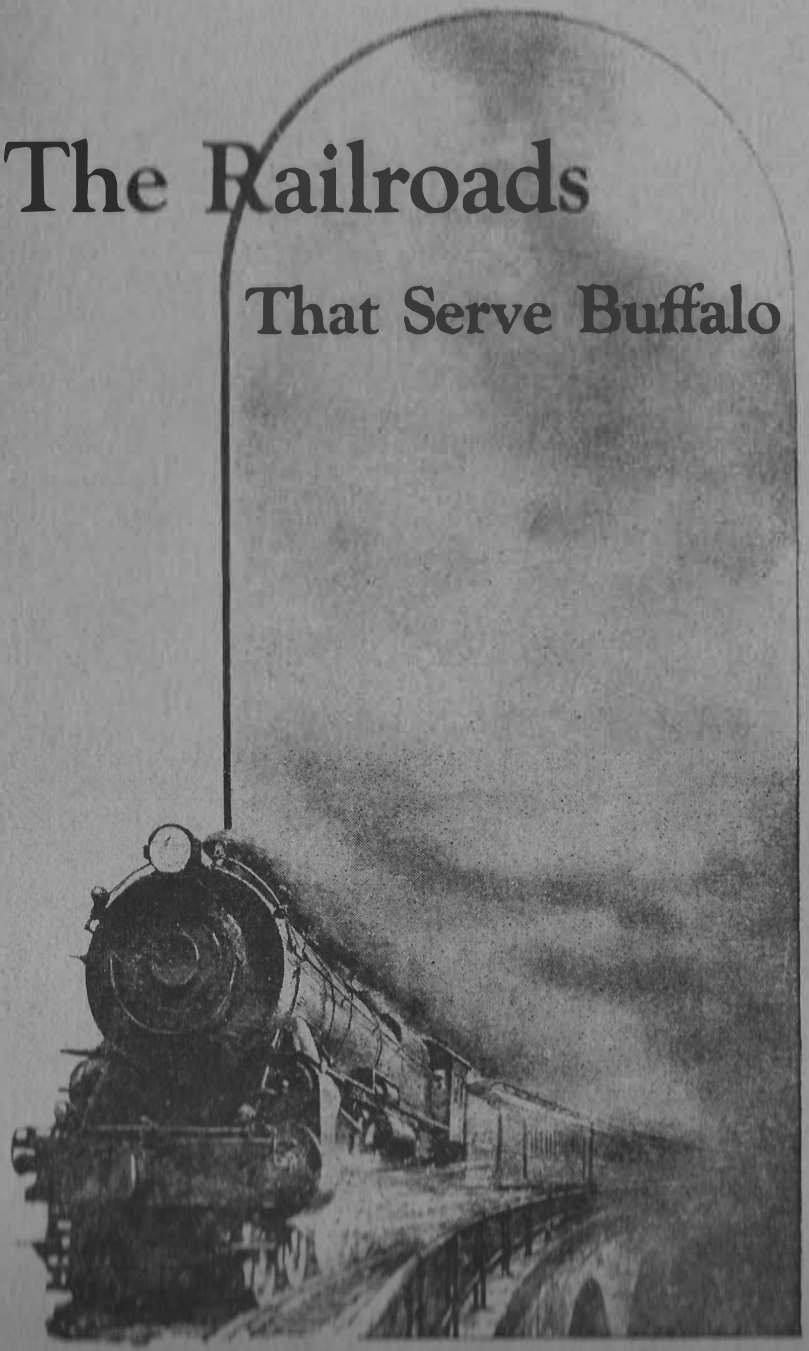
The Railroads

That Serve Buffalo



Manufacturers & Traders
—Peoples Trust Company

BUFFALO, NEW YORK
1832 - 1982

This booklet, originally published in 1927, has been reprinted by the National Railway Historical Society, Buffalo Chapter, with the kind permission of the Manufacturers and Traders Trust Company. Since railroads played an important role in the growth of the City of Buffalo, the NRHS Buffalo Chapter dedicates this reprinted booklet to Buffalo's Sesquicentennial Celebration.

The NRHS Buffalo Chapter is an organization of people interested in railroads - their history and present day activities. For further information about the Buffalo Chapter's other publications and the chapter's monthly programs on topics of popular railroad interest, please contact:

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Getzville, New York 14068

The Railroads That Serve Buffalo

Manufacturers & Traders —Peoples Trust Company

BUFFALO, NEW YORK

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Foreword

IN presenting this booklet on the railroads serving Buffalo, we ask you to pause a moment to consider just what railroads mean to our city as a whole and to each of our citizens as an individual.

You will find by following the history of colonization that community life always followed the path of transportation. In the early days, before the advent even of continuous roads, our centers of population naturally confined themselves to the then existing waterways of our coasts and rivers. The post roads did little towards the growth of towns and villages, due principally to their limited capacity for the transportation of the necessities of life. Following the post roads came the canals which, with their ability to transport economically the products of our farms and the small factories of those days, quickly established prosperous inland communities. The old Erie Canal, with its chain of cities, is an excellent example of this period of transportation progress.

In a preceding brochure, entitled, "The Port of Buffalo," an outline of the part played by the Great Lakes and the Erie Canal in the development of the city's commerce and industry was presented. Inland waterways at their best can never be rated more than auxiliary transportation because in winter they are frozen up and, therefore, idle for a part of every year. Railroads function alike in sunshine and storm, in summer heat and winter cold. Their service is always available.

It is to the steam railroad, more than any other one factor in our history, that our prosperity as a nation is due. The wealth of our country today depends entirely on the ability of the miner, the manufacturer and the farmer to have his commodity economically and quickly transported from

the point of production to the door of the consumer. Other countries are equally rich in mineral wealth and in the fertility of their soil, yet with little or no railroad facilities they have remained dormant, and this is true of the vast riches of South America, Russia, China and other countries.

Thus we can readily see that the life of our city, as well as all other cities of the United States, is dependent upon our modern, economical railroad transportation service. As an example of this, let us consider the average Buffalo family. The alarm clock which wakes them came by rail from the middle west. The breakfast menu will probably cover fruit from Florida or California; cereal from our great corn and wheat belts; eggs from the middle west. The milk and cream for breakfast and for baby comes to Buffalo from outlying farms a hundred or more miles away on fast passenger or milk trains. The china probably came from one of the many ceramic factories in the Ohio valley and the furniture from Grand Rapids or one of the other large manufacturing centers. Father picks up the morning newspaper made from Canadian wood pulp and manufactured into paper in New England.

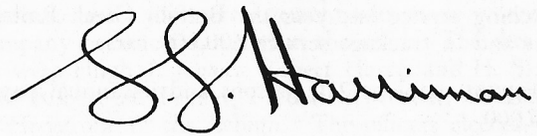
And so we might go on during the entire day of our Buffalo family, showing their utter dependability on steam railroad transportation, and were it possible to conceive such a catastrophe as the railroads ceasing operation, there would be a food panic in every city in our country in twenty-four hours. Babies by the thousands would die for lack of milk. Coal to heat and light our homes would quickly be exhausted and disease, starvation and death would be on every hand, for no other transportation system, or group of systems, are at the present day sufficiently elastic to carry to our city the vast quantities of foodstuffs and merchandise necessary to maintain us in health and prosperity.

It is very evident that the railroads constitute the arteries through which flows the vast commerce of this country.

Naturally every business man is, and should be, vitally interested in the continuance of railroad prosperity and the maintenance of railroad credit without which there cannot be efficient operation.

The thirteen railroads operating trunk lines in Buffalo provide employment for 22,000 persons in this district, with a combined payroll of approximately $35,000,000 yearly. And they pay millions of dollars to the city and county every year in taxes.

And now having a fair conception of the importance of the railroads as a whole to Buffalo, let us review the many facilities each of them has to offer.



President,

Manufacturers & Traders
—Peoples Trust Company.

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Buffalo Creek Railroad

IN a review of the railroads serving Buffalo, special consideration must be given the Buffalo Creek Railroad, for its development is a historical part of the progress of the city itself. The Buffalo Creek Railroad, launched in 1868 by Buffalonians, is a terminal switching road situated entirely within the corporate limits of the City of Buffalo. No point on its line is over two and one-fourth miles from the center of the city.

Being a terminal property, the Buffalo Creek operates no freight houses, car shops or passenger stations. Its locomotives are serviced at a modern enginehouse, with a machine shop operated in connection therewith. The railroad has direct connection with eight of the twelve roads entering the city and indirect connection with the other four.

In switching service last year the Buffalo Creek Railroad handled 275,000 cars and in trackage service 600,000 cars.

The company employs 250 persons and its annual payroll approximates $400,000.

James Adams promoted the Buffalo Creek Railroad Company and of the twenty-seven representative Buffalo business men who signed its articles of association, the following were elected directors: James Adams, Allan M. Adams, Lyman K. Bass, Robert Mills, John A. B. Campbell, William C. Alberger, Chandler J. Wells, James N. Scatcherd, David S. Reynolds, David F. Day, Edward Madden, Samuel V. Parsons and Charles R. Durkee.

D. Flaherty
General Superintendent
Buffalo Creek

On January 20, 1869, within a year after the company was organized, the articles of association were filed with the secretary of state at Albany. The first officers of the company were: President, James Adams; vice-president, John A. B. Campbell; secretary, William C. Alberger; treasurer, James N. Scatcherd.

Not long after incorporation, Mr. Adams secured the financial support and general encouragement of Judge Asa Packer of Mauch Chunk, Pa. Realizing the importance of the proposed road, especially as a means of facilitating the transfer of its coal to lake vessels, officers of the Lehigh Valley Railroad Company, besides Judge Packer, subscribed liberally to the stock and assisted in various ways in the construction of the road.

Robert H. Sayre and Frederick Mercur, representing the Lehigh Valley, were accordingly elected directors on September 22, 1869. Other Lehigh Valley representatives were added to the directorate on December 2, 1869. They were Judge Packer, Robert A. Packer, W. L. Coyningham, Clarence A. Blake and John P. Cox. The last named was elected treasurer.

No important changes in management were made thereafter until August 13, 1879, when the number of directors was reduced from thirteen to seven, and a joint arrangement was made whereby the Erie Railway Company became interested in the road. The directors chosen at that time were Hugh J. Jewett, Robert Harris and H. S. Guthrie, of the Erie, and Robert A. Packer, Frederick Mercur, William H. Sayre and Eric L. Hedstrom, of the Lehigh. The officers elected were: President, Eric L. Hedstrom; vice-president, Frederick Mercur; treasurer, William H. Sayre; secretary, H. S. Guthrie.

Finally, effective January 1, 1890, the Erie and the Lehigh leased the entire property of the company and have operated it ever since as joint lessees.

The Buffalo Creek Railroad consists of a main line, extending from its junction with the New York Central Railroad, at East Buffalo to a point between the City Ship Canal and the Buffalo River, 700 feet north of South Michigan avenue—a distance of 4.08 miles. The Beach Branch extends from this main line, east of the Hamburg Turnpike, to a point between the City Ship Canal and Lake Erie—a distance of .82 miles where it connects with the West Shore dock terminal of the New York Central and the beach tracks of the Pennsylvania Railroad. Another branch is located in the abandoned portion of Prenatt street. This extends from the junction with the main line to the easterly end of the street—a distance of .87 miles.

The Buffalo Creek road was completed as a single track line and opened to traffic in 1871. It has kept pace with requirements ever since, now being double-tracked for its whole length—except in Prenatt street where its rights are limited by the franchise from the city. There are sections of three and four main tracks on the busier parts of the

road, with ample yard and side-track facilities. The total track mileage is 38.02 miles.

The company built, in 1882-1885, an extension to the Blackwell Canal, now known as the City Ship Canal, through its Ogden Gore tract to the border of the Lehigh's Tifft Farm property. The Lehigh extended it from this point, the extensions by the two companies amounting to 9,000 feet of waterway. This improvement added greatly to the lake-and-rail facilities of the port.

The strategic position of the road is apparent. Adjacent to the line are the Buffalo, Rochester & Pittsburgh Railroad's ore dock, town freight house and team tracks—Michigan avenue and City Ship Canal; Erie coal dock and West Shore dock—on the City Ship Canal; Minnesota dock and Erie Railroad's freight house—Buffalo River at Ganson street. These properties can only be reached over the Buffalo Creek Railroad, and are served by their respective owners who have trackage privileges over the Buffalo Creek line.

The Erie Railroad uses a portion of the Buffalo Creek line to move passenger and freight trains between its Buffalo & Southwestern branch and its main line.

In addition to the activities enumerated, the company, in conjunction with the Pennsylvania, has acquired from the city certain westerly sections of the Sea Wall Strip, adjacent to the lake front, for the construction of tracks thereon which will serve the greater part of the outer harbor, including the docks at the foot of South Michigan street now in course of construction by the city.

The fundamental principle on which the Buffalo Creek Railroad was established was that the road should furnish equal facilities and impartial service, at uniform rates, for all shippers on its line to and from all railroads entering Buffalo. This principle of operation carved a niche in railroad history. The Buffalo Creek Railroad was the first terminal road of the kind built in this country.

The company has religiously adhered to the principle on which it was founded, with the result that shippers located on the road have been in precisely the same position with respect to choice of routes for their shipments as though they had private track connections with each railroad entering the city. Consequently sites in the area served have been highly preferred, especially by industries desiring both lake and rail facilities. There has been extensive industrial development all along the company's line.

A significant fact is that the greater part of those sections of the harbor devoted to general lake-and-rail commerce, as measured by present development and the relative volume of traffic handled therein, is entirely dependent upon the Buffalo Creek Railroad for ingress and egress by rail.

The executives in charge of the operation of the Buffalo Creek Railroad are: F. L. Blendinger, general manager, 143 Liberty street, New York City; D. Flaherty, general superintendent and E. F. Knibloe, general agent, with offices in the Lehigh Valley Passenger Terminal,

Buffalo, Rochester and Pittsburgh Railway

BUFFALO in 1880 was not a big city as cities go nowadays, but as a dominant lake port and freight interchange point, Buffalo had vast possibilities. Realizing its natural advantages and knowing that with them Buffalo must grow to a city of the first magnitude, the management of what was then known as the Rochester and Pittsburgh Railroad Company projected a line from Ashford, in Cattaraugus County, N. Y., to Buffalo. In 1883 construction of this line was completed and coal trains from the rich bituminous coal district of Central Pennsylvania began to roll into Buffalo.

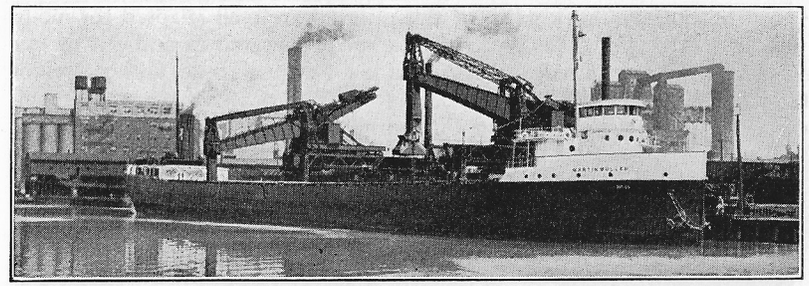
In 1885, two years later, this young coal-carrying road was purchased by Adrian Iselin and associates, of New York, and reorganized as the Buffalo, Rochester and Pittsburgh Railway Company, and for over forty years practically the same financial interests have dominated this property. Through the wise and progressive policies of its management, which have uniformly been pursued since that time, the Buffalo, Rochester and Pittsburgh Railway Company has been extended and improved until it now operates 602 miles of line, 212 of which are double-tracked.

In 1883, when this Company ran its first train into Buffalo, the city had a population of not over 300,000, and it is probable, though there are no figures available, that this railroad did neither a heavy freight tonnage nor furnished very excellent passenger service to and from this city.

William T. Noonan
President
Buffalo, Rochester and Pittsburgh

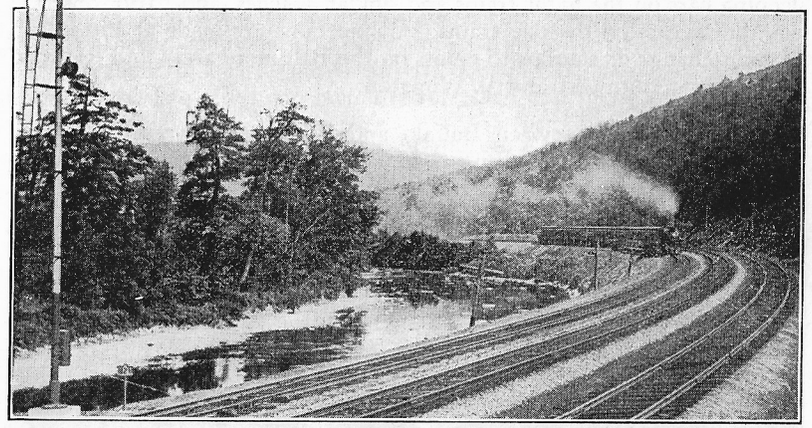
Today, forty-four years later, a tremendous change has been made in Buffalo, due in large part to transportation. Buffalo has now a population of some 580,000 and is one of America's great industrial and transportation centers.

The Buffalo, Rochester and Pittsburgh Railway did its share to further the growth of Buffalo. Freight traffic facilities were constantly increased and improved. Excellent freight houses and team tracks were constructed in Ganson street and Fillmore avenue. The larger of the two Buffalo freight houses is located in Ganson street. The freight house is 504



Unloading One of Lake Ore Boats
Interesting scene at Ganson street ore docks of Buffalo, Rochester and Pittsburgh Railway.

feet long with a track capacity of 46 cars. Adjacent to the freight house is a team track delivery with a total of 1,000 feet of trackage, served by an electric crane of 30,000 pounds capacity. The Fillmore avenue freight station serves the east side of the city and has team track facilities for 35 cars. Adjacent to the Ganson street freight house is an 844-foot ore dock equipped with two Hulett steam unloading machines with a capacity each of 400 tons of ore per hour. Another dock for lake vessel trans-shipment has a 700-foot frontage on Buffalo Creek, over which pulpwood, pig iron, structural steel and other commodities are handled to and from water line carriers.



Scenic Railway Route to Pittsburgh
The Buffalo, Rochester and Pittsburgh combines splendid roadbed and passenger equipment.

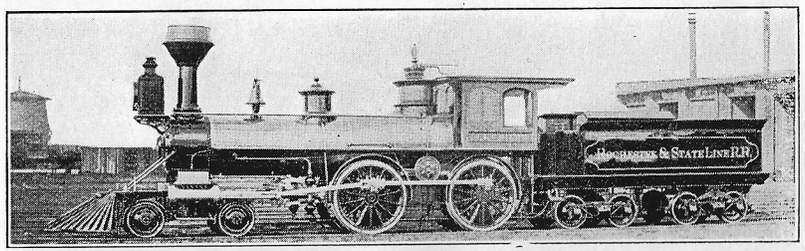
The Buffalo Creek yards of this railroad are well adapted for maintaining the freight and passenger equipment operated in and out of our various Buffalo terminals. They include an engine house, and car repair tracks with capacity of about 60 cars daily. Located here is a branch of the Buffalo, Rochester and Pittsburgh Railway Y. M. C. A.

