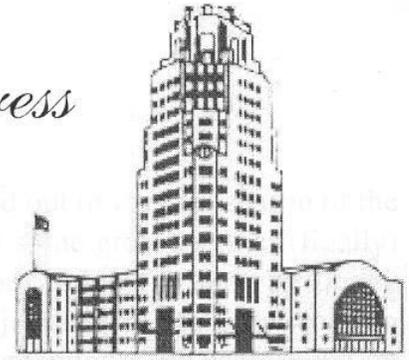


Empire State Express

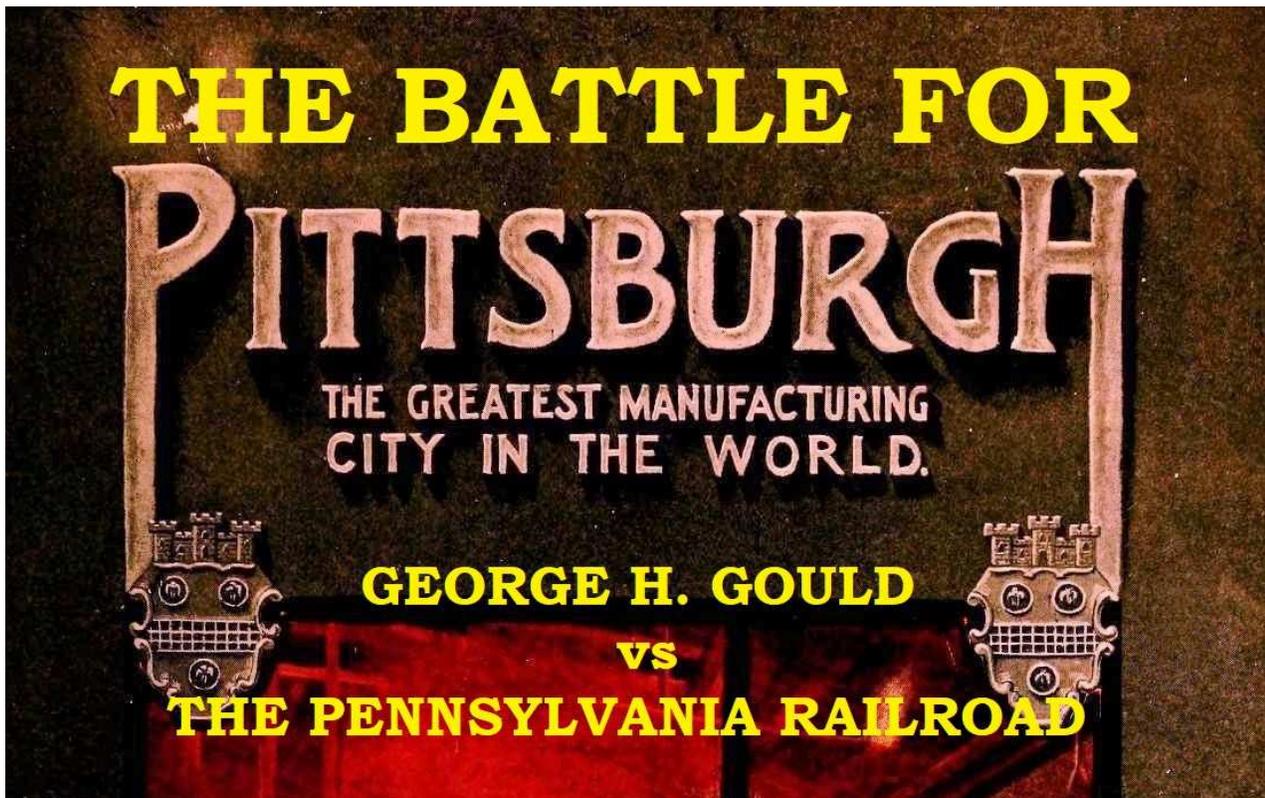


October 2019

PUBLICATION OF THE NIAGARA FRONTIER CHAPTER NRHS, INC.

Editor: John C. Dahl Email: newsletter@nfcnrhs.com

The meeting of the Chapter will be held on **Friday, October 11, 2019 at 7:00 PM** at the Degraff Community Center, 139 Division St., North Tonawanda, NY. **NOTE EARLIER MEETING START TIME.**



Our October program by Tony Schill will review the all-too-brief history of the fabled Wabash Pittsburgh Terminal Railroad, the most critical part of George Gould's transcontinental dream, and mile-for-mile one of the costliest railroads ever built. Join us for "The Battle for Pittsburgh".

MESSAGE FROM THE PRESIDENT



Wow, did things ever take off this month. The first ever Central Terminal train show to be run by the Chapter was a great success. They even got our information correct on the eleven o'clock TV news! Many thanks to the show committee for a super job in putting together a memorable weekend! Thanks to Becky Gerstung and Bruce Becker for running a great event! Thanks to Greg Gerstung, Steve and Karen Frey, Bob and Nancy Andrycha, Dennis Hurley, John Dahl, Jon Rothenmeyer, Dave Skoney, Mark Lewandowski, Ben Hiltz, Bob Scheib, M. J. Lewandowski and all the staff of Central Terminal for making it all happen. Great job everyone!

