for the sound of either Conrail train BUOI and/or ELOI to penetrate the darkness as the train struggled over the top of Susquehanna Hill.

Why do I mention all these changes ? It all eludes to my firm belief, that while we are a Historical Society and it is always great to reflect on "better days", what we have today will indeed change. Traffic patterns change, motive power changes, technology moves forward, and while less frequently, ownership can change hands. I have felt from the day I picked up a camera and aimed its lens at the railroad scene that I am documenting history as it unfolds. We need to keep in mind what we see today will indeed be history tomorrow.

Over the 25 years I've been a member, I have seen

some great people and friends pass from our ranks, JJ Young, Jr., Tom Carter, Jack Manarky, Doug Holbrook, Joe Yenik, Paul Jones, Tony Scott, Paul Tomosky, John Mooney, and especially my Cousin, Gerald Botts. It is with great thanks to these men that our local railroad history has been preserved.

JJ and Doug were avid photographers and thankfully their negative and slide collec-

tions are for the most part preserved. I have been working on scanning a large portion of JJ's negative and Doug's slide collections. I'm working with JJ Young, III to present a program from JJ's collection of the passenger trains which served Binghamton at our 50th Anniversary day. I'll also present some images from Doug Holbrook's and Dave Deyo's collections (I purchased a big portion of Doug's slide collection and have the vast majority of Dave's collection as well). I reflect back on the images they created and remember my childhood days of D&H and Lehigh Valley Alco's and Erie Lackawanna F's and SD45's.

It was seeing a Railroad Magazine and Bill Young's book on the Starrucca Viaduct which inspired me to want to start taking railroad photographs. I pestered my Dad to buy me a camera at age 12. He took me to Sugerman's in Vestal where he bought me a Kodak 110 Instamatic camera (nothing expensive, as I'm sure he thought this was just something I would lose interest in). Two years later we were back in Sugerman's to buy a real 35mm SLR (a Yashica FX-3, which I still have). Instead of losing interest, my interest in railroad photography had increased. I am thankful my parents supported my interest and encouraged it. Today I have thousands of negatives, slides and digital images and have traveled many places in search of trains to photograph.



Above: Lehigh Valley F3A #510 leads the westbound return trip of the Lehigh Valley's Sayre turn as it enters #1 track at QD in Binghamton, NY. Photo by Leonard Singer.



Above: A Tioga Central photo freight is seen crossing the Owego Creek on a railfan photo charter. The Tioga Central railroad based out of Flemington, NY (and later Owego) slipped away to Wellsboro, Pa., replaced by the Owego & Harford. Quietly the passenger and dinner trains disappeared from the former Lehigh Valley Auburn branch. Photo by Sam Botts

Below: In October 1998, a ceremony was held at the former DL&W Binghamton station to dedicate a historical marker for the Marconi Tower. Our chapter took part in the festivities. Picture left to right are: Jeffery Kraham, then Broome County Executive, Scott Phillips, Sr., owner of Scott's Radio, Richard Bucci, then Mayor Binghamton, Hank Sommers (WINR), Bill Parker (WNBF), Schuyler Larrabee, President E-L Historical Society, and John Goodnough, President SVRHS. Photo by Bob Gongleski, from SVRHS archives.



*Once again snow white plume She's coming 'round the curve,
Lovely as a flower in bloom. I tingle in every nerve.
Her drivers pound, the whistle blows
Romance is here again.
Our children crowd the right of way, They feel the engines might,
To them it's a holiday, A thrilling awesome sight.
- Fred Horn*