Last year this railroad did a freight business in and out of Buffalo of some three million tons, carried a quarter of a million passengers and paid in wages to 285 employes living in Buffalo approximately a half million dollars.

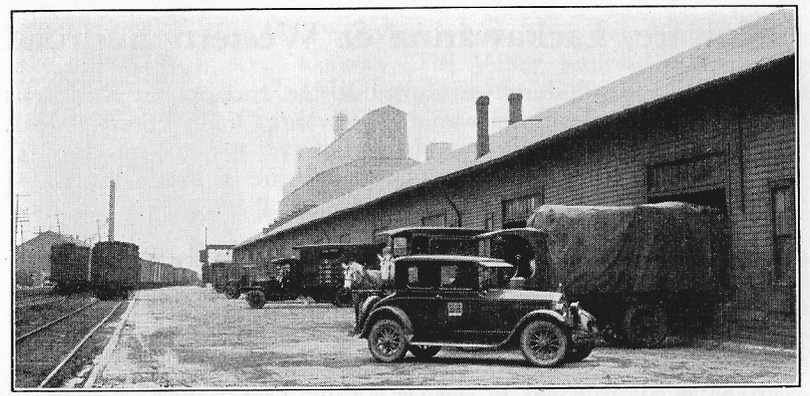
The passenger equipment of the Buffalo, Rochester and Pittsburgh Railway is modern in every respect. Steel equipment is used exclusively and the trains between Buffalo and Pittsburgh are scheduled for the comfort and convenience of the traveling public and in Buffalo use jointly the handsome Lackawanna passenger station at the foot of Main street. With heavy rail and stone ballasted roadway, protected by automatic block signal system, the trains on the Buffalo, Rochester and Pittsburgh Railway, dispatched as they are by telephone, afford the patrons of this line a service second to none.

The suburban territory between Springville and Buffalo is amply served by eight suburban trains daily, and there is excellent service both on through and local trains to Salamanca, Bradford, DuBois, Punxsutawney and Butler. The special feature of this railway is its Buffalo-Pittsburgh passenger service with high-back seat coaches and Pullman sleeping cars on the night trains and similar coaches, and parlor-observation-dining-cars on the day trains. Connections are made at Pittsburgh without change of stations to points on the Baltimore and Ohio Railroad to the west, southwest and Washington.

The day trip between Buffalo and Pittsburgh is one of widely varied interest for the passenger, for first this line passes through the



Early American Type Locomotive
Built by Brooks at Dunkirk, N. Y., 1878.



Ganson Street Freight House
This is the largest of two freight stations operated by Buffalo, Rochester and Pittsburgh in Buffalo. Other is in Fillmore avenue.

highly developed agricultural and dairy section of Western New York, then crossing the state line into Pennsylvania traverses Pennsylvania's famous oil district. Ascending the "Big Level" on easy curves and gradients the train crosses the Alleghenies at an average altitude of 2,000 feet above sea level. Crossing this plain, which is second in area only to the Staked Plains of Texas, the rarified air is exhilaratingly cool even on the hottest of summer days. On the other side of this range the train follows down the Clarion Valley and enters the rich bituminous coal fields of Pennsylvania. This beautiful scenery combined with the comfortable coaches and parlor cars, together with the very excellent a-la-carte meals served, delivers the passenger at Pittsburgh in the late afternoon mentally refreshed and physically rested.

On fifteen thousand freight cars and on a hundred passenger cars, the company name, "Buffalo, Rochester and Pittsburgh Railway," is spelled out in full. Traveling all over the United States these cars carry prominently the word "Buffalo" and become in fact traveling billboards advertising Buffalo, linking our city with a railroad whose slogan is "Safety and Service."

Delaware, Lackawanna & Western Railroad

FROM early history we learn that the Lackawanna derives its name from two Delaware Indian words, "lec-ha" (lechanhune), which means a fork or junction of two streams, and "hanna" or "hannock," a river. The rivers in question are the Susquehanna and the Lackawanna. Their junction is just above Pittston, Pa.

It is interesting to trace the progress of the Lackawanna through the more than three-quarters of a century of its existence. As the public knows it today, the Lackawanna is the shortest line between Buffalo and New York City.

Actual construction of the Delaware, Lackawanna & Western Railroad was started in 1850 under the name of the Leggetts Gap Railroad. The object was to open communication between Scranton and the New York & Erie Railroad at Great Bend. The latter road was nearing completion at the time.

In those days the Erie Canal was the main channel of distribution to the North and West. A connection with the Canal was, therefore, of paramount importance. This connection was obtained by the acquisition of the Cayuga & Susquehanna Railroad, extending from Ithaca to Owego. The projected terminus of the Leggetts Gap was subsequently changed from Great Bend to Owego, a Canal port.

J. M. Davis
(Former Buffalonian)
President, Lackawanna
Elected July 1, 1925

Later it was ascertained that an advantageous contract could be made with the New York & Erie Railroad for the use of its tracks from Great Bend to Owego which meant a considerable saving in construction costs. This was before completion of the Lackawanna to the Pennsylvania-New York state line. The contract was executed on January 27, 1851, and the road was opened for traffic on October 20th of the same year. This arrangement continued until the spring of 1870 when the Valley Railroad was built from Conklin

Samuel Sloan
President, Lackawanna, 1867 to 1899; Chairman of the Board, 1899 to 1907.

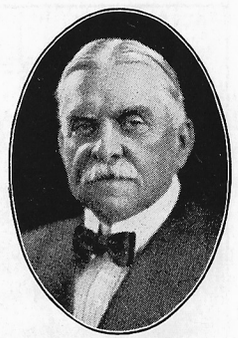
(Pennsylvania-New York state line) to Binghamton. The Valley Railroad was immediately leased to the Delaware, Lackawanna & Western and has been operated by them continuously ever since.

In 1853 construction started on the Syracuse & Binghamton Railroad. It was completed the following year, and provided a connection with the New York & Erie Railroad at Binghamton. The Syracuse & Binghamton went into the hands of a receiver two years later. It was sold and reorganized under the name of the Syracuse & Southern Railroad Company. In 1857 the name was again changed to the Syracuse, Binghamton & New York Railroad.

Control of the Syracuse, Binghamton & New York Railroad passed to the Delaware, Lackawanna & Western in 1869, through the purchase of the company's stock.

The railroads named in the preceding data were originally built six-foot gauge. They were changed in 1876 to the standard 4-feet-8½-inch gauge.

It was not until several years later, though, that the Lackawanna completed its main line from Hoboken to Buffalo. This was accomplished through construction of the New York, Lackawanna & Western Railroad from Binghamton to Buffalo. The New York, Lackawanna & Western was started in October, 1880, and completed on September 29, 1882, as a double-track road of standard gauge. It was leased to the Delaware, Lackawanna & Western on October 2, 1882.



W. H. Truesdale
President, Lackawanna, 1899 to 1925; made Chairman of the Board, July 1, 1925.

And the importance of Buffalo in the operating activities of the Lackawanna has steadily increased ever since the city became the western terminus of the road.

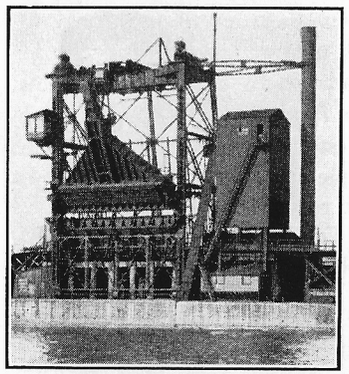
The Lackawanna has a total of about 3,000 employees in the Buffalo district with a payroll that approximates $4,500,000 annually.

The Lackawanna forms a belt line from the foot of Main street, through East Buffalo, to the International Bridge at Black Rock, and a connection is made here with the Wonalancet Branch, an industrial railroad serving the River Road district as far as the Tonawanda city line. The extent of the service accorded can best be realized through the fact that in the territory covered the Lackawanna reaches, with its own rails or switch connections, a total of 521 industries in the Buffalo industrial zone.

The Lackawanna's facilities for handling freight traffic in Buffalo and with connecting rail and lake lines are complete to the minutest detail. The docks of the principal steamship lines are but a few short blocks distant from the Buffalo City Freight House.

The Buffalo City Freight House, known as the Columbia Street Freight Station, occupies the entire block bounded by Perry, Columbia, Elk and Liberty streets. It is at the heart of the wholesale warehouse and jobbing district, and only one block from the Elk Street Market, the largest produce and food distributing point in this territory.

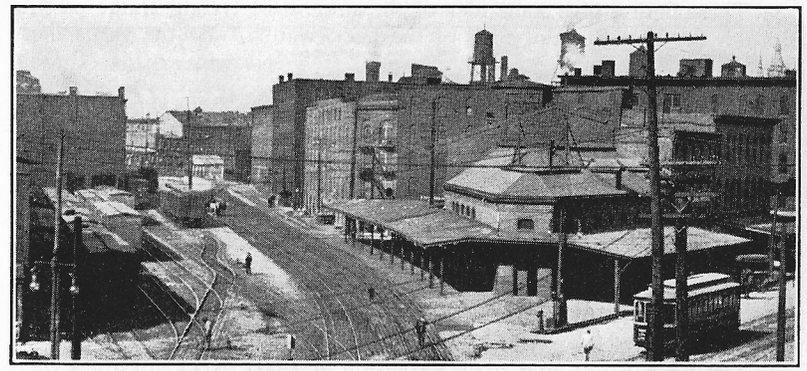
Shipments of less than carload lots from the Cleveland & Buffalo Transit Company and the Detroit & Cleveland Navigation Company are consolidated at the Columbia Street Station into through cars for eastern destinations.



Coal Car Dumper

Capacity 10,000 tons daily
(Description Page 19)

One of the most modern and best equipped in Buffalo, this station, with 75-car capacity, is served by three tracks and adjacent team tracks for receipt and delivery of carload freight. A 40-ton Shaw electric crane, with four-car capacity, and concrete loading and unloading platform, are located in the public team track yard adjacent to the freight house. There is also an open platform, with ramp, for the loading and unloading of vehicular traffic from side-door cars, and another platform, with ramp, for the loading and unloading of vehicular traffic from end-door cars. At the side of the team track yard is a wagon scale of 10-ton capacity.



Relic of Fifty Years' Service

Lackawanna Passenger Station at foot of Main street prior to 1915.

In addition to the team tracks at the freight house the Lackawanna maintains public team tracks at convenient points throughout the city where carload freight is loaded or unloaded to or from trucks.

The East Buffalo Station of the Lackawanna is located just beyond the corporate limits of the city. It is the principal freight terminal of the road in this territory for there all east and westbound freight, moving through the Buffalo gateway, is classified into solid trains for the various rail connections. Facilities are provided for the icing of perishable goods, and feeding and resting livestock, etc.

The transfer platform at East Buffalo is one of the largest on the road for the handling and consolidating of merchandise shipments of less than carload lots destined for eastern and western points. The freight handled at the station runs in excess of 20,000,000 pounds per month.

In 1926 the Lackawanna forwarded from East Buffalo 266,368 carloads of eastbound freight and 196,196 carloads of westbound freight. The total eastbound livestock movement during the same period amounted to 8,104 cars, all of which were given attention at the East Buffalo yards. Merchandise handled through the transfer aggregated 10,000 tons every month during the entire year. In addition sixty through merchandise cars were made up there daily.

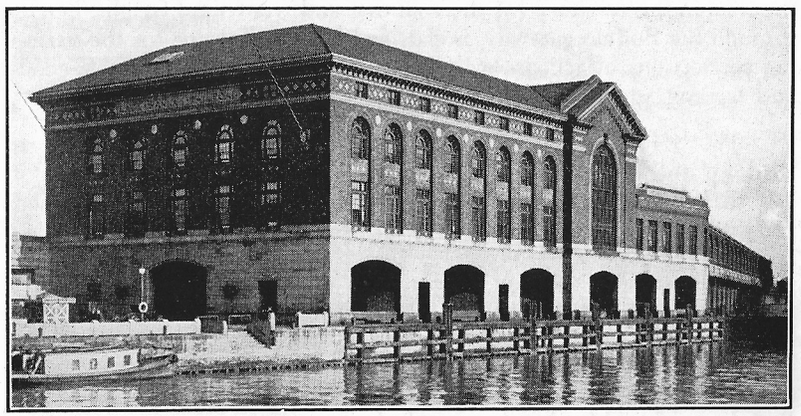
These figures give some idea of the amount of freight traffic passing through the East Buffalo yards of the Lackawanna. At the yards there are freight interchange connections with the following roads: Buffalo Creek; Buffalo, Rochester & Pittsburgh; Erie; Lehigh Valley; New York, Chicago & St. Louis; New York Central; Pennsylvania, and South Buffalo.

The Black Rock Freight House of the Lackawanna is located at Pacific and Tonawanda streets. Recently constructed, it is the last word in what the thoroughly modern and efficient freight house should be. It is served by two tracks, with adjacent team tracks for the receipt and delivery of carload freight. There is a 10-ton electric pillar crane and concrete platform, with ramp, for handling vehicular traffic.

The Lackawanna has made provision at Black Rock for the extension of the freight house and team track facilities from time to time to meet the increased needs of the growing industrial district it serves.

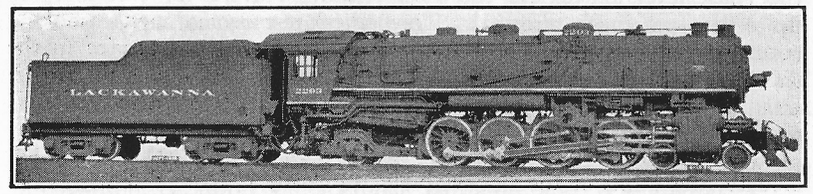
At Black Rock the Lackawanna has freight interchange connections with the following roads: Grand Trunk, Canadian National, Michigan Central, New York Central, Pere Marquette, and Wabash.

The Lackawanna is building a new combination yard and freight office at Black Rock. When completed the building will also be occupied by the Pennsylvania and Pere Marquette railroads, and the United States and Canadian custom officers. The handling of through merchandise freight will be greatly facilitated there.



Lackawanna's Present Passenger Station

This beautiful building, the Western Terminal of the Road, adjoins Harbor at foot of Main street.



The Modern Goliath

Locomotive used today on Lackawanna. Fuel, soft coal, 14 tons daily; tractive power, 80-car train of coal; weight, 304 tons.

At the foot of Erie street the Lackawanna operates a coal car dumper with a capacity of 10,000 tons daily or 3,000,000 in a year of three hundred working days. This dumper handles anthracite coal from cars to lake vessels for shipment to Chicago, Milwaukee, Superior, Duluth and intermediate lake points. A picture of the dumper appears on page 16.

In 1926 the Lackawanna forwarded 10,000 cars of flour and mill products from Buffalo, and 6300 cars of iron and steel products. The immense tonnage of grain, iron and steel handled in Buffalo in a year can be appreciated from the report of the activity of this one railroad.

It is interesting to know that the Lackawanna maintains a well organized Industrial Department to assist in locating industries. The department works in close co-operation with Chambers of Commerce, the banks and various industrial agencies.

Many of our readers will recall the old passenger terminal of the Lackawanna, a picture of which appears on page 17. The relic of fifty years' service was deserted in 1915 when the handsome new terminal, adjoining the harbor at the foot of Main street, was opened to the public.

The Lackawanna can well be proud of its new passenger terminal—a building of dignified proportions and architectural beauty. It is not alone the western terminal of the road but virtually the western gateway to the Empire State.

The station, convenient to all the leading hotels and office buildings, is built entirely of steel, concrete, marble and brick. The waiting room on the street level and its marble stairway (suggestive of the Congressional Library at Washington), leading to the waiting room on

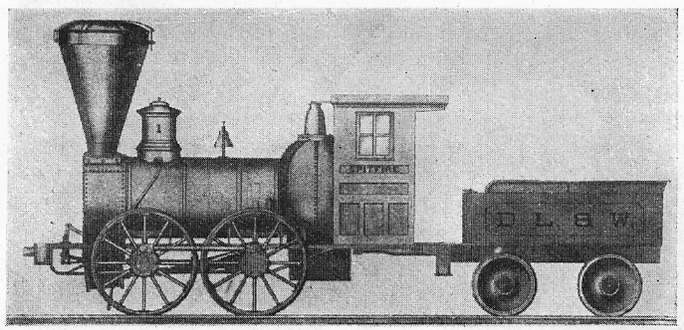
the track level above, are the most striking features of this modern, up-to-date passenger terminal. The ladies' rest rooms, men's smoking room, parcel rooms, etc., are designed to give maximum service to the traveling public. The lunch room and restaurant are under the supervision of the company's dining car and restaurant department.

In addition to its own trains, the Lackawanna station also accommodates the trains of the Nickel Plate Railroad, and the Buffalo, Rochester & Pittsburgh and Wabash railways. And, too, it serves as the passenger dock of the Great Lakes Transit Corporation and the Chicago, Duluth & Georgian Bay Transit Company. The Detroit & Cleveland Navigation Company's passenger dock is directly across the street.

The U. S. Railway Mail Service has a branch office in the Lackawanna's passenger terminal. It occupies 16,000 square feet of space beneath the train shed, and 150 men are employed there. The branch distributes all classes of mail with the exception of registered matter.

The Lackawanna has constantly improved its passenger service between Buffalo and New York, Elmira, Binghamton, Scranton and Newark. Its connection at Stroudsburg for Philadelphia, Baltimore and Washington provides a convenient and direct route to all points south. Hudson Tube trains from the Lackawanna's eastern terminal make direct connections with Buffalo trains, landing passengers in the heart of the business section of downtown New York (Cortland street) and the theatrical and retail districts (33rd street and Broadway).

The Lackawanna Limited, a favorite daylight train which leaves



The Spitfire

Locomotive used in 1851. Wood fuel; tractive power, two or three light cars; total weight, 20 tons.

Buffalo at 9:30 a.m., has recently added to its equipment two new observation parlor cars named in honor of distinguished persons—Clara Morris and Helena Modjeska. Two other parlor cars of 28 seats—Elizabeth Browning and Frances Burnett by name—are used on the same trains. This new Pullman equipment, in addition to luxurious dining cars and all-steel coaches, makes the Lackawanna Limited an attractive and convenient train from Buffalo to New York, Elmira, Binghamton, Scranton, Philadelphia, Baltimore and Washington.

While the Lackawanna Limited is the popular daylight train for Buffalonians, the Garden State Limited, leaving at 9:15 p.m., equipped with sleeping cars, buffet car and coaches, for Newark and New York, affords an excellent opportunity for patrons to arrive on time for business in New York the next morning.

Buffalo is the western terminus of the Buffalo division. Here are located W. G. Alexander, superintendent in charge of operation; W. M. MacPherson, assistant general freight agent of freight traffic department; F. S. Clark, general agent of passenger department; G. E. Dougherty, master mechanic of motive power and equipment department; F. L. Wheaton, division engineer; Patrick Quinlivan, roadmaster, and G. D. Caffery, inspector of police department.

