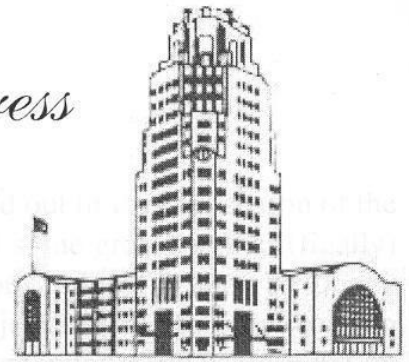


Empire State Express



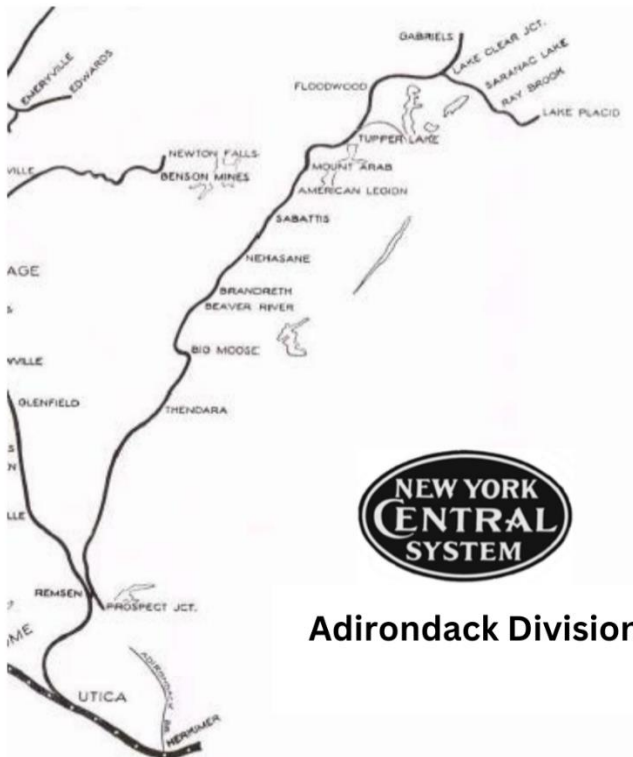
JUNE 2023

PUBLICATION OF THE NIAGARA FRONTIER CHAPTER NRHS, INC.

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

The meeting of the Chapter is scheduled for Friday, June 9, 2023 at 7:00 PM at the Town of Wheatfield Community / Senior Center, 2790 Church Road, North Tonawanda NY. Follow Rt 62 north to Ward Rd, turn left onto Ward Road and turn right onto Church Road.

ADIRONDACK ADVENTURES - 2021



Adirondack Division



Starting in 2021 New York State funded the rehabilitation of 86 miles of the former New York Central's Adirondack Division between Remsen and Tupper Lake, NY. This historic line running through the heart of the Adirondack Park transverses some of most beautiful but remote regions in the entire northeastern United States. (Please see next page for more program information.)

JUNE 2023 Meeting Program - continued

Over 40 miles of the route north of Big Moose, NY had been out of service for decades and it was no small undertaking to bring it back to life. Through pictures, videos, and stories we'll learn about the efforts that made it possible for the first revenue train to reach Tupper Lake in October 2022!

Starting this summer, Adirondack Railroad trains will operate over the entire 107 miles from Utica to Tupper Lake providing passengers with scenic vistas not seen in years!

This special program is presented by Utica & Mohawk Valley Chapter – NRHS Members John Koslosky & Bill Moll

MESSAGE FROM THE PRESIDENT

The close of the second quarter of 2023 is upon us. With the May meeting and our May activities we were very busy. Being involved in Rail History is a full-time job!

Our Annual Chicken Barbeque fund raiser was on May 13th. Chiavettas again did the cooking. We had a beautiful sunny day. Our new parking lot was busy hosting our customers. Thanks to Becky, Greg and his sisters Karen and Beth, Bruce Becker, Ben Hiltz, Steve and Karen Frey and their grandchildren Emily and Lee Car, Bob and Nancy Andrycha, Al LeTeste, and John Dahl. The final report is not in as of this writing, but I'm told that the event did well. Thanks to all of you who supported it.