Sunday May 31, 1970 Memorial Day 9:15 AM

And a thrilling awesome sight it was as an east-bound freight disappeared behind State Hospital Hill. The crowd at BD Tower saw a cloud of almost forgotten, but instantly remembered black smoke silently drift upwards behind the hill. A sudden hush blanketed the area. Someone whispered reverently "There she is!" All eyes were riveted on the distant curve—Ernie Terboss stood up from his seat on the signal box—Art House checked his camera setting---a whistle blast rent the air. As if out of nowhere, 759 appeared on the curve proudly announcing her arrival – ON TIME --! A small child was heard to shout "Here comes the steam engine!" Down the Erie westbound main the Berkshire glided silently with her 18-car consist---silently save for the triumphant whistle and shsh—shsh—shsh--shsh—at the stack. The engineer picked off a hand held 19 and brought the train to a gentle halt just beyond the Syracuse branch, back across the cross-over onto the old DL&W eastbound track, puffed a few blasts of smoke for the multitude of cameras, let out a warning whistle and started up the track to the DL&W depot where a steam engine had not been seen in seventeen years. For the youngsters it was a new experience---for the adults it evoked memories of yesterdays trains rides to everywhere ---for the railroaders it was the memory of a lifetime on the rails---for the fans it recalled Erie Berkshire rolling in with the Lake Cities and for your editor a summers afternoon at the gateman's shanty waiting for a big POCONO to slide in with the Lackawanna Limited. There was an under current of respectful memory laden silence as the graceful lady glided into the station with a whisp of steam from the piston and a whispering chug at the stack. All along the way it was the same—crowds lined the stations-crew change at Port Jervis—water and coal at Calicoon—photo stops at MP 60, Stockport, Starrucca Viaduct—Susquehanna to photo and pick up the Tri-Cities dignitaries---crowds everywhere. President Bunzy got aboard at Susquehanna and was nearly overcome by the "gorgeous dolls" who met him at every turn. According to Phil he nearly became "she-sick" on that ride.



Above: Nickel Plate Road #759 races westbound on the former Erie main line near Red Rock, Pa. enroute to Binghamton. Photo by JJ Young, Jr.

At the DL&W station it was a memorable scene reminiscent of the 1930's as 759 rolled into the platform area. The last comparable scene I believe, would have been the arrival of the Erie Centennial train in 1948 except that there was steam all over the place then. Later in the evening a fairly large group of spectators stood at a respectful distance while the High Iron crew oiled, greased, and washed the queen of the rails. The shutters continued to click and a lady walked up and stood on the foot board while her husband snapped a classic pose. Railroaders came and went---and even a railroad widow or two was seen paying respects to the old days sadly gone by. There were reports from Chenango Bridge, Vestal, Conklin, and Johnson City of a strange shrieking sound in the night of May 30th. All how-

ever, correctly identified the sound as that of 759 responding to signals as she backed around the wye in the dark, J.J. Young, who rode the queen around the wye, still bore an ecstatic smile on the following Monday!

Sunday May 31, 9:15 AM a huge crowd at the station, on the viaduct, and all over the immediate yard, a whistle blast, a puff of black smoke, and 759 glided out of the station—on time. We were standing at the now abandoned tower at the Conklin yard area. Black smoke streamed up from the river bridge as 759 hustled across, took the curve at the east end, and picked up speed as she hit the straightaway into the yards. Another puff of black joined by a jet of white as the whistle sounded hail and farewell to the silent group gathered there. And like a religious ceremony, the silence remained as the whistle again sounded in the distance for the crossing at yards end and the train disappeared into the eastern haze. We stood without a word for a few moments---and then drifted silently to our cars without speaking---for there were no words---the moment had spoken for itself.

On this day in History of Susquehanna Valley Chapter CHUGGING thru 50 YEARS:

MARCH 24, 1962: Charter of the Susquehanna Valley Chapter with National Railway Historical Society (NRHS), First President: Phil Meyers 1962-1963. First meeting held in John Mooney's D&H Freight house office.

MAY 1962: First newsletter of the SVRHS printed – 3rd meeting to be held in Sidney, NY Recreation Center. Featured speakers were Mr. Gilbert Gilattio of the D&H and Jean Banta Chapter member.

JULY 1962: Vol. 1 No. 2 issue of the Chapter newsletter establishes the name as "The Feedwater Heater" with a distinctive logo of a hand etched drawing of boiler with feedwater heater numbered 814. Issue also establishes the Chapter to hold their meetings at the Binghamton Railroad YMCA located on Lewis St. across from the Lackawanna Stations – at no cost.