J. M. Davis, president of the Lackawanna, is a director of the Manufacturers & Traders-Peoples Trust Company. He is a former Buffalonian, having been port superintendent of the Northern Steamship Company in this city in 1896. Mr. Davis later served as division superintendent of the Erie Railroad at Dunmore, Pa., and Hornell, N. Y. He was with the Union Pacific Railroad at Salt Lake City as general superintendent and the Southern Pacific at San Francisco in the same capacity. Later he rose to vice-president and general manager of the Baltimore & Ohio Railroad, in charge of maintenance and operation. During the World War, Mr. Davis was a member of the General Managers' Committee of the U. S. Railroad Administration. He was elected president of the Lackawanna on July 1, 1925.

Erie Railroad

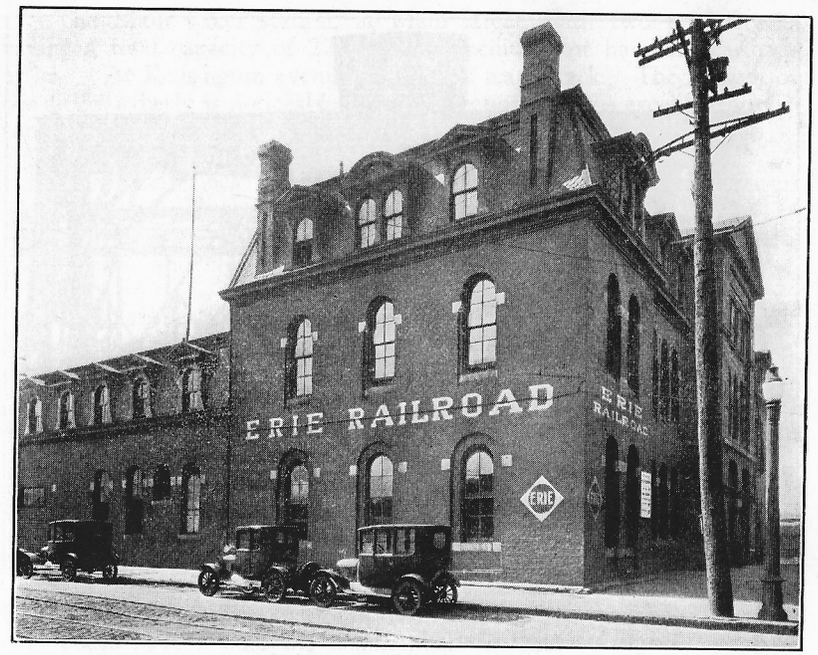
THE present Erie Railroad system originated with the New York & Erie Railroad Company, incorporated in 1832 under special act of the legislature of the State of New York to construct a railroad from some point near New York City, through the southern tier of counties to Lake Erie. As finally determined, the eastern terminus of the new line was Piermont, N. Y., on the west shore of the Hudson river, and the western terminus was Dunkirk on Lake Erie. The railroad, about 450 miles in length, was formally opened in May, 1851, when the first trains ran from Piermont to Dunkirk.

The year after the completion of the New York & Erie Railroad, an independent railroad line was opened from Buffalo to Hornellsville, and this line was eventually taken over by the Erie and has since been known as the Buffalo division of the Erie. Meantime another line was built from Painted Post up through the Cohocton and Genesee valleys of New York State to Avon, Rochester, Batavia and Attica, and this also became a part of the expanding Erie. In addition, a line was built from Buffalo to Jamestown, and this line, the Buffalo & South Western, also became a part of the Erie. So that for a period of about seventy years the Erie has had a close alliance with the city of Buffalo and has served it and much of its most productive outlying territory.

J. J. Bernet
President
Erie Railroad

Buffalo, indeed, is a mighty gateway of the Erie. Within the limits of Buffalo are six regularly established Erie freight stations, namely, Louisiana street station, East Buffalo, Buffalo Lake, East Ferry street, Main street, Black Rock.

Louisiana street is the principal Erie station in Buffalo at which carload freight is received and delivered. The inbound freight house is 40x476 feet; outbound freight house, 40 x 461 feet. In connection with the freight house a transfer platform, 680 feet long, is worked jointly. Through combined operation solid merchandise cars are here made up direct for the principal Erie points as well as many

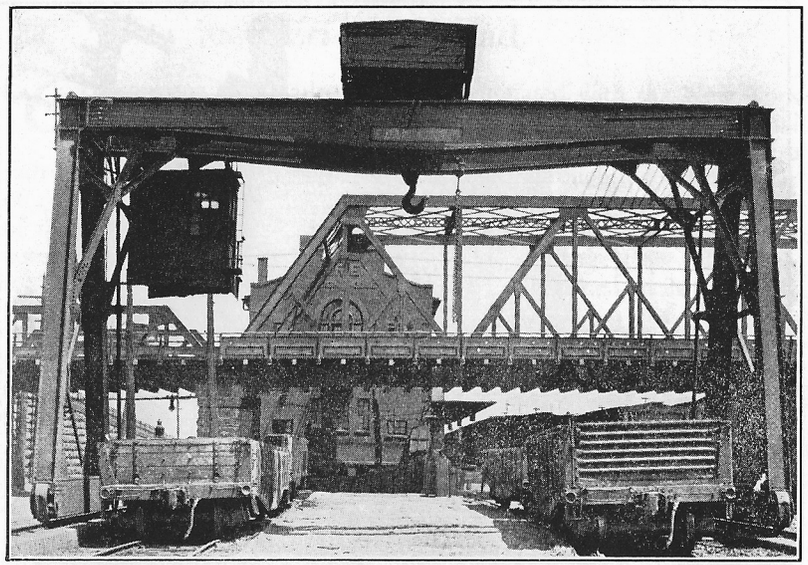


Erie Railroad Passenger Station
Located at Exchange and Michigan streets.

points on connecting lines, including Canada and New England. The schedule of less carload movement at this station contemplates 55 cars daily. Serving the station are team tracks at three locations, namely, Louisiana street, Hamburg street and Smith street. These tracks have a total of seven sidings with a capacity of 91 cars for handling carload station freight inbound and outbound. An electric crane of 35 tons capacity handles heavy material.

Buffalo Lake station, on the Buffalo river at Ohio street, handles inbound and outbound carload freight for the city of Buffalo, and also provides team track delivery. It serves numerous important industries and also handles lake freight. The Ganson street house, a concrete, fireproof warehouse, 125 x 675 feet, is available for storage, at a minimum cost, of lake freight east and westbound. One of the best lake warehouses in Buffalo, the Ganson street house has a storage capacity of 10,000 tons. Serving it are three sidings with space for 32 cars.

At Buffalo Lake station is another large freight house, known as the



Electric Crane of 35 Tons Capacity

Handles heavy material at Erie's Louisiana street freight station

eastbound flour house, and through which direct shipments from lake vessels are transferred to Erie cars for eastbound movement. The eastbound flour house is 520 x 520 feet, has two floors with a total capacity of 60,000 tons, and there are three tracks with space for 33 cars.

The Erie freight station at East Buffalo is at Babcock street. Here interchange is made with the Nickel Plate, New York Central, east and west; Pennsylvania, Lehigh Valley, Lackawanna and Buffalo, Rochester, & Pittsburgh railroads, as well as two terminal lines, the Buffalo Creek and the South Buffalo railways. At Babcock and William streets are public team tracks for the receipt and delivery of carload freight. In the East Buffalo yard of the Erie 35 switch engines are in daily operation, serving a large number of important industries. In this section there is available for industrial development a considerable area of vacant land owned by the Erie.

At East Ferry street is the freight station of that name, with ample facilities for handling carloads or less than carloads. Two team tracks have a total capacity of 24 cars. In this district are a number of large industries.

The Main street station, at Main street, with two team tracks having a total capacity of 27 cars, has facilities for handling carloads or less. At Kensington avenue is a public team track. The growth of the city northerly is noticeable. In this section there is excellent opportunity for industrial development.

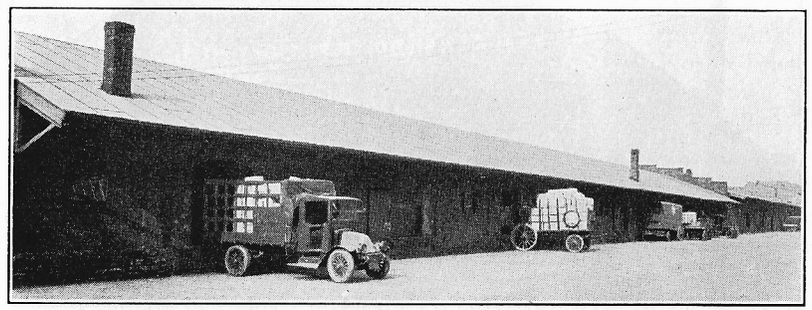
The Black Rock station, at Amherst street, has a floor area of 32 x 241 feet. There are two team tracks with a total capacity of 24 cars, and there are also outlying team tracks at Elmwood avenue, Delaware avenue and Niagara street.

The classification of the Erie yard at Black Rock is 325 cars. Half a dozen switch engines serve industries and do yard work, including interchange daily. Through this station interchange is made via International bridge with Canadian lines, Canadian National, Grand Trunk, Michigan Central, Wabash and New York Central.

The Erie is the only line with regularly established freight stations in the north section of Buffalo, namely, the East Ferry street and Main street stations.

The Erie is one of the three largest anthracite coal carriers into Buffalo for local consumption and trans-shipment via the lakes. Erie lake coal docks have a dumping capacity of 280 cars daily. There are adequate facilities for handling over this dock great quantities of bituminous coal and salt.

The Erie passenger station at Michigan and Exchange streets serves its purpose well. The trainsheds are of the umbrella type. On the six tracks ten passenger trains are handled daily. The estimated number



Erie's Louisiana Street Freight Station

of passengers through this station in 1926 was approximately 781,200, of whom 108,000 were commuters.

Between Buffalo and New York, in either direction, two finely equipped passenger trains run daily. They arrive and depart at convenient hours in the morning and evening and serve the traveling public to and from intermediate stations, such as Attica, Warsaw, Silver Springs, Hornell, Corning, Elmira, Owego and Binghamton.

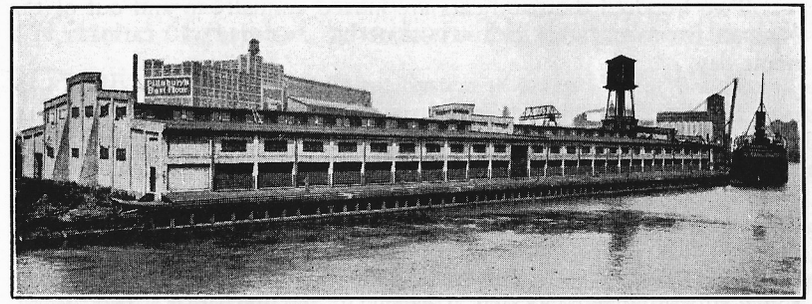
The Buffalo and Southwestern division between Buffalo and Jamestown operates four trains in each direction, connecting at Dayton for Dunkirk, Salamanca and other Allegany division points, and at Jamestown for Meadville, Youngstown, Akron, Cincinnati, and Chicago. In addition to this, daily except Sunday, commutation service is operated between Gowanda and Buffalo, serving Hamburg, Eden, North Collins and other points, handling the greatest number of such passengers of any line entering Buffalo.

With its extensive shops and mechanical operations in Buffalo, the Erie is an important factor in the industrial life of Buffalo.

At Smith street is a car shop where a thousand employes are engaged in rebuilding freight and passenger equipment.

At East Buffalo is the Erie engine terminal. Along Bailey avenue, adjacent to the East Buffalo yard, is a roundhouse of 40-stall capacity.

Erie's Black Rock Freight Station



Erie's Ganson Street Freight Station

In an extensive machine shop general repairs are made to locomotives. At this terminal about 60 locomotives are turned daily. Three hundred employes are engaged exclusively in this engine work.

In relation to the large number of industries which the Erie serves within the limits of Buffalo, two terminal connections cannot be overlooked. They are the Buffalo Creek Railroad and the South Buffalo Railway. Along these lines are some of the largest and most important industries both as to labor-volume and tonnage produced. Iron and steel plants, as well as elevators, flour mills, chemical plants and other well-known concerns are located along these lines. Fifty industries may be counted along the Buffalo Creek Railroad. The Erie has half ownership in the Buffalo Creek Railroad.

Around the city the Erie has industrial belt lines, reaching Erie docks at Buffalo Lake station along the Buffalo river and also serving tracks along the Niagara river at Black Rock.

Branch lines of the Erie run northward from the city of Buffalo and pass through such industrial centers as Tonawanda, North Tonawanda, Niagara Falls, Suspension Bridge and Lockport. An average of ten trains daily serves these points. At Suspension Bridge interchange is made with Canadian roads, namely, Canadian National, Grand Trunk, Michigan Central, Wabash and Pere Marquette. Interchange is also made with the New York Central and Lehigh Valley, and direct connection is made to the Niagara Junction Railway at Niagara Falls, along which twenty-seven or more industries are located.

In Buffalo and on the Niagara Frontier the Erie has 200 miles of track and 2,500 employes. The estimated annual Erie payroll here is $4,000,000.

Two hundred thousand cars are moved annually in and out of the Niagara Frontier. One industry alone has exceeded 150 carloads in a single day.

The Erie Railroad is well intrenched in Buffalo and its service is efficient. The Erie president, John J. Bernet, is a native of Erie County, and entered the railroad service as a telegraph operator at Buffalo Creek crossing. During his steady climb up the ladder he was for a period of years a resident of Buffalo.

Erie operating and traffic representatives in Buffalo include A. L. Kline, superintendent, located at Michigan and Exchange streets; E. M. Kain, assistant general freight agent, Chamber of Commerce building; G. A. Lamb, division freight agent, Chamber of Commerce Building; J. H. Webster, general agent, passenger department, Chamber of Commerce building.

Grand Trunk-Canadian National Railway

THE Grand Trunk Railway System is practically, if not actually, the pioneer railroad of Canada. Before its advent there were several small lines, now part of the Grand Trunk system, but it remained for the Grand Trunk to originate and carry through the first comprehensive transportation plan for serving the Canada of the fifties. It was a bold scheme, almost a reckless one, in that pioneer age, to link up Sarnia, Ontario, with Portland, Maine, via Toronto and Montreal, and to do so with a roadbed of such permanence that its standards have never been appreciably changed since. The railroad builders of those early days had faith in Canada, a faith that might shame some of those living in a more modern era.

It may be a matter of astonishment when one learns that there are about one hundred and twenty-five companies having original statutory existence, which have been merged since into this great system of transportation, and thus become parts of a harmonious whole, either through direct fusion or by long-term leases for exclusive use.

It soon became apparent after the first line was finished that although Sarnia was its nominal western terminus the City of Detroit, 60 miles southwest of Port Huron (opposite Sarnia), ought to be its real terminus, as that city was then connected with Chicago and the West by several routes. A company was accordingly organized under the name of the Chicago, Detroit and Canada Grand Trunk Junction Railway Company, and this company obtained power from the State of Michigan for the construction of the necessary road. This special authority was necessary, as the Grand Trunk itself held no statutory rights in the United States.

Sir Henry W. Thornton
Chairman and President
Grand Trunk-Canadian National

In 1867 the Grand Trunk System comprised a total length of 1,377 miles. This included the Buffalo and Goderich Railway (now known as the Buffalo & Lake Huron Railway), which was completed in 1858 and is now leased to the Grand Trunk in perpetuity, under lease dated July 1, 1869. This was the first line constructed west of Buffalo.

Owing to the inconvenience and expense suffered by transfer of traffic by means of ferry service over the Niagara River, between Fort Erie and Buffalo, a suitable bridge with swing span to accommodate vessels was commenced in 1870 and completed in 1873. This bridge was built by the International Bridge Company, a subsidiary company of the Grand Trunk, chartered in 1857 by the Dominion of Canada and the State of New York. In 1900 this bridge was entirely rebuilt to accommodate the heavier traffic.

After experiencing severe and unwise competition with the great rival railway line—the Great Western Railway of Canada, which controlled lines extending from the Niagara River to Detroit and Sarnia, as well as the line of the Detroit, Grand Haven & Milwaukee Railway Company, constructed across the fertile State of Michigan, from Detroit to Grand Raven, Michigan, a port on the lake opposite the City of Milwaukee, Wisconsin,—the two systems of railways, the Grand Trunk and Great Western, were amalgamated into the present system under agreement dated August 12, 1882.

An agreement was entered into with the Wabash Railroad, dated January 24, 1898, and effective from March 1, 1898, granting the use of the Grand Trunk Railway lines between Windsor, Ontario, and Black Rock, via Glencoe and St. Thomas, 228.4 miles, also between Welland Junction—on the latter line—and Suspension Bridge, via Allanburg Junction, 17.5 miles, or a total of 245.9 miles, including three ferry boats of the Grand Trunk plying between Detroit and Windsor, on the Detroit River.

The lower steel arch double-track bridge over the Niagara Gorge opened for traffic in 1897, replacing the celebrated Suspension Bridge, the first constructed across the Niagara Gorge, in the year 1853.

The Grand Trunk is part of the Canadian National Railways, comprising 22,682 miles of lines extending across the nine Canadian provinces from the Atlantic to the Pacific; through the New England States, and Michigan westward to Chicago. The Canadian National is the largest railway system in America.

The company operates car ferry service between Milwaukee and Grand Haven, Michigan; the Ontario car ferry between Cobourg, Ontario, and Rochester, New York; and the Canada Atlantic Transit Company, the lake and rail route from Depot Harbor, Ontario, to Milwaukee and Chicago.

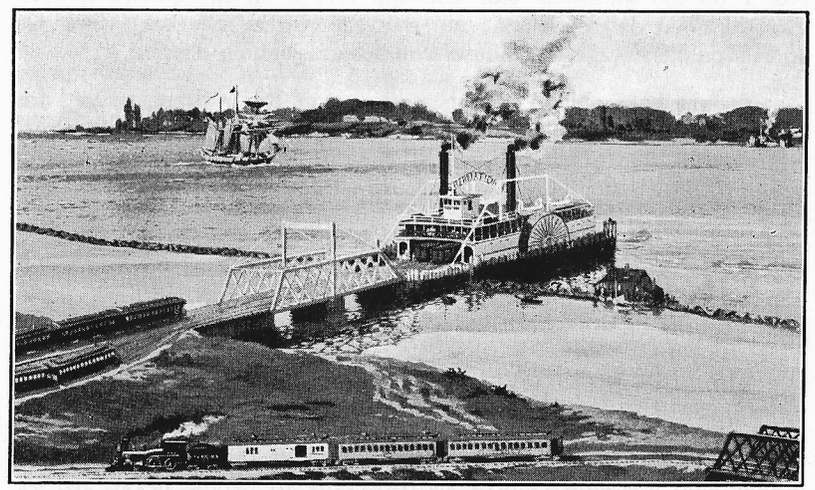
The Canadian National Telegraph Company, with 102,000 miles of wire and reaching 75,000 points in Canada, United States and Mexico, through connection with the Western Union, is operated by the Canadian National Railways. And the Canadian National Express Company is also operated by the same company.