The other item of note was the unveiling of the "Spy Marker" at the Amtrak Station in Niagara Falls on May the 20th. The Ceremony began a little after Noon. There were speeches by City of Niagara Falls Mayor Restaino, Sara Capen the Director of the Niagara Falls National Heritage Area, some words about the NRHS from myself and then Anton Schwarzmeuller spoke. He described in detail the background and importance as well as the actual event that the marker commemorates. The speeches were given in the lobby of the Amtrak station due to the rain. The unveiling came with most of us holding umbrellas in the pictures. Thanks to Bruce for getting it all on video. A major Thank You to Anton for initiating and managing this.

In other news, we are advised that Canal Fest is on again. If there is a parade, it would be Tuesday evening. We'll see how the new parking lot works for parking parade goers.

I saved my comments on the DRI Grant work for last. I had been writing about it here but every time I sat down to update it, the information already here was out of date already. The work is moving at express train speed. The loading dock is finished; the parking lot is nearly finished. We held off on the striping until after the chicken barbeque. The fence is up and all but the main gate are installed. The windows have arrived and by the time that you read this they will be installed. The fascia and gutters are in work as I write this. The work that Randy, Steve and their helpers have done on the east siding allowed us to move our boxcar out of the way as needed. If we can just get some ties, maybe they will continue. Lots to do yet. We are slowly moving into territory that was always "over the horizon".

Long after the contractor has left, long after we have finished cleaning up, we will be tending to tweaks and improvements. Some of those include the transom windows on the east side and the big wooden doors on that side. We will be upgrading our display area in the middle section. There will be painting, there is always painting to be done. We will still be restoring our now six pieces of equipment. As of May 27th, the prime mover of the 25-ton GE switcher is running. Steve will be working through the other systems, wiring, air and brakes, as he goes along. When he's got those systems in order, we will have a public inspection and demonstration.

In other good news we have a new computer to use in the Archive Room. With Wi-Fi in the station and Ethernet cable about to be run from the Archive room to the Library and office, new possibilities arise. As one of my favorite characters from a TV commercial used to say, "It's high tech, Vern! Know what I mean?"

With that, I hope everyone is well and I hope to see you at the meeting.

Jim Ball

BUSINESS ON THE NEW YORK CENTRAL

From: Daily Courier of Syracuse, New York, November 14, 1861, Submitted by Richard Palmer

The New York Central Railroad Company can load and send off from Buffalo from 250 to 300 cars of ten tons each per day, or from 25,000 to 30,000 barrels of flour, or its equal in rolling freight. From Suspension Bridge it can send off 50 cars per day, making from the two points 3,000 to 3,600 tons per day. In addition to this, the road requires 100 cars for its east-bound local business, making a total of 400 to 450 cars per day to arrive at Albany, of 4,000 to 4,500 tons. A freight train is generally made up of about twenty-five cars, which would make from sixteen to eighteen freight trains a day.

The difficulty the New York Central labors under is not loading up and starting its trains, but in so arranging its many trains as to pass each other without interruption. There are now twelve passenger trains running over the road every day, and with, say sixteen freight trains going east and four west, making a total of thirty-two trains a day on a road of three hundred miles, and with forty miles of the road with only a single track, some idea of the difficulties in the way may be imagined.

The difficulty will soon be met, for we understand that the managers of the road have determined to lay these forty miles at once, and thus secure a double track throughout the entire length from Buffalo to Albany. We learn, further, that the New York Central has contracted for ten new additional locomotives and several hundred new freight cars, to be put upon the road during the coming winter.

To give some idea of the business which the New York Central is drawing from the Northwest, we can state that the week ending Saturday, November 2, nineteen propellers, loaded with an average of 4,000 barrels of flour each, clear from the port of Toledo alone for the New York Central at Buffalo; that the Central is under obligations to the Michigan Southern to take away from Toledo 5,000 barrels of flour or its equivalent daily, for this fall. This, it must be remembered, is but a drop in the bucket.