AUGUST 25, 1962: Shop tour of the Erie Lackawanna (former ERIE) car and diesel shops at Susquehanna, PA. About 20 members and guests first meet at Starrucca Valley Publications office of William Young. The Shop tour was hosted by Mr. John Englehart of the E-L.

OCTOBER 1, 1962: Tavern lounge cars that graced the rear end of the Phoebe Snow were taken out of service. Only one day notice was given to the transportation team

and no public announcement given. Nothing but a sleeper with markers now herald the rear of the train.

OCTOBER 1962: Ads in the Binghamton Press & Sun Bulletin announce the D&H has set October 27 to end passenger service of trains 205 and 208 between Binghamton-Albany. If no protests necessitate a hearing with the PSC, then the 27th will be final. The SVRHS Chapter announces it intends to give this train anything but a quiet burial.

DECEMBER 5, 1962: Feedwater Heater posts dues for upcoming year. NRHS \$3.50; Chapter \$1.50; Family \$1.00 per person.

NOVEMBER 1987: Notation was made that the Chapter's 25th Anniversary was a success. Eighty-two people sat down to dinner at the Lackawanna Station on Saturday, October 17, 1987 in celebration of the Susquehanna Valley Railway Historical Society's 25th Anniversary. The aim of the dinner was to commemorate the 25 year existence of the Society, first as the S.V. Chapter of the NRHS, then as the SVRHS, a Chapter of the NRHS, present 25 year pins to three members, make special award presentations, and hear Walter Rich, President and CEO of the NYS&W (Delaware-Otsego System) speak on the "New Susquehanna".

E&T Catering of Endwell did a splendid job of serving hot meals of either Round of Beef or Chicken Cordon bleu to the members and guests. Of special note in attendance were former presidents Mike Eggleston, Clay Olson, and Wade Rendle; "neighbors" Richard Deluca (Richard's Oriental Rugs & Carpets); Gail Domin (SUCP); and Dick Dorazio (March of Dimes); "landlord" Pete Trozze; NRHS Northeast Regional VP Dr. Ray Wood (soon to be NRHS President), Conrail Assistant GM Southern Tier, J. H. , CR Susquehanna Div. Superintendent Tom Striecher, and Tioga Central operator Jim Mead.

Several awards were made. 25 Year pins went to Paul Jones, John Mooney, and Leonard Singer. Leonard presented the Society with a box full of D&H pictures taken during the 20's & 30's. John asked for the floor at this time so that he could surprise his father, Wade with his 25 year pin. And for the first time the Society awarded Achievement and President's awards to those who have helped the Society in the past year.

Achievement certificates were presented to Bill Artim, Jerry Babcock, Sam Botts, Tom Carter, Cindy Gazda, John Goodnough, Don Jilson, Paul Jones, Phil Jubinski, Jeffery Knapp, Jack Manarky, Earle Naumann, Bob Pastorkey, Bob Slavy, and Tony Stillittano. All these people were the backbone of the work force over the past year and contributions are greatly appreciated.

Also new this year was what will be called the President's Award for special contributions. This year it was an

E-L bay window caboose appropriately numbered 316. These were presented to Allan Jackson, Mike Swick, Tom & Carol Gazda, John Mersereau, Jerry Beach, and Mike Overlander. Non-members whose contributions were also noted with the Award were J.H. Kithcart, Walter Rich, and Jim Bryden and Pete Trozze. An extra surprise was added here when the Board presented President Sommers with a "Caboose Award" of an Erie red caboose no. 316. It should be noted that Phil Jubinski donated and designed the Achievement certificates while Mike Overlander and Jerry Beach painstakingly built and mounted the cabooses.

The evening was capped with Walter Rich's presentation on the "New Susquehanna" in which he discussed the history of the company from a short tourist line to present day operations with Stack Pac trains across the continent. He closed with a film about the Sea-Land operations and took questions from the floor.