In addition the Canadian National operates a fleet of steamers on the Pacific, and the government merchant marine with 66 vessels carrying Canadian products over the seven seas.

Besides its travel facilities the Canadian National provides a chain of excellent hotels in Canada.

The company's through passenger trains enter the country via Niagara Falls and use the Lehigh Valley Terminal. There is also operated from the New York Central (Exchange Street) Station, one train daily in each direction to local points in Ontario.

Passengers from Buffalo to Canada via Niagara Falls are afforded connections with the Canadian National's trains of distinction. The morning trains connect at Toronto with "The Inter-City Limited" for Ottawa and "The International Limited" for Montreal; at Montreal



—Courtesy Buffalo Historical Society.

International Car Ferry, Foot of Porter Ave.
Buffalo & Lake Huron Railway (now Grand Trunk) used this ferry from 1852 to 1872 (See Page 30)

with "The Quebec" and "The Citadel" for Quebec; "The Ocean Limited" and "The Arcadian" for Halifax; and "The Washingtonian" for points in the New England States, New York, Philadelphia, Baltimore and Washington.

The afternoon trains connect at Hamilton with "The Maple Leaf" for western Ontario points, Detroit, Michigan points and Chicago; at Toronto with "The Confederation" for northern Ontario, Winnipeg, western Canada, Jasper, Vancouver and Prince Rupert, B. C.; at North Bay with "The Continental Limited" for northern Ontario, Winnipeg, western Canada, Jasper, Vancouver and Prince Rupert, B. C.

The early evening train connects at Toronto with "The Evening Flyer" for Montreal. A night train, "The Chicagoan," from New York to Chicago via Buffalo, is operated in conjunction with the Lehigh Valley.

The facilities of the Grand Trunk-Canadian National for handling freight in the Buffalo district and to and from connecting lines are complete in every detail. The city freight terminal, known as "Buffalo-River Street," is located on River street, between Erie and Genesee streets, with frontage and dockage on Erie Basin Canal slip No. 1 on the southwest side and slip No. 2 on the northwest side. The terminal is convenient to the Elk Street Market, wholesale houses, public storage warehouses and general jobbing districts.

Freight house No. 1, on the east side of River street, is used for outbound less than carload freight which is assembled into through cars for western United States and Canadian points. The platform is equipped with a ramp for automobiles and other vehicles.

Freight house No. 2, on the west side of River street, is used for inbound less than carload freight destined for local delivery and connecting lines. There is a derrick at this house. A U. S. customs officer facilitates the release of bonded goods.

The Black Rock freight house is located at Niagara and Parrish streets, near the end of the International Bridge. It is equipped with ramp and open platform for loading and unloading automobiles, etc. There is ample team track capacity for accommodation of carload freight, and a 40-ton Gantry electric crane to handle heavy articles. Less than carload shipments are exchanged with connecting lines at Black Rock. This especially applies to traffic to and from New England and western points in the United States.

Freight from Canada is cleared at Black Rock through the United States customs. The large staff maintained at this point inspect hundreds of cars daily.

The Grand Trunk-Canadian National has direct interchange connections at Black Rock with these roads: Lackawanna, Erie, New York Central and Pennsylvania. Interchange with the Buffalo, Rochester & Pittsburgh; Nickel Plate, Buffalo Creek and South Buffalo is effected through the intermediary of a belt railway.

On the Canadian side the company maintains an extensive freight terminal at Fort Erie-Bridgeburg. Forty miles of switching tracks are in operation there. The equipment includes first-class roundhouse, coal trestles, freight house, team tracks and a special transfer freight house for handling the large volume of less than carload freight received from the United States for Canadian points. At this terminal clearance through the Canadian customs is effected and the freight assembled into through cars for points in Canada.

Although owned by the Grand Trunk-Canadian National, the International Bridge between Black Rock and Bridgeburg is also used by the Wabash, Michigan Central and Pere Marquette railroads. Upwards of 700,000 cars pass over this bridge annually.

The Grand Trunk-Canadian National employ a total of 480 persons in the Buffalo and Fort Erie-Bridgeburg districts, with an annual payroll of approximately $820,000.

The executives in charge of Grand Trunk-Canadian National operations here are: William P. Fitzsimons, general freight agent, Chamber of Commerce building; C. J. McKeough, superintendent of terminals, Black Rock; H. M. Morgan, general agent of passenger department, 11 South Division street, Ellicott Square.

Lehigh Valley Railroad

SOME of the most important activities of the Lehigh Valley Railroad are centered in Buffalo. The railroad's western terminus is on the Niagara Frontier, where it connects with lines running north and south of Lake Erie. In all, upwards of 1700 people are employed by the Lehigh Valley in the Buffalo territory with a payroll annually of some $3,000,000.

In its Buffalo terminals the Lehigh Valley has sought to provide the city with the most modern facilities and it is noteworthy that its annual tax bill to the municipality and Erie County amounts to approximately $435,000.

The Lehigh Valley's passenger station, located at Main, Scott, Quay and Washington streets, was opened in 1916. It is four stories high, of Indiana limestone with granite base.

A fleet of twenty-four passenger trains operate in and out of the Lehigh Valley station daily. These go to New York, where the terminus of Lehigh Valley passenger trains is the Pennsylvania Station; to Philadelphia, where connections are made for Atlantic City, Baltimore, Washington and the South; and to the important cities along the line of the Lehigh Valley, such as Newark, Easton, Bethlehem, Allentown, Hazleton, Wilkes-Barre, Ithaca and Geneva, as well as to Canada and the West through connecting roads. The Lehigh Valley operates five trains daily to Hamilton and Toronto, by way of Niagara Falls, in connection with the Canadian National Railways.

F. E. Loomis
President, Lehigh Valley

Effective April 24, 1927, the Lehigh Valley increased its passenger service to New York and Philadelphia by the addition of another evening train, making a total of five trains daily to these cities.

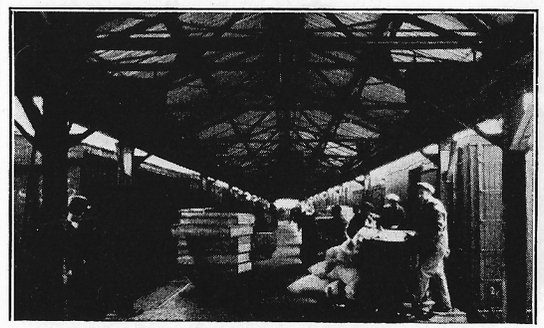
The most famous of these trains is the Black Diamond, inaugurated in 1896. Lehigh Valley trains enroute eastward pass through the picturesque Finger Lakes region of New York, traverse the mountainous section of Pennsylvania and pass down the valleys of the Susquehanna and Lehigh, affording an interesting scenic trip.

Canadian Pool Elevator
Buffalo's first lake front elevator. Known for a time as the "Saskatchewan Co-Operative."

The Lehigh Valley's freight station, which was completed in 1915, is located at Washington and Scott streets, adjoining the passenger terminal. Twenty through freight trains in and out of Buffalo each day, together with a battery of thirty-two switching crews, provide a service commensurate with the needs of the great industrial center.

At the Scott street freight station last year the Lehigh Valley received 41,867 tons of freight and forwarded 42,887 tons in less than carload lots. The carload freight handled on the team tracks in the Scott street freight yard amounted to 24,259 tons. The less than carload freight required the use of 9,547 cars, while 1,668 cars were necessary to handle the carload freight.

In 1926 the carload business handled from the industries which have side track facilities on the Lehigh Valley in Buffalo amounted to 27,976 cars.



Scene at Manchester Transfer
At this point Lehigh Valley speeds up movement of less than carload freight.

Outbound, the principal commodities handled by the Lehigh Valley are grain, flour and mill products, iron and steel, live stock, merchandise, perishable products and manufactured articles. Inbound, the principal commodities are coal, cement, iron

and steel products, brick and clay products, and perishable freight.

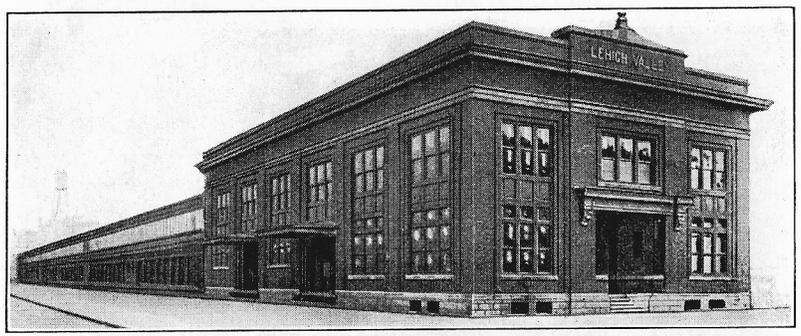
The principal freight terminal of the Lehigh Valley, on its western end, comprising 742 acres fronting on Lake Erie, is located in the Tifft Farm section of Buffalo.

About 230 acres of this property, located directly on Lake Erie and the Harbor Turnpike, not required for railroad purposes, is now being offered for industrial development. The Canadian Pool grain elevator, Buffalo's first lake front elevator, is located on this site. The largest single cargo of grain ever brought to Buffalo was recently unloaded at this elevator. The elevator was at first called "Saskatchewan Co-Operative."

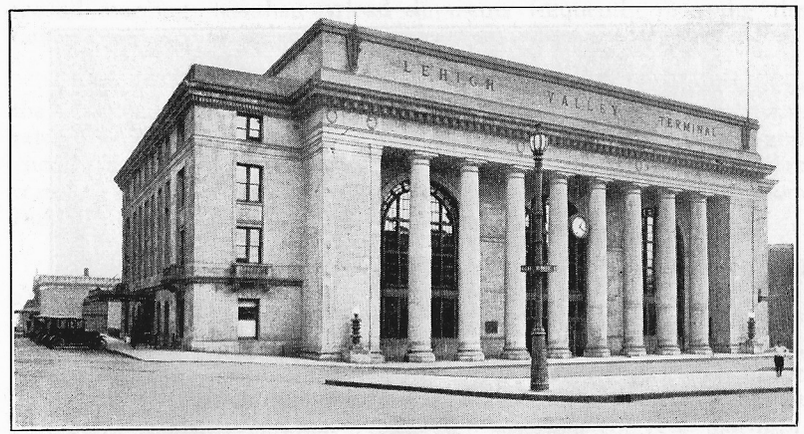
Work has also been started on the erection of a large lake terminal, cold storage plant and pier on a site recently acquired at this point from the Lehigh Valley Railroad, by the Terminals & Transportation Corporation of America. It is scheduled to be in operation in time for the opening of navigation in 1928 and, when completed, will give Buffalo one of the most modern rail and lake shipping terminals in America.

Tifft Farm is connected with the main line of the Lehigh Valley through a branch, the Lehigh & Lake Erie, which makes possible the handling of freight received from and delivered to western connections at Tifft Farm without moving it through the Buffalo terminal proper.

Included in the Lehigh Valley facilities at Buffalo are two engine terminals with machine shop, boiler room and other appurtenant buildings; car repair shops; two large freight houses on Blackwell Canal,



Lehigh Valley Freight Terminal
Located at Washington and Scott streets, adjoining the Passenger Station, this terminal was opened in 1915.



Lehigh Valley Passenger Station
This stately structure at Main, Scott, Quay and Washington streets was opened in 1916.

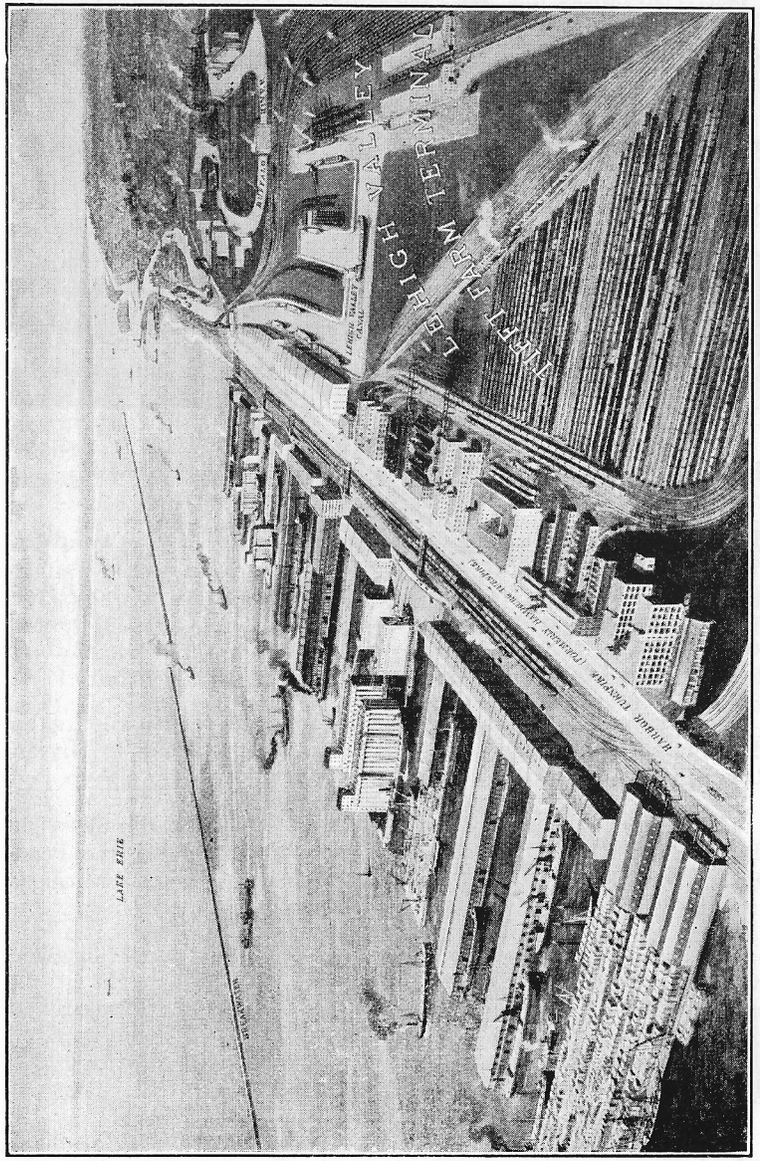
at Tifft Farm, for the handling of lake shipments, one having a capacity of 7500 tons and the other 13,000 tons; a coal dock and mechanical car unloader capable of transferring 1000 tons of coal per hour from cars to steamers for points on the Great Lakes, a dock for the transfer of ore from lake steamers to cars, an automobile unloading platform and other modern freight handling facilities.

Connecting with the main line, nine and a half miles east of the Buffalo Station, the Lehigh Valley has a line which extends to Niagara Falls and Suspension Bridge, where large freight yards are also located.

The Lehigh Valley interchanges east and westbound all-rail freight at Buffalo with the Nickel Plate, the New York Central, the Pennsylvania; Buffalo, Rochester & Pittsburgh; Canadian National, Michigan Central, Wabash and Pere Marquette systems.

Steamers operating between Buffalo and Chicago and Milwaukee, as well as Lake Superior ports, interchange package freight at the Lehigh Valley docks, co-operating with the Lehigh Valley Railroad in forming an important route for the handling of east and westbound through lake-and-rail traffic. Rail and water freight is interchanged with steamers for Cleveland, Detroit and other ports.

Lehigh Valley freight service to New York is expeditiously handled. Freight loaded at Buffalo in the afternoon arrives in New York the



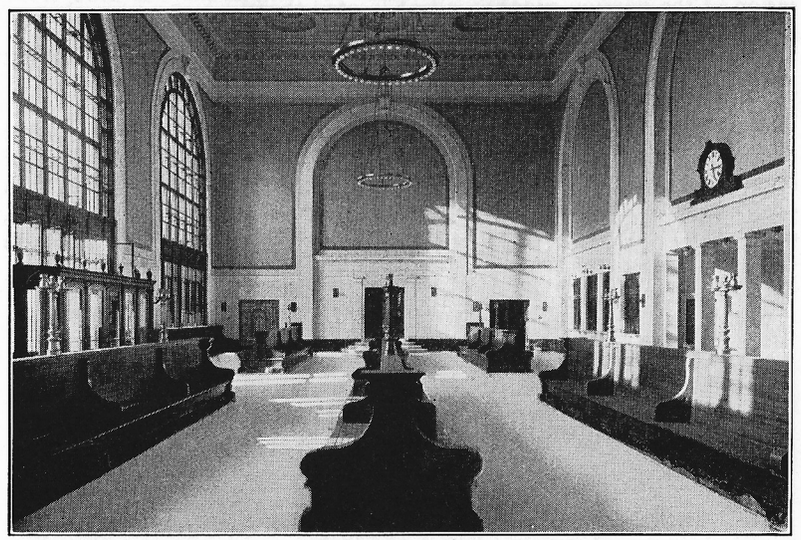
Possible Development at Lehigh Valley Tifft Farm Terminal

second morning; less-than-carload shipments frequently receiving the same fast service as carloads.

Coal arriving at Buffalo over the Lehigh Valley is shipped from the road's coal docks to the northwest. It is unloaded from cars at the rate of 30 cars an hour at less than two cents a ton, the fastest and cheapest transfer in Buffalo. Approximately 1,000,000 tons were transported last year by the Lehigh Valley for lake shipment from Buffalo. About 21,000 cars were used to carry this coal.

The ore shipments handled by the Lehigh Valley in 1926 amounted to 45,000 tons in 850 cars; the pig iron, 12,300 tons in 306 cars.

Eighty-eight miles east of Buffalo, and a part of the Buffalo division, is Manchester Transfer, a Lehigh Valley operation for speeding up the movement of less than carload freight. The railroad car arriving at Manchester comes alongside a steel shed above a concrete platform. It is opened and the contents immediately are unloaded and sorted. Electric trucks bear the small assortments, individual boxes and the like to "direct destination" cars which are being loaded for separate places.



Handsome and Dignified

The waiting room in the Lehigh Valley Passenger Station is admired by all who pass through it.

Two hundred men are employed in the "clearing house," with an office force of twenty-three. There are four "island platforms" under the steel sheds. These platforms are 1,917 feet long and 17 feet six inches wide at the center. "Stub" tracks are arranged in pairs between platforms and six modern hoist bridges facilitate the work.

The capacity of the platforms is 224 cars, and the average daily load is 200 cars, or 1500 tons of freight. This includes some 50 cars of fast freight, which is due to arrive at 11:30 o'clock in the morning and is sent out on two trains at night for delivery at connections with other roads before midnight. Freight received in New York City in the day leaves there at night, is cleared at Manchester the next day and makes its connections with the railroads to the West before midnight.