Besides this fleet of Toledo boats, the Central has a line to Cleveland, one to Sandusky, one to Detroit, one to Milwaukee, and one to Chicago. It has the Great Western of Canada, which takes all the Michigan Central and Detroit and Milwaukee Railroads bring to it at Detroit, delivers it to the Central at Suspension Bridge. It has the Buffalo & Lake Huron Railway, which drains a large portion of the most fertile section of Canada West.

Then it has the Michigan Southern, Toledo & Wabash, Cleveland & Toledo, Pittsburgh, Fort Wayne & Chicago, Bellefontaine, Dayton & Cincinnati, and Cleveland & Columbus pouring through the Lake Shore Road to Buffalo a constant stream of all rail freights. The freight trains that pass daily through this city, east and west, are ponderous, and go to show that the business of the Central is very great. The road is well managed in all its departments, which of itself is sufficient to guarantee it's gratifying success to the Directors.

Editor's note: The New York Central RR was only an Albany to Buffalo route in 1861. Commodore Vanderbilt was investing in railroad stocks even while still managing his steamboat lines and had also headed the Stonington Railroad (of Connecticut) but had not yet assumed control of the Central. In the 1850's he was a director of the Erie RR, the Central RR of New Jersey, the Hartford and New Haven, and The New York and Harlem, the latter considered a 'worthless property'. But it had one asset of immense value, and the Commodore recognized it. The NY&H entered the center of the City of New York along 4th Avenue (later Park Ave.). Grand Central would later rise on 42nd Street at Park Ave., the Harlem would be combined with the Hudson River RR in 1864 and the NYC in 1867, and the great empire of 'the Central' was off and running. It would acquire several other lines and become a leading railroad of the United States.

SCENE ON THE LINE



Standard Elevator “fires up” for first time in its new home at our museum, May 27, 2023.
Photo by Jim Ball.



The “new” loading dock at the station is in place, ready to receive its first shipment of LCL! True story: one of our members recalls when he was a boy scout as a youth in the early 1960’s. Box car loads of new telephone books would be delivered to the loading dock for the scouts to pick up and deliver to residents homes as a fund raising project! Bob Andrycha photo, April 15, 2023

SCENE ON THE LINE – continued



During construction work for the parking lot at the station, our cabooses had to be repositioned so that sub-grading work for the lot could be completed. Bob Andrycha documented these moves in all of these photos on April 15, 2023. Since then, the lot has been completed and a beautiful new fence is in place around our museum and the lot, greatly enhancing its historic appeal.

A Class Trip that Might Have Been

By: John C. Dahl

Way back when, during my grammar school days at age 11, there was a trip being planned from our school in Tonawanda for the upper classmates to travel to Washington, D.C. I was among those lucky to be old enough to go, and one day in homeroom class there developed a discussion as to how we would get there. One of the kids said "We can fly. My father travels all the time, and it only takes a couple hours to get there!" Others said, "We need a bus." One of the girls piped up: "My mom will drive us". I timidly raised my hand and proposed "Why don't we go by train"?

I had been aware that even back in those waning years of passenger trains of the mid 1960's that on the New York Central and the Pennsylvania Railroad, that such service was still indeed available from Buffalo. Erie Lackawanna and the Lehigh Valley railroads didn't go where we needed, and besides I was pretty sure that they were freight only by 1967. But the Pennsylvania Railroad, now that was intriguing to me. An overnight train in each direction, once per day, was still in the timetable from Buffalo to Washington.

At this point in my life, I already liked everything about trains but really did not know much about the realities of rail travel. I had never even been to Buffalo Central Terminal. I had seen photos of the great Union Pacific passenger streamliners in some color publicity photos my dad obtained for me. Those lovely trains in magnificent scenic settings out west were awesome to behold. I knew a bit about the Lehigh Valley Railroad from my observations of its fast freights racing through Tonawanda Junction next to my grandparents' home. I had heard about the one-time Lackawanna RR from my grandmother. Grandma Dahl had a brother who was in the U.S. merchant marine, and he preferred travel to New York City via the Delaware, Lackawanna & Western; this was back in the 1920's and 1930's from what she recalled. Erie trains (actually Erie Lackawanna by this time) through my hometown were sparse. The New York Central operated just a couple of blocks from our home and my brother and I often rode our bikes over to trackside to watch the freight trains pulled by increasingly grimy diesel units as they climbed up the grade on the Tonawanda cutoff heading north towards Niagara Falls. Sunday family drives to Niagara Falls often followed the tracks along River Road in North Tonawanda and on into the Falls along chemical row, Buffalo Avenue. We were almost always assured of seeing at least one or two freight trains. But passenger trains no longer plied the rails through the Tonawandas. In 1961 NYC dropped its last vestige of once frequent "Beeliner" service with Budd RDC cars.