The Chapter table did very well in their new location next to the ticket windows.

The 2020 edition of the Chapter Calendar will be available at the meeting. This is the only time that you can get the members special price of ten dollars. We sold 24 at the TrainShow. We are doing color now! Check it out! It makes a great holiday gift.

Work has continued on the archive room expansion, we tore up the floor within the footprint of the new area. This will allow us to lay down cement board to create a fire proof floor. On July 27 that step was completed. Unfortunately, we found some electrical work that has to be done before we can continue. The main panel in the north end needs an upgrade. The flooring and framing will have to wait for this to be completed. Once that this is done the new under lament can go down and the metal stud framing can go up. That should go quickly. That will be followed by drywall work and wiring. We may yet accomplish this during the current calendar year.

We are trying to wrap up the outside work on EL-2. We had some issues with contractor, but we are working through them. Once the dust settles on that, we can pick up again on what we are doing over there. The response to what we have done so far has been almost entirely positive.

On September 11 we hosted the Historical Society of the Tonawandas for their September meeting at our Museum. It was the celebration of the centennial of the new alignment of the NYC line through the Tonawandas. A special display was assembled for the occasion by John Dahl and Greg Gerstung. There were twenty four of their members present and they seemed to enjoy our museum. Thanks to our people who helped out that evening.

I hope that you all enjoyed the story last month about my dad and the steer that wandered into Central Terminal. I'm willing to bet that there are dozens of this kind of story out there. If you have a story about a railroad subject that you would like to share but are not keen on the process of writing it down, talk to me. Tell me the story and I will write it down for you. I will ask you the questions that need to be answered to fill in the background. I will write the prolog and then relate the story as you told it. We will say Story by Joe Chapter Member as told to Jim Ball. That way everyone can read it and enjoy the humor. And you can be an author without all the angst. Let me know, I'll be waiting!

Now, maybe you didn't know this, but the Museum provides Community Service Credit to young people who need it for school. They can come and do things for us and get the credit for it. It's a beautiful thing and Becky has details if you know someone in need of it.

Until then, I'll see you at the Meeting.

Jim Ball

THE RAILROAD TRAVELER – A Swedish treat



Mariefred, Sweden, with its picturesque, fairy-tale-like station located near Stockholm, is lyrically noted by travel glossies as a “...picturesque small town with plenty of history, just over an hour by car from Stockholm, built around the majestic Gripsholm Castle. Gripsholm was a fortress in the 14th century and took its present form in the 1530s under King Gustav Vasa. It houses the Swedish State’s portrait collection.” You can ride this historic, 19th century narrow gauge, steam train to and from the ferry. Photo by Mark Tiede, September 1, 2019

EXCURSION NEWS

Buffalo, Jamestown & Cattaraugus Scenic Railway

Operating on the Buffalo Southern out of the Scott St. depot in Hamburg, will be several excursions, some with 0-4-0 steam locomotive Viscose #6 doing the honors. Visit <https://www.bcjrailroad.com/> for details.

New York & Lake Erie

Shortline NY&LE has a full slate of excursions available for autumn leaf-peepers and the holiday season prior to Christmas will see several Polar Express excursions that are sure to please. For a recap of the dates & times, visit their Facebook page, <https://www.facebook.com/wnytrainrides/> Trips operate from Gowanda to South Dayton and may feature the railroad’s vintage cab unit diesels. Contact the railroad for tickets and trip confirmation details.

Arcade & Attica

Our longtime friend in nearby Wyoming County will again be operating a schedule of fall excursions. Although steam engine # 18 is currently down for repairs, their vintage 1950’s center cab diesels will haul the venerable orange color former DL&W coaches through the scenic Tonawanda valley between Arcade and Curriers, NY. See <https://www.aarailroad.com/> for more information.

Like pumpkins and apple cider, trains are an autumn tradition in western New York.

Get Out this Fall and Ride a Train!

“SCENE” ON THE LINE - A TORONTO DAY TRIP

With the Canadian federal elections fast approaching, Chapter member Jon Rothenmeyer, an avid follower of the political scene in Canada, ventured to Toronto to visit on a pleasant late summer day. While there his interests in rail and transit yielded these views of the ever dynamic city of Toronto. All photos by Jon Rothenmeyer. All photos were taken September 27, 2019.



Commuter rush...Go Trains at Toronto Union Station. The open platforms of Union appear to have been designed by someone from the tropics...Toronto is not Miami, and we wonder just how functional these are come winter when a snowstorm roars in off Lake Ontario!



Union Station continues its evolution outside as GO commuter service has become more dominant than VIA's paltry intercity offerings.

“SCENE” ON THE LINE - A TORONTO DAY TRIP - continued



TTC service has also changed in recent years...new low level accessible equipment is seen on Queen Street at Palmerston.