The yards in which carload lots are handled have been in Manchester for thirty-five years, while the station for "LCL"—less than carload lots, was established in February, 1914. The business formerly was handled at Buffalo, but on a smaller scale. Manchester was found to be a good junction point, without the disadvantages of a congested district, and also had the advantage of daylight operation. Manchester Transfer contributes materially to the character of the freight service given Buffalo by the Lehigh Valley and is under the general supervision of the division superintendent located there.

The Lehigh Valley main line is laid with 136-lb. rail—the heaviest and strongest in general railroad use.

The Lehigh Valley activities in the Buffalo district are in charge of the following executives: F. M. Barker, superintendent in charge of operations, and S. W. Gafner, assistant general passenger agent, with offices in the Lehigh Valley Passenger Terminal Building; I. S. Auch, assistant general freight agent, and J. J. Griffin, agent, with offices in the Lehigh Valley Freight Terminal Building.

New York Central Lines

ALTHOUGH they had all the early advantages accruing from the western terminus of the Erie Canal, the people of Buffalo also sought to provide railroad communication with the outside world as early as 1836. We mention this here because, chronologically, the New York Central was the first railroad in Buffalo. It came in 1842 with the completion of the line between Batavia and Buffalo. Ever since Buffalo has played an important part in the development of this great rail system.

"Buffalo is one of the home towns of the New York Central," said President P. E. Crowley in an address here. "For many years this great port on the Lakes was the western terminus of our rails. And it was on this steel highway across the Empire State, connecting the harbors of New York and Buffalo, that much of the early history of our American railroads was recorded.

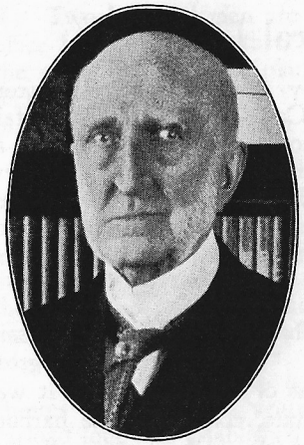
"Buffalo today is at the very heart of the greater New York Central system. As a traffic-producing center, Buffalo ranks second only to New York and Cleveland. It stands ahead of Chicago."

Approximately two-thirds of the city's traffic, both passenger and freight, moves over the New York Central rails.

Patrick E. Crowley
President
New York Central Lines

A diagram of the New York Central Lines would bear a rough resemblance to a tree, the trunk of which, lying across the center of the Empire State from Albany to Buffalo, sends its roots to the seaports of New York, Boston and Montreal, the central spike of the top to Chicago, and its principal branches to Mackinaw City, Mich., on the northwest and St. Louis and Cairo, Ill., on the southwest.

The twelve states, New York, Massachusetts, New Jersey, Pennsylvania, West Virginia, Ohio, Kentucky, Indiana, Michigan, Illinois, Missouri and Vermont, served by the New



Chauncey M. Depew
Chairman of Board
Oldest rail executive in the world.
He is 93.

York Central Lines, have a little more than half the population of the United States. In Canada the New York Central serves the richest two provinces, Ontario and Quebec, which have 60 per cent of the population of the Dominion.

The story of the origin and growth of this great railroad system, a fascinating romance of achievement, is obviously of deep interest to all Buffalonians.

First in the sequence of events which led to the formation of the New York Central Railroad system was the charter for a railroad to be called "The Mohawk & Hudson Railroad," to run between Albany and Schenectady, a distance of approximately seventeen miles. The charter was granted April 17, 1826. The first train carrying passengers on the Mohawk & Hudson Railroad, August 9, 1831, was drawn by the famous locomotive "DeWitt Clinton."

Meanwhile a charter for a railroad between Schenectady and Buffalo had been sought in 1831, but refused by the legislature. Vast sums, that is, vast for those days, had been expended in building the Erie Canal and the legislature did not propose to permit competition. Even in 1836 when, in response to urgent demands from the public, a railroad between Schenectady and Utica, 77 miles, was authorized, it was permitted to carry only passengers and their personal baggage. By 1844 the legislature could see no harm in allowing the railroad to carry freight in winter when the canal was frozen up. Not until 1847 was permission to carry freight throughout the entire year granted, and then only upon condition that the railroad should pay to the state the same toll per mile for freight carried as the canal would have earned for the same service, a restriction imposed upon all railroads within thirty miles of the Erie Canal, and enforced until 1851.

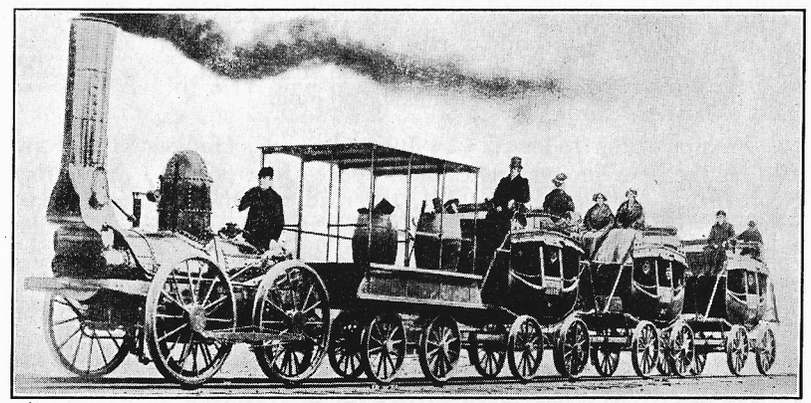
In spite of all this, enthusiasm for railroads grew from day to day. A road between Rochester and Batavia, 33 miles, was opened in 1837; between Utica and Syracuse, 53 miles, in 1839; between Auburn and Rochester, 76 miles, in 1841; between Batavia and Buffalo, in 1842. In

1843 the final gaps were closed, completing a line between Albany and Buffalo, but it was not operated as a through line.

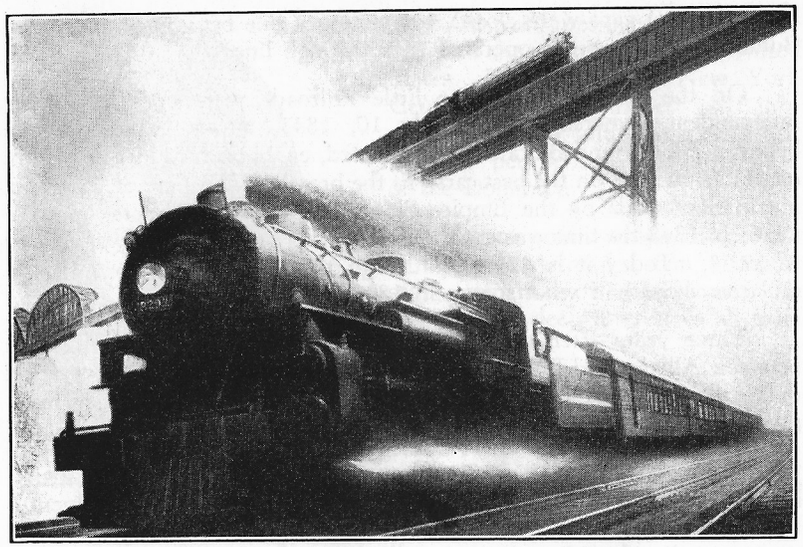
On the contrary, all these little railroads were operated under independent ownerships. On July 10, 1843, a fast express service between Albany and Buffalo was instituted, enabling travelers for a fare of $11.50 to ride "in the best cars" in the breath-taking time of 25 hours, a trip now made by the Empire State Express in five hours, 55 minutes. In 1848 the time was cut to 22 hours. In 1850 the rate was slashed to $9.75. Today it is $10.69, although the purchasing power of the dollar is about half what it was in 1850.

Three years after the rate cut was made, the ten little railroads between Albany and Buffalo were consolidated into a single corporation under the name of "The New York Central Railroad." The new management assumed control August 1, 1853.

When the Mohawk & Hudson was first opened in 1831, steamboats had been operated between New York and Albany for twenty-four years. It was believed impossible to compete with these "palatial" steamers. Besides, the physical difficulties of constructing a railroad along the Hudson were numerous and great. The Harlem Railroad also opposed any attempt at railroad building along the river. The genesis of the Harlem Railroad dates back to 1832, when the line extended from Prince street to Fourteenth street in New York City. Cars were drawn by horses. Five years later it had reached the Harlem



First Steam Train in New York State
Central's DeWitt Clinton train created sensation in 1831



Twentieth Century Limited
Central's nationally famous train passing under A. H. Smith Memorial Bridge over Hudson River

River. January 19, 1852, the road reached Chatham, 128 miles from New York, and 23 miles from Albany.

The Harlem Railroad folk were sure they could handle all the business between New York and Albany without help. So while applications for charters to build a railroad along the Hudson River were made from time to time, opposition was so strong that it was not until 1846 that the legislature gave permission to build.

Prompt action followed. In July, 1847, the Hudson River Railroad, as the new line was called, was opened to a point 53 miles from New York. On October 1, 1851, the road was in operation to East Albany. The creative genius of Commodore Vanderbilt saw that these two railroads ought to be united with the New York Central under one management if they were ever to amount to anything. The deal was effected by means of an agreement dated September 15, 1869. The new railroad was christened the New York Central & Hudson River Railroad. November 1, 1871, a connecting link was completed, giving the Hudson River line a connection with the Harlem Railroad, thus making it possible to run passenger trains from the former line into the station at Forty-second street, New York City.

While all this was going on, a railroad was being completed, link by link, encountering all the difficulties, financial, engineering and other, inevitable in pioneering, to open communication between Buffalo and Chicago. In May, 1852, the first train ran between Toledo and Chicago; in 1853 between Toledo and Cleveland, and in 1854, between Cleveland and Buffalo. In 1869 traffic had increased sufficiently to encourage the hope that the three railroads constituting the Buffalo-Chicago route might be able to survive and earn a little money for the stockholders. To expedite this consummation so devoutly desired, the three roads were consolidated under the name of the Lake Shore & Michigan Southern Railroad.

In 1873 Commodore Vanderbilt, who throughout his life had demonstrated a capacity for seeing farther into the future than his contemporaries, acquired a substantial interest in the Lake Shore and was elected president the same year. Thereafter the general policy of the New York Central & Hudson River Railroad and the Lake Shore & Michigan Southern Railroad was the same.

On December 23, 1914, the New York Central & Hudson River Railroad, the Lake Shore & Michigan Southern Railway Company and nine of their subsidiaries, having altogether about 5,600 miles of line and about 14,000 miles of single track, were consolidated into one company under the name of the New York Central Railroad Company.

Now let us return to a review of the facilities employed by the New York Central in rendering service in Buffalo. These facilities are enormous. The Buffalo Division, within an area roughly fifteen miles wide east and west and twenty-two miles long, north and south, has 250 miles of main line track, 550 miles of side tracks with more than 3,500 frogs and switches, and 1,500 buildings ranging from a $250 flag cabin to a $1,500,000 freight station.

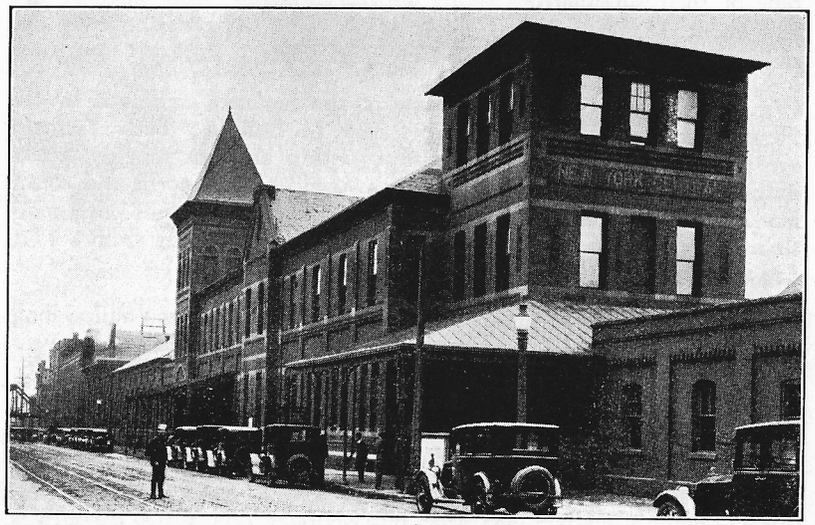
The most important feature is the belt line, fifteen miles long, three-tracked nearly all the way, and double-tracked the rest of the way, which encircles the industrial heart of Buffalo. No less than 350 industries, some of which require an average daily movement of one hundred cars in and out, are served by New York Central tracks. In the first ten months of 1926, New York Central tracks were laid to 35 industries newly established in the city.

Next in importance are the freight yards where cars from various destinations are brought together and there switched for forwarding. The New York Central operates five such major yards.

The Gardenville yard is located on the terminal railroad, southeast of the Buffalo city line, and is on a direct connection between the New York Central main line west of Buffalo, and New York Central east of Buffalo. This yard has approximately 85 miles of track, and has a capacity for discharging 5,000 cars daily. There is also located at Gardenville a 34-stall engine house, together with other facilities for the repair of freight cars in transit, icing refrigerator cars, etc. The business at this yard is principally through business originating and destined for points other than the Buffalo territory.

The yards at East Buffalo are located along the main line of the New York Central at the easterly city limits and have a total track mileage of about 125 miles, together with two engine houses having a capacity to house 67 engines at one time. These yards are used to a large extent in collecting and distributing cars for the Buffalo territory. Also, at East Buffalo, there is located the stock yards, covering an area of 105 acres, where live stock is brought from various American and Canadian points for sale and distribution to the east.

Live stock is, indeed, an important item in Buffalo's freight traffic for, notwithstanding the immense business in dressed meats, a good deal of the east's meat supply is still shipped on the hoof. Cattle, hogs



Exchange Street Station
Central's old terminal, built in early days of railroading, has served Buffalo since city had 50,000 population.

and sheep from all parts of the west and from Canada pass through the East Buffalo stock yards. These are public yards, but they are located exclusively on New York Central tracks. No matter what road a live stock shipment comes in on or what road it goes out on, every car must be handled by the New York Central. The greater part of the stock, after feeding and resting moves eastward over the New York Central. As an indication of the volume of this traffic, in a recent year 297,024 head of cattle, 1,226,440 sheep, 1,831,063 hogs, 291,483 calves and 18,364 horses passed through the East Buffalo stock yards.

The Seneca yards are located outside the limits of Buffalo, but are included in what is known as Buffalo territory. These yards have a total of 42 miles of track, with a capacity for discharging 1,600 cars a day. There is also an engine house having a capacity of 24 engines. The yards are used principally for the collection and distribution of Buffalo Frontier freight originating or destined to points on the New York Central west of Buffalo.

The yards at Black Rock contain about seven miles of track and are used principally in the collection of cars originating in that territory, and also for the interchange between other railroads at that point.

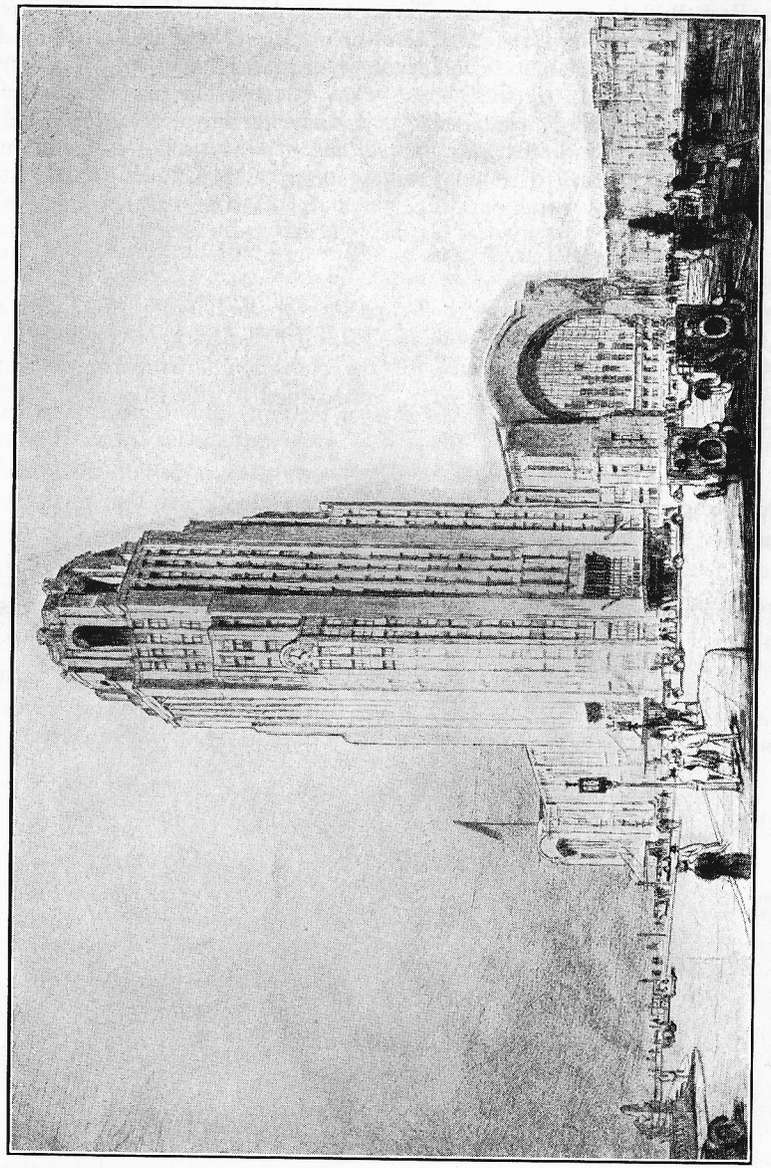
At Suspension Bridge the New York Central yards have 40 miles of track, with a capacity for handling 2,000 cars daily. There is also an engine house with stalls for 27 engines.

In addition to the engine houses noted above, there is a New York Central engine house in Scott street where passenger power of the lines west is cared for. This house has a capacity for twelve engines.

The New York Central operates along its tracks what might be called major freight stations at the following points:

Location	*Capacity (Cars)*	*House Area Square Feet*
Carroll street	273	62,000
Louisiana street	186	38,000
Erie street	43	17,000
Ohio street	200	307,000
Black Rock	44	26,000

Freight is received and delivered at these houses from and to Buffalo shippers, both in less than carload and carload lots, there being team tracks at the stations. In addition, the New York Central have, scattered at convenient points along the Belt Line, and at other points,



Handsome New Central Terminal to Cost $14,000,000

team tracks convenient to the various industrial sections of Buffalo, so that convenient carload deliveries can be made.

Of the freight stations in the city and its immediate environs, the most important, or at least, the best known locally, is the Ohio street station. Across its frontage of 2,200 feet on Buffalo River is handled package and carload shipments in and out of lake steamers to or from the west.

Within three blocks of Ohio street are two other freight stations. One is the Carroll street station, with team tracks of 100 cars capacity, which handles in and out city merchandise. A crane is provided to transfer freight containers between car and truck. An average of three container cars a day are in service between Buffalo and New York City. Some fresh meat is also handled at this station.