Buffalo was the big city to me. Still my knowledge of exactly what passenger trains ran through, or from / to Buffalo was limited. But I knew enough that there was an overnight train from Buffalo to Washington and that I sure as heck would want to ride it!

An almost embarrassing silence greeted my suggestion to the class. Miss Zawadowski, our teacher, was stunned and then laughed and brushed the suggestion aside. She said something to the effect that it was little more than a "milk train" and stopped in every little 'Hooterville' between here and Washington. I was crushed.

Ironically, Miss Z. was a resident of East Buffalo, and lived in the old Polonia neighborhood near the great Central Terminal. So, she was well acquainted with trains and all that Buffalo had. But perhaps she knew too of how far both the New York Central and Pennsy services had declined and how empty the Terminal was, especially at night. Remember, this was just a year before the New York Central and Pennsy would be merged into the doomed-from-the-start entity called Penn Central. Decay in the Buffalo rail scene was everywhere. The Lehigh Valley Terminal at Main and Scott Street in downtown had been demolished for several years. The Lackawanna station at the foot of Main Street was now an abandoned hulk with a huge orange Saperstein realtor "For Sale" sign on it. It looked haunted. The 1952 Exchange Street depot which had seen trains to and from Niagara Falls as well as remnants of service with Canadian Pacific and the Toronto, Hamilton & Buffalo was closed and boarded up. Only Central Terminal remained, but inside, even that was a shadow of its former glory.

A Class Trip – continued

The waiting room benches were moved to the track concourse, the great ticket hall and once popular restaurant was closed and effectively walled off with a partition, although a tiny “coffee shop” type of lunch counter remained in what had been the exit concourse for arriving passengers. It was a mausoleum, echoes of past grandeur were still there but the lack of people made it all sort of spooky and surreal. All these thoughts perhaps flowed through Miss Zawadowski’s mind at my brash suggestion.

Well, the suggestion died right there and then, and I have always regretted that I did not press it further. The “lucky ones” in the class ended up going by car that year to our Nation’s capital. Neither of my parents could drive due to work schedules, and the cost to go was out of my reach in any event. So, like Cinderella, ‘I stayed home’.

A few years ago, I acquired a PRR timetable, a special pocket-sized print of just the Washington to Buffalo service. These were probably originally found on the ticket counter at Buffalo Central Terminal, trying in vain to woo a few passengers. Effective October 29, 1967 it proved to me once again that the trip, by train, would have been feasible and oh, what a ride it would have been!

Leaving Buffalo Central Terminal at 7:45 PM we could have been settled into a sleeper. Train no. 574 carried a 10 roomette, 6 double bedroom car. Perhaps an additional sleeper with sections could have been added for our classmates if that were filled. The railroad accommodated groups back then, and school children would have found a welcome time aboard a rail car. Or we could have ridden the coaches, reclining seat, Buffalo to Washington if economy was paramount.

The route followed the PRR’s Buffalo main south and east through East Aurora, Franklinville, and Olean. Southward it ran through Port Allegany, PA to Renovo, a PRR shop-town, deep in the northern wild forest of the Keystone State. From here it followed the west branch of the Susquehanna River through magnificent scenery to Williamsport and then turned due south following the main artery of the Susquehanna River valley through Sunbury and Millersburg, past the Rockville Bridge to Harrisburg, capital of the State of Pennsylvania. If the trip was a few years earlier, we could have ridden the ‘Day Express’ counterpoint trains over this line.