Above: Hank Sommers was president of the Susquehanna Valley Chapter, NRHS during the time of the Chapter's 25th Anniversary and is pictured above speaking at our 25th Anniversary dinner, held in the former DL&W Binghamton train station. Photo from SVRHS Archives.

Below: During one of the many events held at the DL&W's Binghamton station in 1987, several Chapter members posed in front of our EL bay window caboose. Pictured left to right are: Ed Griffith, Sam Botts, Jack Manarky, Mike Overlander, John Goodnough & Jeff Knapp. Photo by Jerry Babcock, SVRHS archive collection.





Above Left: John Goodnough and Bob Gongleski are seen staffing the SVRHS sales table at the Chenango County Railroad day event at the Chenango County Museum in Norwich, NY. Photo by Bob Pastorkey, SVRHS archives.



Above Right: Jerry Babcock and Sam Botts staff the SVRHS sales table at the Chenango County Railroad day event at the Chenango County Museum in Norwich, NY.. Photo by Bob Pastorkey from SVRHS archives.

Below Left: A different type of GM product provided the horsepower to shuffle our cars around at the DL&W Binghamton station. Tom Gazda was our “engineer” with Carol Gazda serving as the Conductor, Cindy Gazda as the Head Brakeman. Mike Overlander is on top of the Chapter’s tool car as Pat Farrell has just pulled the pin. Photo from SVRHS archives.

Below Right: Longtime member Tony Scott and charter member Tom Carter are seen taking part in one of the Chapter’s events at the former DL&W station in Binghamton. Both members have since passed away. Photo from SVRHS archives.



Below is a list of our initial Members and Officers at the time of our Chapter receiving it's charter from the NRHS:

PRESIDENT
PHILIP C. MEYERS

VICE PRESIDENT
HAROLD R. BOYD
TREASURER
CLARENCE T. THARP

SECRETARY
MRS. JEAN BANTA
DIRECTOR
JOHN J. YOUNG JR.

RICHARD ALLEN
GEORGE H. BARLOW III
ROBERT C. BEERS
ELWOOD BELKNAP
EVERETT BOND
HAROLD E. BOYCE
THOMAS CARTER
DR. CHARLES D. FOSTER
FRANK CICHA
ALBERT J. DERR
REV. WALTER GILES
WILLIAM GRAF
PAUL H. JONES

ROBERT KALMBACHER
JOHN MOONEY
EDWARD P. LITTLE
EDWARD A. LUCAS
MRS. GAIL RENDLE
WADE F. RENDLE
HARVEY N. ROEHL
JAMES W. ROLFE
DR. DONALD ROSE
WALTER RICH
CHARLES ROBB
JACOB T. ROTHER
PAUL L. SCHRIEBMAIER

LEONARD SINGER
SIDNEY H. SINGER
ERNEST TERBOSS
MRS. ROSE THARP
WILLIAM E. TINGLEY
PAUL V. TOMOSKY
CHARLES E. TRUSCOTT
CHARLES VAN NORT
MRS. OLIVE M. WARD
WILSON W. WHITE
REV. JOHN WILLIAMSON
MRS. DORIS YOUNG
WILLIAM S. YOUNG