At Louisiana street station, where the team tracks have a capacity of 115 cars, in-bound merchandise from western points and the greater part of the city's carload shipments of fresh fruits and vegetables are handled.

Still another important freight terminal is the Erie street station with team tracks of 40 cars capacity. This station is largely occupied with Michigan Central shipment. In addition to the facilities enumerated, the foregoing stations control public team tracks of six to 110 cars capacity in various parts of the city which save trucking and money for shippers.

The New York Central also maintains and operates an ore dock, known as the West Shore ore dock, for the transferring of ore from lake steamers to cars: also a coal trestle known as the P&R coal trestle, for supplying lake carriers with cargo coal.

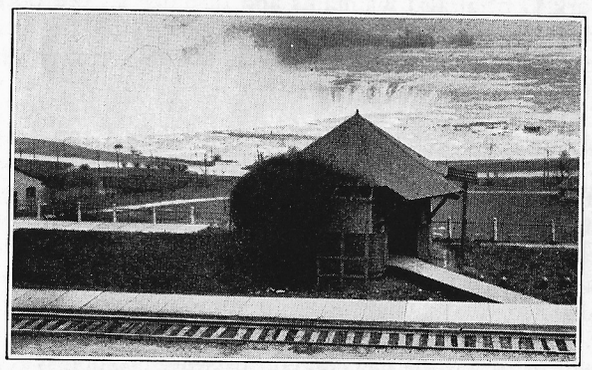
The solid express trains operating via the New York Central are handled at what is known as the Curtiss street express station, located along the New York Central tracks at Curtiss street. This is a large and modern terminal, having a capacity of 187 cars and floor area of 60,000 square feet. This plant is used for the transfer of express matter from cars originating at various points on the New York Central east and west of Buffalo. Also, a large amount of the Buffalo express business, handled in solid cars, is taken care of at this point. This station will be enlarged when the new Buffalo passenger station is constructed, so as to consolidate all New York Central express business at this point.

In addition, the New York Central operates a mail yard and terminal at Clinton street, where solid mail trains are worked for distribution. This terminal will be located at the new Central Station when completed.

In the New York Central's Buffalo facilities must also be included the Depew Shops, just outside the city limits, which cover 40 acres and employ between 850 and 1,000 men, according to the requirements of the service. Here is a group of ten buildings in which it is possible for 38 locomotives to undergo general repairs at one time. The record output for a single month is 70 locomotives; but half that number would be nearer the average.

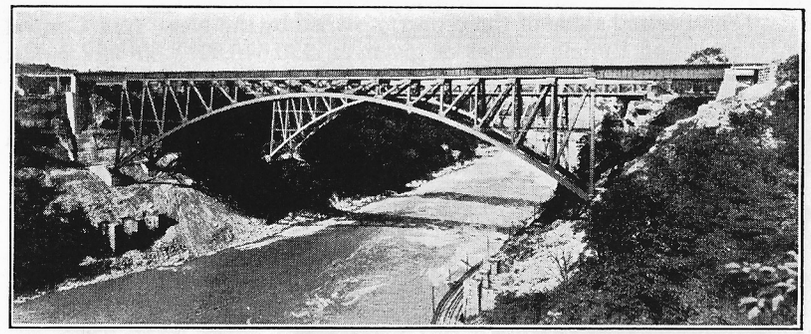
The East Buffalo car shops, well within the city limits, are another important feature. The shops and yards cover an area of 38 acres, of which the buildings occupy eight acres. Here a force averaging 624 employees repair an average of 400 cars a month. This, however, is by no means the sum total of car repairs. Distributed at 26 other locations in the Buffalo area is a force of car repairers totaling 1,085 men who do repair work which does not necessitate sending the cars to the shops.

Buffalo's rapid growth is making it rather expensive for the New York Central to maintain adequate facilities and expand them to keep pace with the demands upon them. Merely to maintain the tracks, bridges and buildings, excluding all equipment repairs, requires an average monthly outlay of $100,000 in wages and a similar amount for materials. As for "additions and betterments," to use the railroad phrase for what a layman would be content to designate as improvements," the New York Central's capital expenditures from July 1, 1917, to December 31, 1925, a period of eight and one-half years, aggregated $10,036,691.



Falls View Station
Michigan Central's stop in Canada for tourists to view Niagara Falls

During 1925 the New York Central mov-



Michigan Central's New Arch Bridge
This span over Lower Niagara River was opened to traffic February 16, 1925.

ed east through the "Niagara Frontier," a phrase which includes Buffalo and its environs, 714,765 loaded cars and west, 181,011 loaded and 357,351 empty cars; for the bulk of freight traffic moves eastward. In the first ten months of 1926 loads moved east totalled 591,854 cars, which was an increase of 10,211 over the corresponding period of 1925.

In the same period, 111,063 loads, an increase of 6,753, and 289,853 empties, an increase of 7,039 over the first ten months of 1925, moved west.

In 1925 interchange with connections on the Niagara Frontier amounted to 934,197 loaded cars received and 568,028 loads delivered. In the same year 156,329 empties were received and 641,667 delivered.

In 1925 there were loaded at the New York Central stations on the Niagara Frontier 235,126 cars. This, better than anything else, gives an idea of the tremendous activity in the industrial area of which Buffalo is the heart. It is highly gratifying to find that 211,188 cars were loaded at the same stations in the first ten months of 1926, an increase of 20,601 cars, or 10.8 per cent, over the corresponding period of 1925.

The New York Central employs approximately 10,000 persons in the Buffalo district annually, and the payroll is in excess of a million dollars a month, and runs close to $15,000,000 a year.

The assessed value of New York Central property, including Buffalo and the Niagara Frontier, is $44,642,395, on which taxes of $1,397,753.30 were paid in 1926.

The assessed value of the property owned by the New York Central in the city of Buffalo proper is given at $30,648,923, on which last year's taxes paid were $1,040,135.64.

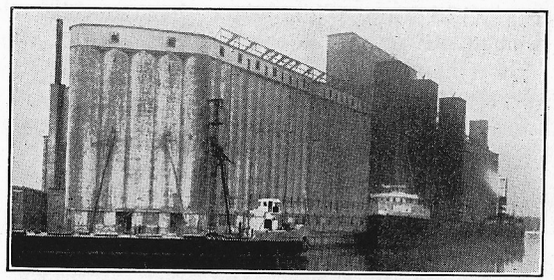
So far nothing has been said about passenger traffic. The main passenger terminal of the New York Central is in Exchange street. At this old station, now nearing the close of its historic career, an average of 3,500 tickets are sold daily.

An average of 233 passenger trains are operated in and out of Buffalo each twenty-four hour period and an average of 1,200,000 passengers are handled yearly.

There are twelve tracks in the Exchange street layout and practically all passenger trains are handled there, only those high-class New York-Chicago trains operating via the New York Central not being accommodated at this point.

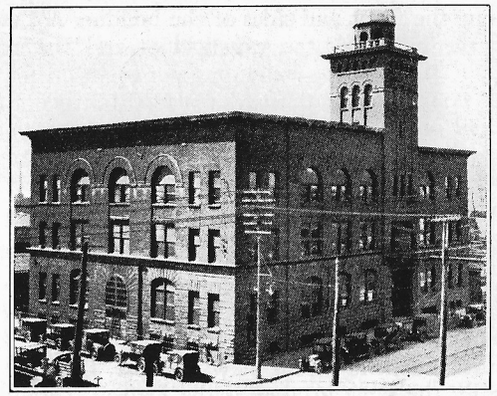
This station has outgrown its usefulness. By the end of 1928 or early in 1929, unless unforeseen delays occur, it will be supplanted by a new station, to be known as the Central Terminal, which is now building at Lovejoy and Curtiss streets. The new station will not only accommodate all trains now entering Exchange street, but, in addition, the through trains not now stopping there.

The famous featured trains which either stop at or pass through Buffalo are the world's famous Twentieth Century Limited, the Empire State Express, the Southwestern Limited (New York to St. Louis via the Big Four Route), the Lake Shore Limited, the Wolverine, the Detroiter, the Mohawk, the Chicago Express, the Buffalo - Chicago Special, the Westerner, the Ohio State Limited, Cleveland Limited, Toronto Limited, the Niagara, the Buffalonian and Interstate Express.



Concrete Grain Elevator
Owned by Central and operated by private corporation

The new Central Terminal will involve an investment of about $14,000,000, to be expended in the building of the new station, building of new streets, widening of others, and the construction of an extensive track layout of station tracks, main line connections, coach tracks, engine tracks, express tracks and numerous auxiliary tracks.



Buffalo Live Stock Exchange
Housing offices of commission firms dealing in live stock at East Buffalo Stock Yards

The new station building will be a steel frame structure, faced with attractive brick. The station proper as planned will be six stories high, with a twelve-story tower surmounting the main entrance and facing Lovejoy street and the plaza, which are to receive special landscape and architectural treatment. The main entrance to the main floor of the station, including the passenger concourse, waiting room, dining room, lunch room and all other passenger facilities, is to be above the tracks and on the same level as the extensive plaza.

Checking Cattle
Method used to take ear tag numbers at East Buffalo

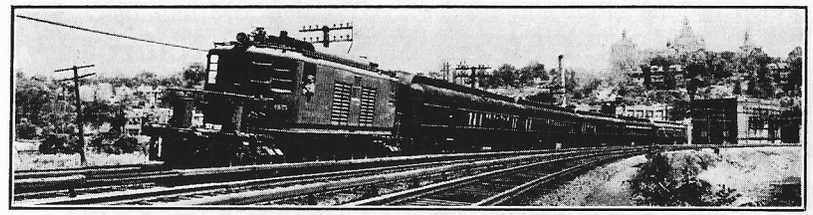
The track level floor, with the exception of that portion occupied by the extension of Curtiss street as it passes under the station, will be utilized for the most part by storage room for records and for the commissary department and truck battery charging facilities.

The second mezzanine floor of the main station provides for offices along the front and sides of the building not occupied by the upper part of the entrance, the exit lobbies and the passenger concourse. The upper three stories extending across the front of the station as well as the floor areas in the tower are to be used for railroad offices. Additional office space is provided at the main floor level and second mezzanine level by a long wing to extend west from the rear of the station proper, the track level floor of this wing to be used as baggage and mail rooms.

The general plan of the main station floor has been laid out so as to afford passengers the greatest conveniences in utilizing the various station facilities and their entry to and departure from trains. In this connection it is interesting to point out that the waiting room and concourse facilities of the new Central Terminal at Buffalo will be practically the same in area as the Detroit Terminal of the Michigan Central, one of the country's finest passenger stations. The plan of this station floor has also been carefully laid out so as to segregate as far as possible currents of incoming and outgoing passengers.

The executives directing the activities of the New York Central in Buffalo are: F. E. McCormack, general superintendent; W. A. Hamler, superintendent; J. Singer, general master mechanic, and C. H. Hogan, manager of the labor department, with offices in the Exchange street station; E. H. Croly, assistant freight traffic manager; G. E. Taylor, assistant general freight agent, and W. S. Randolph, assistant general passenger agent, with offices in the Lafayette Building; W. O. Thompson, equipment assistant to the president, Genesee Building; J. R. Smart, manager of dining car service, Marine Trust Building, and B. M. McDonald, division engineer, L. V. Terminal.

Unloading Platform at Stock Yards
View showing chutes and pens. The stock yards are on New York Central property.



Empire State Express at Marble Hill
Section of main line where famous train is drawn by electric locomotive.

New York, Chicago & St. Louis Railroad

BUFFALO became the eastern terminus of the New York, Chicago & St. Louis Railroad largely because of an afterthought—more accurately, a series of afterthoughts. Originally, the road was conceived as a line from St. Louis to Fort Wayne, Indiana, but, there was quickly substituted a plan calling for construction between Chicago and Fort Wayne. Next, it was decided to carry the road as far as Cleveland, and, finally, it was the consensus of the promoters that it should be projected to an eastern terminus at Buffalo.

These shifts and changes reflected something of the national state of mind during the decade from 1880 to 1890. The country was then experiencing a veritable frenzy of railroad construction. Everywhere, the topic of paramount discussion was the work of enmeshing the States with iron rails. During those ten years seventy per cent. as many miles of railroad were built as during the preceding half century.

At almost the beginning of this great decade of American railroading the New York, Chicago & St. Louis Railroad was projected and built. Its promoters, the so-called "Seney Syndicate," met and organized their plans in the offices of George I. Seney, president of the Metropolitan National Bank of New York, in New York City, back in 1881. Besides Mr. Seney, the group included Columbus R. Cummings, of Chicago, first president of the road; Walston H. Brown, Calvin S. Brice, General Sam Thomas and John G. Kenneday. Later participants were General D. W. Caldwell, Dan P. Ells and William Fleming, president of the First National Bank of Fort Wayne.

Walter L. Ross
President
Nickel Plate

Money was pledged for construction in ten-per-cent calls as fast as required. Thus, the road was probably the only one built for cash in advance of the issue of stocks and bonds. Construction was started in April, 1881, the first rails being laid between Arcadia, Ohio, and McComb. The road was practically finished during September, 1882. The first train was operated October 22nd, of that year.

In the light of developments of recent years, it becomes evident that those who built the road, built it wisely. That is to say, its location was good—the Chicago gateway at one end, Buffalo at the other, the route the shortest between these points, south of the Lake.

It was an excellent project for economic reasons. The so-called "Lake District," now represented on economic maps as the country's greatest industrial section, was then in the making. Immigrants from Europe were heading westward to farms, forests and factories. Cleveland and Buffalo were revealing glimpses of a budding industrial ambition. Chicago had so far passed the prairie stage as to have over a half-million residents. Geographers were hailing all of the territory contiguous to the lakes as a future great industrial area.

Certainly, the traffic possibilities of the territory were real and the route economically feasible—so feasible in fact as to prompt widespread belief in the "glittering prospects" of this new railroad. Incidentally, as reflecting something of the sparkle of its anticipated future, the road was nicknamed the "Nickel Plate" by a Norwalk (O.) newspaper editor, back in the late eighties.

The New York Central recognized these "glittering prospects." It purchased and operated the road as an alternative route to the Lake Shore between Buffalo and Chicago. On account of the law relating to parallel and competing lines, the New York Central disposed of its Nickel Plate holdings to O. P. and M. J. Van Sweringen, of Cleveland, early in 1916.

Some sage has said that a single drop of blood in the right place makes all the difference between a philosopher and an idiot. The single circumstance of its location as an economically feasible route between Buffalo and Chicago, straight, and with favorable grades, made all the difference in the case of the Nickel Plate. Here was something on which to build; here, indeed, the real basis of its "glittering prospects!"

The first task was to make the road's location as a short and virtually water-level route count for something in the way of service. To accomplish this the practical reconstruction of the road would be necessary. This task was undertaken promptly under the direction of J. J. Bernet, formerly of Buffalo, who retired as vice-president of the New York Central Lines west of Buffalo in July, 1916, and accepted appointment as president of the Nickel Plate road.

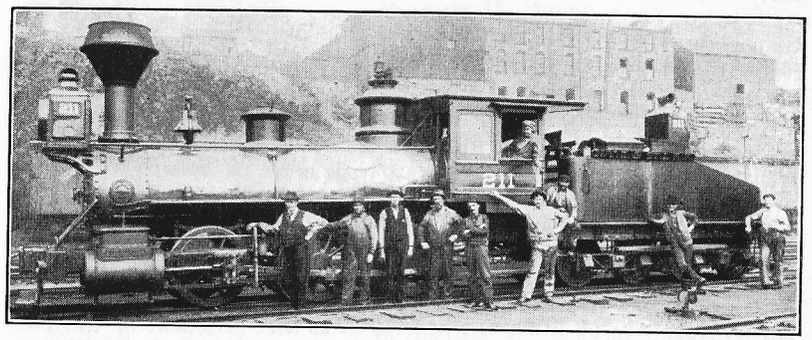
Mr. Bernet continued as president of the road until the close of 1926, when he accepted appointment as president of the Erie Railroad, being succeeded, on the Nickel Plate, by Walter L. Ross, formerly senior vice-president, with a background of approximately forty years of railroading.

Immediately upon assuming the operating direction of the Nickel Plate, Mr. Bernet commenced reconstruction of right-of-way. Bridges were widened and strengthened, motive power increased, large freight terminals projected. The management commenced a program calling for double-tracking at many places. Equipment was multiplied. Fast freight service was provided, as is attested now by the phenomenal "car-miles-per-car-day" performance of the road.

It was not long before its speedy performance as a carrier began to attract more and more business to the Nickel Plate's rails. After all is said and done, commerce is, principally, the moving around of goods. Moving them around quickly is good business, in that it obviates large inventories, and enables increases in business volume without corresponding increases in capital investment.

That, in brief, is the explanation for the Nickel Plate's substantial traffic volume, and for the large proportion of high-class commodities in the traffic moving over its rails.

The Nickel Plate's most interesting development, since inception of Van Sweringen control, was its expansion in 1923 into a system of 1,695 miles. This expansion was accomplished through the absorption of the Lake Erie & Western and the Toledo, St. Louis & Western



Diamond Stack Locomotive
Type used by Nickel Plate in early 80's.

(Clover Leaf), together with the latter's holdings in the Detroit & Toledo Shore Line, amounting to one-half of the capital stock of that property.

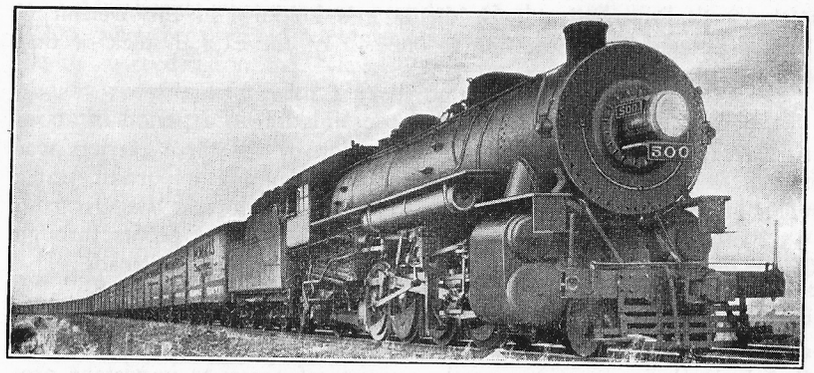
It was the first notable railroad consolidation in a period of about two decades. The result of the integration of the three carriers was the inclusion of feeder lines capable of originating important traffic while affording, at the same time, access to the important western gateways of Peoria and St. Louis where the Nickel Plate profits through heavy interchange with more than a score of important railroads.

There were many advantages, trafficwise and from the standpoint of flexible operation and additional business, but what chiefly interests Buffalo in this connection, are the avenues of access to important producing and consuming centers which this grouping made directly available over the line of the Nickel Plate.

It opened to Buffalo, for instance, a new direct route to Peoria, Illinois. Peoria is in a rich agricultural area. It leads in the manufacture of diversified agricultural implements. It is a distributing center for a great part of the central territory of the country. Then there is Bloomington and St. Louis, the latter with a trading center extending about 110 miles and tapped by over twenty railroads. These cities were also made accessible for one-line haul out of Buffalo, over the Nickel Plate, as was likewise, a large part of Indiana which is gridironed by the lines of the system.