A dining car was provided from Harrisburg to New York City; on connecting eastbound train no. 4 and on westbound train no. 3. So, an alternative routing could have been worked out, but that’s for us to savor as armchair railfans today studying the old timetable. Harrisburg was reached at 4:20 AM on the schedule and an hour and ten minutes later departed over the historic Northern Central line thru York towards Baltimore. The station restaurant no doubt would be open around the clock. A snack-coach on no. 575 served hot and cold food, and that would have been fine for our group. Arrival at what was still a busy and magnificent, Washington Union Station at 9:10 AM would have been perfectly timed to begin sightseeing. A couple days tour of the sights of Washington: The Capitol, White House, Smithsonian, Lincoln and Jefferson Memorials, and more, would have been educational and fun too.

The return schedule on the Northern Express, train no. 575 left D.C. at 7 PM. We would have been home to Buffalo at 8:15 AM next morning. All this travel would have been in the very capable hands of the Pennsylvania Railroad.

I regret that I did not pick up the phone back then, and call TL 6-6800. The Pennsy’s ticket reservation office at Buffalo’s Central Terminal would have answered and provided me all the details. Perhaps if I had more information back then to offer, Miss Zawadowski may have been open to a route by rail. And she would have created a lifetime memory for the entire class, more than just one for a “train-nut” kid.

A Class Trip - continued

WASHINGTON NEW YORK PHILADELPHIA WILLIAMSPORT BUFFALO			
Read Down		Read Up	
Effective October 29, 1967			
Northern Express	Miles	Local Time	Southern Express
575			574
Daily			Daily
PM			AM
7 00		Lv. Washington, D. C.	Ar. 9 10
7 55		" Baltimore, Md. (Penna. Sta.)	" 8 10
9 33		" York, Pa.	"
10 25		Ar. Harrisburg, Pa.	Lv. 5 40
3		← Connecting Train No. →	4
v 6 45		Lv. New York, N. Y. Penna. Station	Lv. 8 15
v 7 00		" Newark, N. J.	d 7 52
		" Trenton, N. J.	d 7 05
c 8 14		" North Philadelphia, Pa.	d 6 25
8 46		" Paoli, Pa.	d 5 56
9 38		" Lancaster, Pa.	"
10 15		Ar. Harrisburg, Pa.	Lv. 4 29
11 35	0	Lv. Harrisburg, Pa.	Ar. 4 20
f 12 13	27.0	" Millersburg, Pa.	"
12 48	53.4	" Sunbury, Pa.	" 2 50
f 1 10	62.1	" Montandon, Pa.	f 2 37
f 1 17	65.9	" Milton, Pa. (q Lewisburg)	"
f 1 24	70.4	" Watsonstown, Pa.	f 2 27
f 1 33	77.0	" Montgomery, Pa.	"
	80.9	" Muncy, Pa.	"
2 20	93.8	Ar. Williamsport, Pa.	Lv. 1 20
2 20	93.3	Lv. Williamsport, Pa.	Ar. 1 20
	104.9	" Jersey Shore, Pa.	"
3 15	117.8	" Lock Haven, Pa.	" 12 38
4 01	145.8	" Renovo, Pa.	" 11 52
5 04	191.0	" Emporium, Pa.	" 10 52
5 44	215.4	" Port Allegany, Pa.	" 10 12
	227.7	" Eldred, Pa.	"
6 18	241.8	" Olean, N. Y.	" 9 30
	262.4	" Franklinville, N. Y.	"
	279.3	" Arcade, N. Y.	"
7 37	294.9	" East Aurora, N. Y.	" 8 21
8 15	312.1	Ar. Buffalo, N. Y. (Central Term.)	Lv. 7 45
AM			PM

REFERENCE NOTES

c Stops only to receive passengers.
d Stops only to discharge passengers.
f Stops only on signal or notice to agent or conductor to receive or discharge passengers.
q Beachel Cab Co. operates taxi service between Lewisburg and Milton—Phone 742-9651. Fare one way \$1.60 for one passenger and 50¢ for each additional passenger.
v Stops only to receive passengers for points west of Philadelphia.