THE LATE
JOHN O. STORMS

THE LATE
CHARLES A. BLOODGOOD
HONORARY MEMBER

Susquehanna Valley Railway Historical Society, Inc. NRHS Chapter #58

Presidents

Name

Term(s) Served

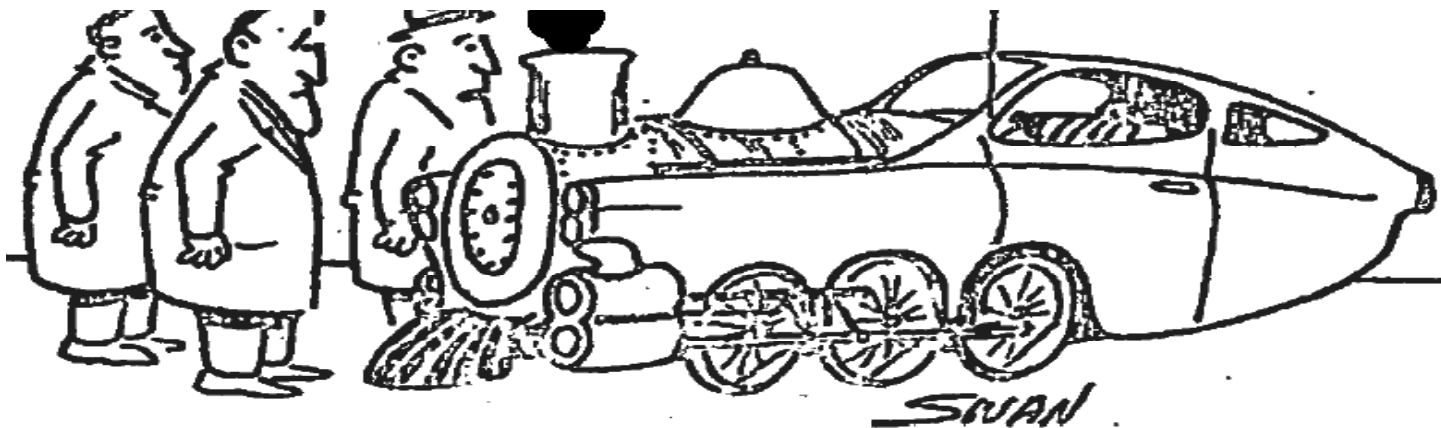
Phil Meyers	1962 – 63
Horace Boyd	1964
John J. Young Jr.	1965
Wade Rendle	1966 – 67
Dr. Charles D. Foster	1968
Phil Bunzey	1969 – 70
Art House	1971
Richard Allen	1972
John J. Young Jr.	1973 – 74
Henry F. Sommers	1975 – 76
Michael Eggleston	1977
Clay Olson	1978
Donald Jilson	1979 – 82
Harold Mainusch	1983 – 84
Jack Kaufman	1985
Henry F. Sommers	1986 – 88
Michael Overlander	1989 – 91
John T. Goodnough	1991 - Present



Above Left: During the D&H Sesquicentennial events, the SVRHS hosted a banquet on May 5, 1973 to celebrate the 150th Birthday of the Delaware & Hudson. Then D&H President, C. Bruce Sterzing is pictured holding a plaque of two D&H Alco PA locomotives presented to him by the Chapter. Also at the podium is William S. Young and JJ Young, Jr. Photo from the SVRHS archives.

Above Right: John Goodnough and Frank Tisdell are seen staffing the Chapter's operational telegraph display at one of the last Southern Tier Rail Fest events. Frank painstakingly restored the equipment and made it functional. Photo by Bob Pastorkey from SVRHS archives.

Below: This cartoon drawing appeared in The Feedwater Heater a number of years ago, but is still applicable today.



“The Steam Car may be the answer, but I’m not sure this is it”



SUSQUEHANNA VALLEY RAILWAY HISTORICAL SOCIETY

P.O. Box 2415
Binghamton, NY 13905-2415

Susquehanna Valley Railway Historical Society Officers and Committee Chairmen

Chapter #58 of the National Railway Historical Society (3/24/1962)

President:	John Goodnough
First Vice President:	Bob Pastorkey
Second Vice President:	Dick Place
Secretary:	Todd Nielson
National Director:	Don Jilson
Treasurer:	Frank Tisdell
Board of Managers:	John Goodnough, Don Jilson, Todd Nielson, Bob Pastorkey, Dick Place, Frank Tisdell, Charles Lawson, Jr.
Archives/Program Chairman:	Bob Pastorkey
Restorations Chairman:	Frank Tisdell
Historian:	(Vacant)
Newsletter Editor:	Sam Botts
Hospitality Manager:	John Skibitzki
Web Site Committee:	Todd Nielson (Chairman), Bob Gongleski, Dave Haynes.