Facilities for interchange of goods between cities are what make commerce. With its great diversity of products, it is of prime importance to Buffalo that it have convenient access to retail outlets and sources of supply for raw materials. These are factors influencing industrial plant locations and directly affecting the commercial aspirations of cities. The Nickel Plate expansion of 1923 contributed to Buffalo in this respect, for as a result of it, what was an approximately 500-mile roadway to Buffalo, built by the Seney Syndicate, is now a 1700-mile system with gateways for wider distribution of Buffalo products and with facilities for a better service of transportation for Buffalo's industries.

The Nickel Plate facilities at Buffalo include the Blasdell, Lackawanna and West Seneca storage tracks, with a total capacity of 564 cars; the Tifft yard, for eastbound freight, and the Abbott road yard for westbound freight, accommodating respectively, 967 cars and 470 cars.



Solid Meat Train on Nickel Plate
This road features rapid freight movements.

The road also has roundhouse, repair yard, team-track and passenger-coach-yard facilities at Buffalo. Nickel Plate passenger trains use the Lackawanna station at the foot of Main street. Buffalo carload freight and merchandise is received and delivered at the Louisiana street station which is operated by the Nickel Plate and the New York Central as a joint station.

The Nickel Plate provides employment for about 700 persons in this district and the payroll approximates $1,250,000 annually.

Buffalo is a division point on the Nickel Plate system and division officers have headquarters here. The executives in Buffalo are: E. J. Parrish, superintendent, 277 Abbott road; W. F. Watterson, division freight agent, Prudential building; Z. M. Kincaid, general eastern passenger agent, 299 Main street.

Pennsylvania Railroad

COURSING the picturesque valleys of the Susquehanna and Allegheny, through the broad fertile fields of the western section of the Empire State, the Pennsylvania Railroad joins hands with other great transportation systems entering the Queen City of the Lakes.

The Pennsylvania owns and operates nearly 12,000 miles of road and 28,000 miles of trackage, including double, quadruple and six-track lines and sidings. It operates in thirteen states and represents an investment of over two and one-third billion of dollars.

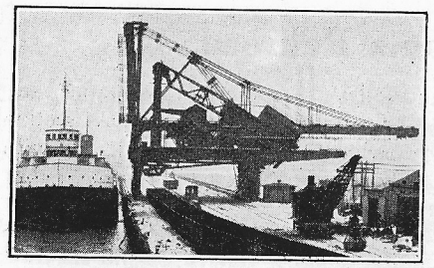
The Pennsylvania's equipment consists of approximately 7,700 locomotives; 8,200 passenger cars; 266,000 freight cars; thousands of stations and buildings, signals, interlocking plants, maintenance and construction shops and offices. The stockholders number 142,000 and, in the 81 years of the road's existence, it has never failed to yield a return to its army of stockholders.

At present there are in the neighborhood of 200,000 employees, grading from the unskilled to the executive officers, and the payroll will approximate $1,000,000 a day.

The Pennsylvania is the only line out of Buffalo furnishing through passenger service to Harrisburg, Baltimore, Washington and the South. In addition to this service there are three daily trains to Philadelphia. At that point close connections are available to the many New Jersey coast resorts. Through day and night trains traverse the beautiful Allegheny Valley between Buffalo and Pittsburgh, making direct connections with the West and South.

The local train service is well cared for between Buffalo, East Aurora, Arcade, Olean and Emporium, Pa., on the Buffalo Division and on the Allegheny Division between Buffalo, Corry, Titusville and Oil City.

General W. W. Atterbury
President, Pennsylvania



Ore Docks, Buffalo Harbor

Giant Hulett and two Brown electric unloaders at Pennsylvania Ore Dock, Union Canal, with unloading capacity of 8000 tons per hour.

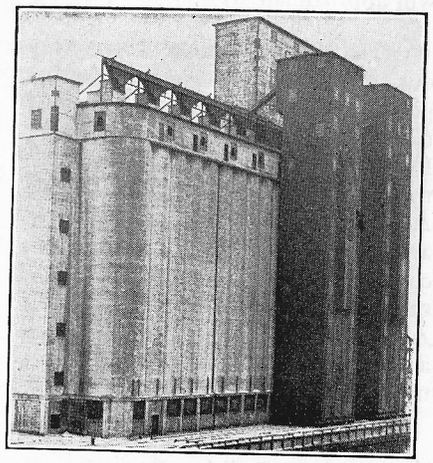
There are twenty-four passenger trains arriving and departing over the Pennsylvania at Buffalo daily. More than a thousand passengers are carried in and out of Buffalo each day over this line.

The Broadway Limited, the crack train of the Pennsylvania, is operated between New York and Chicago on a 20-hour schedule. This train is known as the queen of the fleet of fast trains, although its title is being questioned by the American running between St. Louis and New York on a 24-hour schedule; the Liberty Limited between Chicago and Washington in less than nineteen hours; the Congressional Limited, with a four and two-thirds hours' run between Washington and New York; the Cincinnati Limited, plying between Cincinnati and New York on an 18-hour schedule, and the Red Arrow between Detroit, Toledo and the East.

The Pennsylvania carries more passengers than any other railroad in the United States, approximating 140,000,000 yearly.

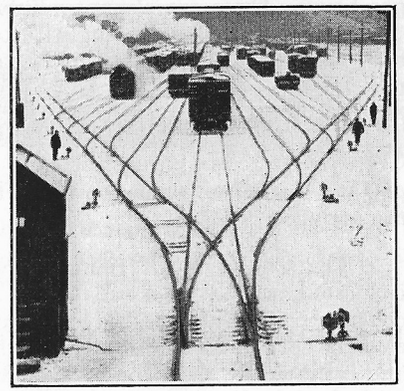
Recognizing the growing importance of the Queen City of the Lakes, the Pennsylvania never hesitates to appropriate vast sums of money for the growth and development of its terminal facilities, including additional trackage and increased facilities for yard operation.

Most notable among these improvements to date is the development of the 33 acres at Burrows Lot. Burrows Lot is located on the Hamburg Turnpike and along the Buffalo River. The installation of additional tracks and yard facilities at this point was followed by the building of elevators on a larger scale by private interests.



Connecting Terminal Elevator

Owned by Pennsylvania and located on Blackwell Canal, Buffalo Harbor. This elevator, of modern concrete construction, has capacity of million bushels. Leased and operated by Lake Elevator Corporation.



In Ebenezer Yards

The "lead" into Pennsylvania's classification yards, showing 19 classification tracks with a capacity of 1400 cars.

The Pennsylvania now serves exclusively the following industries located on this island: Marine Elevator, capacity 2,500,000 bushels; Electric Elevator, capacity 2,000,000 bushels; American Elevator, capacity 2,225,000 bushels; Dellwood Elevator, capacity 1,600,000 bushels; Grain Storage and Flour Mill, with a capacity for producing 5,000 barrels of flour daily; Kelly Island Lime and Transport Company; Archer, Daniels, Midland Company; Francis Perrott Malting Company; Russell Miller Milling Company; Pierce & Stevens Chemical Company. The International Milling Company and Flour Mill, now under construction at this location, will have a capacity of 2,000,000 bushels.

The Pennsylvania has eight miles of trackage on the Island, exclusive of three miles of sidings into the various industries.

The Pennsylvania handled 10,684 cars of flour from this city the past year; also 14,569,804 bushels of grain from the lakes, requiring 7,951 cars, were forwarded over the Pennsylvania for local and export consumption.

The giant ore dock built by the Pennsylvania at the entrance to Buffalo Harbor is most impressive and its operations fascinating. It provides facilities of the utmost efficiency for handling freight from vessels to cars. There is a depth of 22 feet of water at the dock, and capacity for handling boats of any length. The dock is 1,000 feet long and 65 feet wide. There are 232 acres of land comprising the ore dock reservation, the property extending 3,600 feet in length by 1,200 feet in width. Of this tract, 55 per cent is used for dock and storage facilities, providing storage capacity in pit and field of over 700,000 tons, and track facilities with standing room for over 1,000 cars.

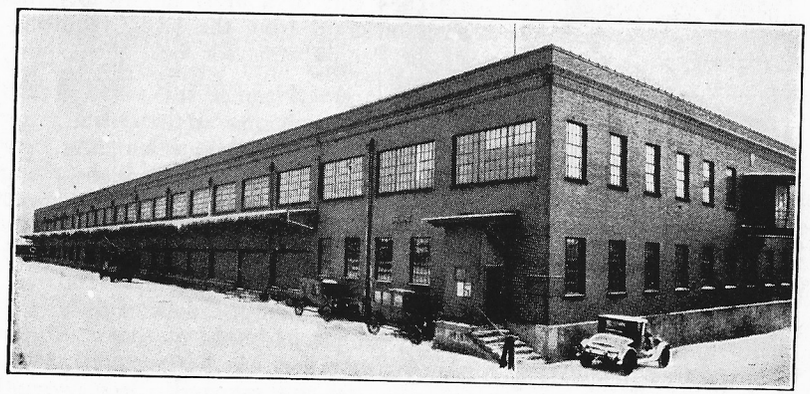
The company maintains at the dock, for the convenience of its patrons, a Hulett electric unloader. The capacity of the mammoth "clam shell" bucket is ten tons, and the unloading capacity 350 tons

per hour. There are also two Brown electric unloaders with five-ton "clams," capable of unloading 450 tons an hour. These giant unloaders have discharged from steamer to cars, during a year, over 1,600,000 tons of ore.

Near the Pennsylvania's ore dock the Great Lakes Portland Cement Corporation recently constructed a plant with a capacity and output of 7,000 barrels of cement daily. This plant was placed in operation in the spring of 1927.

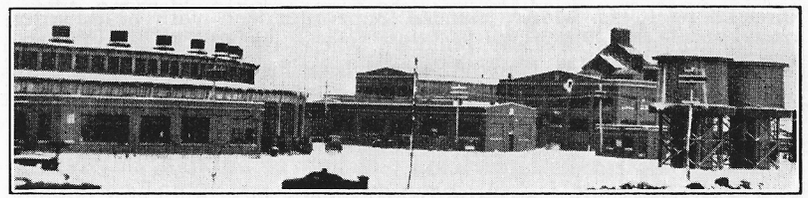
The Connecting Terminal Elevator, owned by the Pennsylvania, is located on the Blackwell Canal, Buffalo Harbor. It is of modern concrete construction and is leased to and operated by one of the many elevator corporations doing business here. Two large warehouses owned and operated by the Pennsylvania for the interchange of freight traffic with the lake lines are also located at this point. During the past year 2,381 cars of flour from the lakes were forwarded from these warehouses in addition to the handling of an enormous package freight traffic.

The Pennsylvania's new and modern freight terminal at Louisiana and Seneca streets is one of the progressive high spots in the terminal facilities of this city. The office is equipped with a hallway extending the full length of the building, which affords patrons easy access to any of the various departments. There are two ample and commodious freight houses, one for the receiving and delivering of freight and the other for dispatching outbound freight. Both have covered platforms,



Pennsylvania's New Freight Station

Located at Louisiana and Seneca streets, this freight station is one of the best equipped in this section of the country.



Pennsylvania Shops at Ebenezer

All locomotives coming into Buffalo district are inspected and reconditioned here. Left to right: Engine house, machine shop, store house.

making pick-up and delivery of freight convenient and quick in all kinds of weather. The house tracks have accommodation for the "spotting" of 127 cars.

The Pennsylvania specializes in handling package freight between eastern, western and southern points, maintaining an elaborate system for dispatching this traffic. Trains operate daily from the freight station, providing regular and dependable service. During the last year 288,222 cars of less-than-carload and carload freight were handled by this station, with a revenue of approximately $10,000,000. This amount of business required the making of nearly a million freight delivery receipts and freight waybills.

Adjacent to the freight station are the Alabama street team track yards for the delivery of perishable and other carload commodities. The yard has trackage room for the placing of 185 cars, and storage room for 80 additional cars. During last year 3,539 cars of perishable freight were unloaded at this point. The facilities of the yard include a 40-ton electric crane, three tracks wide, under which eight cars of heavy freight can be lightered.

For the convenience of patrons in the outlying districts of the territory, team tracks for the delivery and receiving of freight are also provided at Fillmore avenue, Lackawanna avenue, New York avenue, and Michigan avenue.

The volume of freight traffic, as measured in net tons, handled by the Buffalo Division during 1926 was 1,442,725,352 net ton miles.

There are 2,070 persons employed by the Pennsylvania Railroad in the Buffalo district, with a payroll averaging $3,800,000 annually.

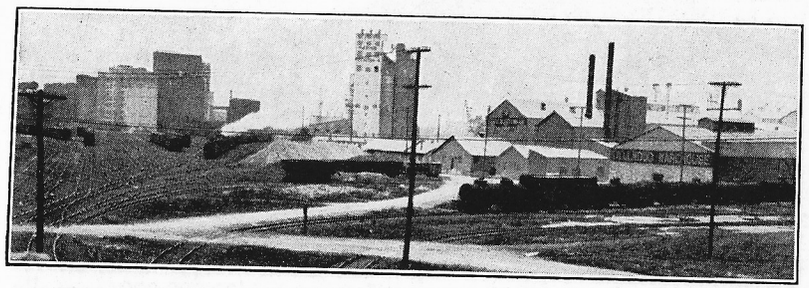
Buffalo is an immensely important city to the Pennsylvania. It is the headquarters of the Northern Grand Division, whose destinies are

directed by R. C. Morse, General Superintendent, with headquarters and offices in the Brisbane Building, where are also located Division Passenger Agent S. B. Newton and Division Freight Agent J. H. Cross and their forces. The Division Superintendent's offices are located at 314 Babcock Street. Robert Faries is Superintendent of the Buffalo Division.

The Pennsylvania operates large yards at Ebenezer for the classification of cars for Buffalo proper and connecting lines. This yard possesses a natural gravity "hump." There are no "fills," the incline having been provided by the original conformation of the surface. The receiving tracks, eight in number, have a capacity of 700 cars. In the classification yards are nineteen tracks having a capacity of 1,400 cars. The cripple yards, used for light repairs, have a standing room for 90 cars. During 1926 there were 253,351 cars shunted and classified over the "hump."

With the latest facilities in the freight terminals and classification yards of the Pennsylvania in and around Buffalo, shipments move more swiftly than at any time since the inauguration of rapid through freight service. First and second morning freight deliveries are now made possible to eastern points. Less than a decade ago third morning freight deliveries to eastern points were considered remarkable, yet today from 24 to 48 hours has been clipped from that time. These fast freights in and out of Buffalo are known as the Bison, the Blue Goose, the Flying Cloud, the Crackerjack, the Excelsior and the Purple Emperor.

During the past year 297,817 carloads of freight were received in the Buffalo district and 306,580 carloads forwarded. The principal incoming commodities were coal, iron and steel products, manufactured



Yard Facilities at Burrows Lot

Industries served exclusively on this island are, left to right: Electric Elevator; Russell Miller Milling Co.; American Elevator; Francis Perrott Malting Co.; Marine Elevator; Kelly Island Lime & Transport Co.; Dellwood Elevator.

freight, perishable freight, forest products and brick and clay products. Shipments moving out of the city and over the lines of the Pennsylvania consisted principally of grain, flour, food stuff, perishable freight and manufactured freight.

Coal is one of the most important commodities moved over the Pennsylvania Railroad to Buffalo. Local requirements absorb a large tonnage, while a great volume also moves through the Buffalo gateway to Canadian points. The Pennsylvania carried into Buffalo during the month of December, last, 379,587 tons of coal.

The volume of export freight handled to and from Canadian points over the Pennsylvania necessitates direct freight train service from its tracks in Buffalo. Solid trains are moved to the Michigan Central Yards at Victoria, Ontario, and to the Canadian National Railway at Bridgeburg, Ontario. During the past year 55,000 cars arrived at Buffalo over the Pennsylvania for export to Canada and 30,000 carloads were imported for movement over the Pennsylvania.

The Pennsylvania maintains a large engine house at Ebenezer where all locomotives are inspected and reconditioned. The engine house is built on the arc of a circle, and consists of twenty stalls, each 105 feet in length. Entrance is effected over a turntable 110 feet long and operated by two electric motors, each of 25 horsepower, located at either end of the turntable. These are controlled from an operator's cab. Outside the engine house are nine tracks, 215 feet in length, radiating from the turntable to provide storing space for the locomotives. Additional facilities at this point consist of a machine shop for light repairs, a boiler washout room and a power house.

The power plant is divided into two compartments, one of which contains an Ingersoll-Sargeant steam driven air compressor with a capacity of 2,500 cubic feet of air per minute. This compressor supplies the air for the round house and shops and for the purpose of testing trains at the Winchester Yards. Steam is furnished by four locomotive boilers, re-designed with new flue sheets and larger tubes, and developing 600 horsepower.

A modern Roberts and Shaffer coal wharf for the coaling of locomotives is located near the engine house. It is of a mechanical type, having a capacity of 600 tons. The coal is unloaded into a double track hopper; a two and a half ton bucket hoist, electrically operated, elevates the coal 90 feet to the pockets. Engine sand is also supplied to the locomotives from a hopper built into the coaling wharf. An electric winch is used for moving cars from the coal pit and "spotting" at the

coal wharf. The ash pits are of the water pit type, carrying double tracks 240 feet in length.

Within a two hours' ride of Buffalo is located at Olean the general repair shops, constituting a modern locomotive maintenance plant fully equipped to handle all class and heavy running repairs of all types of locomotives on the Northern Grand Division.

Passenger casualties are a rare thing on the Pennsylvania, for every employee is trained in safety principles from the first day of his employment. Accidents to employees on the Buffalo Division of the road were reduced 61 per cent during the past year, due to organized safety work. The Pennsylvania annually expends millions of dollars to teach employees that accidents can be practically eliminated by constant care and precaution.

Highway crossing elimination and protection is being pushed forward by the Pennsylvania in the drive it is making for safety. Of the many improvements contemplated on the Buffalo Division, is the elimination of all grade crossings between Buffalo and East Aurora.

(The editors are grateful to the Pennsylvania Railroad Company for the picture of the train used in the cover design on this booklet. It is a likeness of the Broadway Limited.)

Pere Marquette Railway

AMONG the railroads that serve the Buffalo gateway must be included the Pere Marquette Railway which gives direct access to the important Michigan territory with its automobile and other varied industries. This railroad likewise provides a short and direct route between the Niagara Frontier and Milwaukee; the Twin Cities of St. Paul and Minneapolis, and the Pacific west and northwest coasts. It is effected via the Pere Marquette Railway's fleet of steel car ferries that operate on Lake Michigan, winter and summer.

The Pere Marquette ferries have Ludington as their Michigan port and Milwaukee, Manitowoc and Kewaunee as their Wisconsin termini. Each carries from 28 to 32 loaded freight cars. The ferries are referred to as "The railroad on Lake Michigan."