These “venerable” trolley’s are now the classic equipment in service, as had been the old PCC and Peter Witt style cars before them that we remember with fondness from many Chapter trips of years ago. Here we are westbound on College Ave.

“SCENE” ON THE LINE - A TORONTO DAY TRIP - continued



Bicycle traffic has also greatly increased in Toronto in recent years. Queen Street.



Burlington at twilight offers a less frantic pace as rush hour fades into evening. GO train based service ends here with transfer to bus for the remainder of your journey to Niagara Falls. GO has recently reinstated some limited service to Niagara, but if you wish to do any extended day visit to the city, a portion by later bus is unfortunately still necessary.

A VISIT TO MARTISCO

All photos by John C. Dahl

Martisco Station on the old New York Central's Auburn Road has stood for almost 150 years, being erected in 1870. The railroad which runs past its doors traces back to 1834 and was chartered as the Auburn and Syracuse. It formed a link in the original pioneer rail network across New York from Albany to Buffalo. The route was bypassed when the direct line connecting Syracuse to Rochester was completed in 1853. Formation of the New York Central followed just a few years after and since then the route has been of secondary importance until recent years as a part of the Finger Lakes Railway, a shortline which has promoted a significant return of freight business to the central portion of the State.

The brick two story Italianate style station is located about two miles north of the village of Marcellus, today an outer suburb of Syracuse. The second floor contained living quarters for the agent and his family. Just after World War I, the agent no longer lived at the depot and the space was abandoned. An electric railway, the Marcellus Electric was chartered to provide service in 1897 but nothing ever came of the company. In 1907, the Marcellus & Otisco Lake Railway was formed as a short line to connect the station to the village and beyond. To avoid confusion of two stations named Marcellus, the Central renamed the Auburn Road building to Martisco, a combination of Marcellus and Otisco. Passenger trains ran on the route through the 1920's with a gradual decline during the Great Depression years. The last scheduled service ran on May 18, 1958. By 1964, the station had been closed and was scheduled for demolition. Luckily, the Central New York Chapter NRHS stepped in, leasing the station from NYC and then acquiring it a year later. Freight service limped along through the Penn Central years to Conrail. In 1995 the Finger Lakes Railway acquired the line and has gradually upgraded and rejuvenated what had been a weedy track rambling through a rural landscape. Occasional passenger excursions returned and today the station houses a wonderful railroad museum, library and research center. With an active rail line outside, and in a beautiful setting, this National Register of Historic Places station it is well worth your time for a visit. - JCD



A late summer morning, September 21, 2019 finds the station open for visitors.

A VISIT TO MARTISCO –continued



The scenic area is locally known as 'The Alps' on account of a steep sided hill on which the railroad was built. This venerable iron sign along the track marks the location.

CORRECTION

In last month's ESX, Joe Kroth's age at passing was stated as 79. Joe was 89. My apologies for the error. JCD

ON THE TRACK AHEAD

November's program, part 2 of Ed Weber's Look at the Delaware, Lackawanna & Western, in the 1950's will continue eastward from Binghamton down the mainline into the Poconos of Pennsylvania. We will also check out the Lackawanna's Bloomsburg branch. Photographed mostly in the 1950's, Ed documented stations and interlocking towers along the fabled *Route of Phoebe Snow*. Many of Ed's photos were used to illustrate the Taber history of the DL&W, which many consider as "the definitive work" on this railroad. The remarkable railroad that was the DL&W was still intact in the 1950's. This photo program is an extraordinary record of what was certainly an extraordinary railroad.



Mount Pocono, PA is viewed on September 4, 1950. Ed Weber photo.



IMPORTANT REMINDER

The Chapter meetings now begin **EARLIER, at 7:00 PM, NOT at 8 PM**, per demand from our members. It is hoped the earlier start time, and thus earlier end time, will help encourage attendance at meetings. Mark your calendar now!

CHAPTER CALENDAR

- OCT 11 Regular meeting, at Degraff Community Center, 7:00 PM. Program by Tony Schill, The Battle for Pittsburgh, George Gould vs. the Pennsylvania RR.
- NOV 8 Regular meeting, at Degraff Community Center, 7:00 PM. Program "Ed Weber's Look at the Delaware, Lackawanna & Western in the 1950's", part 2, Binghamton to the Poconos.
- NOV 23-24 WNYRHS Train Show, Hamburg, NY Fairgrounds 10 AM to 5 PM. Chapter table needs volunteers.

The Niagara Frontier Chapter NRHS, Inc. is a 501 (c) (3) publicly supported organization.

Contributions may be deductible for income tax purposes in accordance with the Internal Revenue Service.

***** IMPORTANT REMINDERS ***** If you receive hardcopy of the ESX and your mailing address changes, please send to the attention of Neal Kerin so that your Empire State Express can be addressed properly. Likewise, if your email address changes for any reason, please let Tony Schill know by sending it to the newsletter@nfcnrhs.com THANK YOU

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