The Pere Marquette also has a direct line to Chicago through Detroit, Lansing and Grand Rapids, featuring fast freight service and adequate terminals.

It is well to know that the activities of the Pere Marquette in the Buffalo area and along the Niagara Frontier are confined solely to the handling of freight. The amount that it handles through this gateway is large and steadily increasing.

Of the total business handled by the road practically 59 per cent originates on its own lines and 41 per cent of it is either received from connections or turned over to connections at various gateways. The Buffalo gateway, considered in the light of its contribution to the aggregate of tonnage received from or delivered to the Pere Marquette, represents about 28 per cent of all the off-line business.

Frank H. Alfred
President and General Manager
Pere Marquette

Perhaps the best illustration of the importance of the Pere Marquette territory as a traffic originating district will be manifest when it is stated that the eastbound deliveries of cars to connections from the Pere Marquette Railway exceed the receipts by this company of westbound ship-

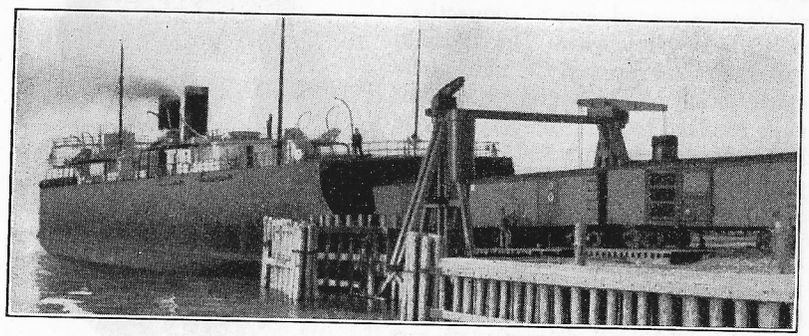
ments from eastern common carriers in the ratio of over two to one. The Buffalo and Niagara Frontier gateways in relation to others the Pere Marquette possesses are, therefore, in relative importance as follows: Toledo, Lake Michigan car ferries, Buffalo and Niagara Frontier, and the Chicago-Porter connections.

The Pere Marquette Railway's extension into the Buffalo territory is effected through a contract for operating rights over the Michigan Central Railroad between St. Thomas, Ontario, and the Canadian end of the International Bridge, the use of the International Bridge to the American side, and a connection with the Delaware, Lackawanna and Western Railroad, and through this agency with the various railroads operating at the Frontier.

The Pere Marquette operates freight yards at Lawson, near Bridgeburg, Ontario.

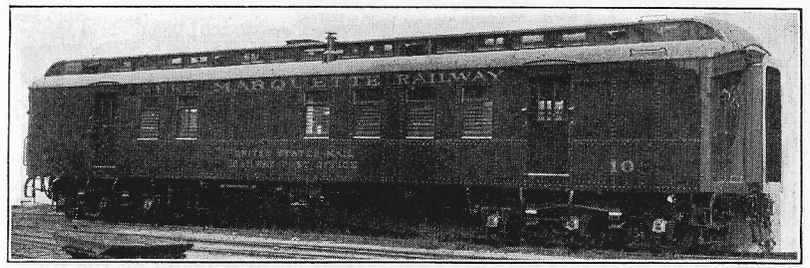
In the activities at Suspension Bridge, the Pere Marquette has trackage rights over the Michigan Central Railroad from St. Thomas to the American end of the new Michigan Central Bridge, where it connects with the New York Central, the Lehigh Valley and the Erie railroads.

By virtue of the contract with the New York Central and the Lackawanna for the handling of freight at Buffalo and Black Rock, the staff of the Pere Marquette at Black Rock is necessarily small. It consists of an agent, two chief clerks, a clerk, a stenographer-clerk and an operator.



"The Railroad on Lake Michigan"

One of the fleet of seven steel car ferries operated by Pere Marquette Railway. Each carries from 28 to 32 loaded freight cars.



Type of Steel Mail Car Used by Pere Marquette

The staff at Suspension Bridge is a more extended one, consisting of an agent, an assistant agent, a night chief clerk, three yard clerks and an office staff of seven. J. E. Clark, assistant general freight agent, is the highest ranking officer in this district. He is in general charge of all departments, and maintains a staff of six employees at his headquarters, 412 Prudential Building.

The Pere Marquette Railway commenced operating into Buffalo and Suspension Bridge on July 18, 1904, a short time after the company acquired the Lake Erie and Detroit River Railway—what now forms its Canadian lines. The Pere Marquette is steadily growing in importance as a Buffalo line.

South Buffalo Railway

THE South Buffalo Railway was incorporated on April 25, 1899, under the general laws of the State of New York, for the stated purpose of acquiring and operating a railroad to be located in and around Buffalo and Lackawanna. The date of organization was May 17, 1899. The greater part of the property was constructed under contract by Lathrop, Shea & Henwood, and was completed in 1902. Construction since that time has been carried on principally by the forces of the company.

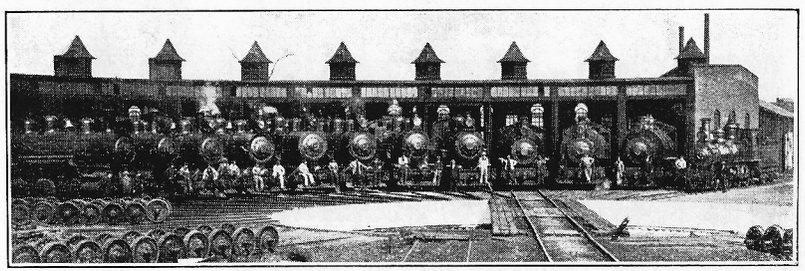
The South Buffalo extends along Lake Erie from Lackawanna to Buffalo and forms a belt line around the City of Buffalo, connecting with all other railroads entering the city. There are 108 miles of tracks.

Essentially a terminal railroad, the South Buffalo has opened a large territory admirably suited for manufacturing sites. And there is considerable land still available along its tracks for further expansion.

The tonnage handled yearly by the South Buffalo approximates 5,100,000 tons. The freight originating on the line includes iron and steel products of all kinds; coke and its by-products, and cement. An important water terminal on the Union Canal, owned by the company, expedites the handling of its freight.

Thirty locomotives are used to carry on the work of the road. They are serviced at a thoroughly modern roundhouse in Lackawanna. A picture of the roundhouse appears with this article.

The South Buffalo has 700 employees and its payroll is approximately $1,250,000 annually.



Battery of Locomotives.
Scene at roundhouse of South Buffalo Railway in Lackawanna

The headquarters of the company are located in Lackawanna. The officers in charge of operations are: President, C. L. Leonard; vice-president and general superintendent, F. M. Benning; secretary and treasurer, J. E. Donnelly; auditor, J. F. Findlay; purchasing agent, C. E. Heckel.

The Toronto, Hamilton & Buffalo Railway

THE Toronto, Hamilton and Buffalo Railway which links, via the Niagara Frontier, two great rail systems—the New York Central and the Canadian Pacific—was incorporated in 1884. Its charter was revised and extended in 1889, and amended in 1890. The line was completed and opened for traffic in December, 1895.

In addition to connecting with the Canadian Pacific at Hamilton, Ontario, and the Michigan Central at Welland, Ontario, in the operation of through passenger service between Toronto and Buffalo, the Toronto, Hamilton and Buffalo Railway connects the Canadian Pacific with the Michigan Central at Waterford, Ontario.

Since opening for traffic in 1895, the road was gradually expanded. In Hamilton a belt line, started in 1900, reaches all the important industries in the district. A branch line from Smithville to Dunnville, Ontario, was opened in December, 1914. This branch was extended to Port Maitland, Ontario, in October, 1916, to connect with the terminal of the car ferry, "Maitland No. 1." The "Maitland No. 1" is operated between Ashtabula, Ohio, and Port Maitland by the Toronto, Hamilton and Buffalo Navigation Company, the railway's subsidiary. The car ferry has a capacity for 32 freight cars.

John N. Beckley
President
The Toronto, Hamilton & Buffalo

Under a trackage agreement with the Canadian National Railways, the T. H. & B. commenced operations between Welland and Port Colborne, Ontario, in January, 1927.

The T. H. & B. has been a great factor in building up the industrial centers of Hamilton, Brantford and Welland, having improved the transportation facilities to such an extent as to attract some of the largest industries in North America to these three cities.

The T. H. & B. was the first Canadian railway to be equipped with automatic block signals. The line is partially double-tracked, with provision already made for completion

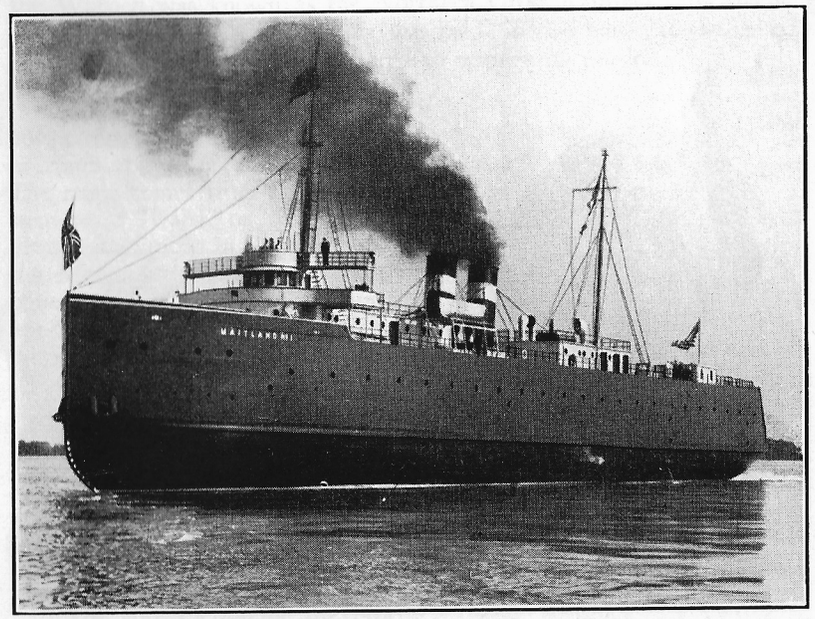
east of Hamilton. The roadbed is rock ballasted, and 105-pound steel rails, creosoted ties and steel tie plates are used.

The through passenger trains between Buffalo and Toronto consist of all-steel equipment which, with the good roadbed and block signal system, makes possible a high class passenger service. There are six trains daily each way. Four trains leave Buffalo in the morning and two in the afternoon. Two trains leave Toronto in the morning and four in the afternoon.

The passenger office in Buffalo is operated in conjunction with the Michigan Central in the Lafayette building.

Incidentally, the T. H. & B. offers from atop the mountain between Vinemount and Hamilton, Ontario, one of the finest panoramic views in the country. Those who have traveled to or from Toronto on this line will well remember this particular stretch of roadbed.

The T. H. & B. transports principally coal and steel which it



Ferry "Maitland No. 1"—Capacity 32 Cars

receives from the Michigan Central and delivers to the Canadian Pacific. General merchandise is also an important freight item. A freight office has been maintained in Buffalo for ten years. It is located in the Prudential building and is in charge of J. B. Burns, district freight agent.

The president of the Toronto, Hamilton and Buffalo Railway is John N. Beckley, of Rochester, New York, who has occupied that position since the road was constructed. Although the road is actually "owned" by the New York Central and the Canadian Pacific, the T. H. & B. is operated as a distinct unit.

Wabash Railway

THE Wabash is not only the shortest line between the Niagara Frontier and the Missouri River, but it is the only railroad operating over its own rails between these points. It serves the gateways to the West, southwest, North and northwest, bringing the rich and prosperous Central States into contact with the Great Lakes cities, eastern Canada, Canadian and North Atlantic ports, also the great industrial sections of the East. The Wabash has 2,542 miles of main line track.

The main line extensions include Des Moines, Ottumwa and Keokuk, Iowa, and Quincy, Illinois, as well as rails between St. Louis and Chicago. Its western terminals are Omaha and Kansas City.

The Wabash is one of the pioneers among American railroads. It was the first railroad in Illinois; the first in the entire Mississippi Valley.

The first puff of smoke from a locomotive in the Mississippi valley was seen at Meredosia, Illinois, on November 8, 1838. At that time the Wabash was known as the Northern Cross Railroad. Its twelve-mile run to Morgan City, Illinois, was made in two hours, to the amazement of the hundreds who gathered to witness its progress.

The name of the Wabash is an old one, probably one of the most ancient in origin of all names of railroads. The name comes from an old Indian stem word "waba" or "wapi," found in some variations in the languages of the Menominee, Chippewa and Soo tribes. This name was originally applied to the Wabash River and meant "white."

J. E. Taussig
President, Wabash

The Wabash flag or banner was adopted as a trade mark forty-one years ago, in 1836, and from that time to this the Wabash has been known as the "banner route," and travelers and shippers have been urged to "follow the flag."

The construction of the Northern Cross Railroad was authorized by

the Illinois legislature in February, 1837, but construction did not start until May 8, 1838. That was an important day in the history of the great midwestern empire, for the laying of strap rail foretold the great development of transportation facilities that were to go hand in hand with the economic and industrial development.

The early type of construction would hardly be recognized by individuals familiar with the type of construction used by the Wabash today. Mud sills were placed on which were laid cross ties. On the ties were laid wooden stringers to which were spiked flat iron rails weighing but thirteen pounds to the yard. The most modern type of Wabash construction offers striking contrast. It provides twenty-four inch ballast of crushed stone, heavy creosote treated ties, and 110-pound rails—standard on all Wabash heavy traffic main lines.

In 1872, more than half a century ago, St. Louis and Kansas City were linked together by the Wabash. In 1880 service began between Omaha and St. Louis and in 1881 the link between Chicago and St. Louis was completed.

Service began between Chicago and Detroit in 1893 and was extended on to Buffalo in 1898.

In the early days the Wabash served but two small communities; today its lines enter eight states and serve directly 531 cities and towns, among which are Buffalo, Chicago, St. Louis, Detroit, Kansas City, Toledo, Des Moines and Omaha. Then the Wabash had but a handful of employees; today it has more than 18,600.

The Wabash passenger trains arrive and depart from the Delaware, Lackawanna & Western terminal at the foot of Main street. Through passenger trains are operated in conjunction with the Lackawanna, but close connections are made with all roads operating east from Buffalo.

The Wabash specializes on fast freight service through Buffalo to all points east, and westward to the north and south Pacific coast, as well as the entire territory south and west of St. Louis and Kansas City.

There are two freight terminals in Buffalo, one located at Exchange and Larkin streets and the other at Black Rock.

The executives in charge of Wabash activities in the Buffalo territory are: John J. Mossman, division freight agent; J. R. Beck, division passenger agent; M. F. Johnston, city passenger agent, and L. J. Ferritor, superintendent. All are located in the Ellicott Square.

The Wabash provides employment for 147 persons in this territory with an annual payroll approximating $271,160.

J. E. Taussig, president of the Wabash, is unique among railroad executives in that although he had unusual educational equipment, he entered the service at the bottom of the ladder and by his own ability reached the top. He started as a clerk in the freight office of the St. Louis & Tunnel Railroad. After service in various capacities with other roads, he came to the Wabash as superintendent of terminals in 1904.

Mr. Taussig left the Wabash in 1911 and returned in 1915 as assistant to the president. In February, 1916, he was made vice-president in charge of operations. Mr. Taussig became president of the Wabash on March 1, 1920.

Other Railroads Maintaining Business Offices in Buffalo

Railroad systems whose trains do not come directly into the city also maintain business offices in Buffalo. These roads, together with the location of their offices, are:

Atchison, Topeka & Santa Fe	Ellicott Square
Atlantic Coast Line	Ellicott Square
Baltimore & Ohio	Ellicott Square
Boston & Maine	Ellicott Square
Buffalo & Susquehanna	Ellicott Square
Canadian Pacific	
Freight Dept.	Iroquois Bldg.
Passenger Dept.	160 Pearl St.
Central Railroad of New Jersey	Ellicott Square
Chicago & Alton	Ellicott Square
Chicago & Eastern Illinois	Ellicott Square
Chicago, Milwaukee & St. Paul	Ellicott Square
Chicago & Northwestern	Ellicott Square
Chicago, Rock Island & Pacific	Ellicott Square
Chicago, St. Paul, Minneapolis & Omaha	Ellicott Square
Delaware & Hudson	Ellicott Square
Duluth, South Shore & Atlantic	
Freight Dept.	Iroquois Bldg.
Passenger Dept.	160 Pearl St.
Duluth, Winnipeg & Pacific (Grand Trunk-Canadian National)	Ellicott Square
Great Northern	Ellicott Square
Illinois Central	Ellicott Square
Michigan Central (N. Y. C. Lines)	
Freight Dept.	Prudential Bldg.
Passenger Dept.	Lafayette Bldg.
Minneapolis, St. Paul & Sault Ste. Marie (Soo Line)	
Freight Dept.	Iroquois Bldg.
Passenger Dept.	160 Pearl St.
Northern Pacific	Ellicott Square
Seaboard Air Line	Ellicott Square
Southern Pacific	Ellicott Square
West Shore (N. Y. C. Lines)	

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Most of the railroads described in this booklet do not now exist, at least not as separate corporate entities. Only the South Buffalo, the Toronto, Hamilton & Buffalo, and the Canadian National (Grand Trunk) still serve Buffalo in a corporate form and over trackage similar to that of 1927.

Since 1927, many American railroads have suffered financial deterioration and mergers and abandonments have reduced the number of railroads that serve Buffalo, just as obsolescence, competition, and changed economic circumstances have removed many of the yards, freight houses, and passenger stations shown in the booklet. The Buffalo, Rochester and Pittsburgh was taken over by the Baltimore & Ohio in 1930. In 1947, the Pere Marquette became part of the Chesapeake & Ohio. Today, both the Baltimore & Ohio and the Chesapeak & Ohio are included in the Chessie System. The Nickel Plate and the Wabash railroads disappeared in 1964, and are now part of the Norfolk & Western. In 1960, the Delaware, Lackawanna and Western merged with the Erie to form the Erie-Lackawanna. The New York Central and the Pennsylvania Railroad were merged in 1968 to create the Penn Central. In 1976, the Erie-Lackawanna, the Penn Central, the Lehigh Valley, and the Buffalo Creek, along with other railroads in the northeastern United States, were joined together to form Conrail.

As the railroads have disappeared, so have many of the structures and facilities pictured and discussed in the booklet. The Delaware, Lackawanna and Western passenger station has been razed, although the train sheds will be a part of Buffalo's Metro system maintenance facility. The Lehigh Valley passenger station fell under the wrecker's ball and its site is now occupied by the General Donovan State Office Building. Most of the freight houses have been torn down or stand sadly in abandoned, derelict condition. The Exchange Street station shown in the booklet has been replaced by a smaller station nearby which is used by AMTRAK. Central Terminal, pictured in this booklet in an artist's rendition, was completed in 1929 but closed in 1979 with the opening of the AMTRAK station in Depew. Central Terminal still remains as one of Buffalo's most prominent landmarks of the "Golden Age of Railroading."

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