Pennsylvania Railroad

Form 16

1st. ed. 20M 10-17-67

Passenger Equipment

No. 574. Southern Express.

Sleeping Car . . . Buffalo to Washington—(10 Roomettes, 6 Double Bedrooms).
Dining Car . . . Harrisburg to New York.
Snack Bar Coach. Harrisburg to Washington—(Hot-Cold Food and Beverages).
Reclining Seat Coaches . . . Buffalo to Washington.
. . . Harrisburg to New York.

No. 575. Northern Express.

Sleeping Car . . . Washington to Buffalo—(10 Roomettes, 6 Double Bedrooms).
Dining Car . . . New York to Harrisburg.
Reclining Seat Coaches . . . Washington to Buffalo.
. . . New York to Harrisburg.

THE TIME from 12.01 A. M. to 12 o'clock, noon, inclusive, is indicated by light-face type; from 12.01 P. M. to 12 o'clock, midnight, inclusive, by dark-face type.

RESPONSIBILITY—The Pennsylvania Railroad is not responsible for errors in time tables, nor for inconvenience or damage resulting from delayed trains or failure to make connections, or for shortage of equipment. The schedules and equipment shown in this time table are subject to change without notice.

TICKETS—RESERVATIONS—INFORMATION

Baltimore, Md. Telephone
Reservations and Information . . . Daily 24 hours . . . 685-8100
Penna. Station

Buffalo, N. Y.
Reservations Daily 7.00 a.m. to 9.00 p.m.
Information Daily 7.00 a.m. to 1.00 a.m.
Central Terminal TL 6-6800

Washington, D. C.
Reservations—Union Station—Daily 24 hours . . . ST 3-0300
Information—Union Station—Daily 24 hours EX 3-7900
City Ticket Office: Room 619, Washington Building,
1435 G Street, N. W.
Mon.-Fri. 8.30 a.m. to 5.00 p.m. EX 3-6600

Pennsylvania Railroad

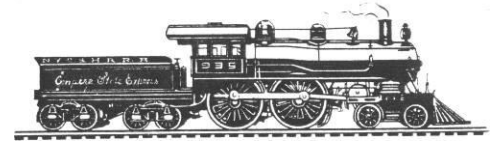
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CHAPTER MEMORIES

Story collected by Geoff Gerstung

The Railroad Enthusiast – September-October 1940 issue



Arcade & Attica Trip

On Sunday June 16 [1940], the annual Arcade & Attica Railroad “Iron Horse Gallop” carried 121 members and friends of the Buffalo and Central New York Divisions of the Enthusiasts and the Rochester Chapter of the NRHS. The trip started from Buffalo at 8:20 AM on Erie train No.2. At Attica the group boarded a special train on the A&A, consisting of No. 6, the 4-6-0 which was just out of the shops, two open-platform wooden combination cars, and two low side gondola cars equipped with seats. As usual, rides in the engine cab were permitted.

After traversing 26 scenic miles, the train reached Arcade about noon. Here the Buffalo Divisions’ second Annual Dinner was held. The program following the dinner consisted of short talks by members of the various railfan organizations represented, and by Mr. Richard I. Cartwright, General Manager of the A&A RR. The special guest speaker was Mr. M.W. Jones of the Publicity Department of the Baltimore & Ohio Railroad, and also a member of our Washington Division.

Late in the afternoon the A&A train made the two-mile run to Arcade Junction to connect with Pennsylvania train No. 571 for the return to Buffalo.

Editor note: Imagine: Running out of Buffalo from the Lehigh Valley Terminal on a regular service Erie RR passenger train, and then returning via the Pennsy to Central Terminal, with a day behind steam on the A&A. The A&A line, Attica to North Java was quite scenic too. It has been gone for decades now due to some washouts along Tonawanda Creek which occurred in January 1957. The A&A’s original steam locomotives were all scrapped. The tourist operation acquired different engines for that service. Today only two of the center cab diesels are operational. However, the A&A is in the process of acquiring and deploying a classic Alco RS-3. The saga of the A&A continues and perhaps we’ll see another ‘Iron Horse Gallop’ in the future.

ON THE TRACK AHEAD

September has been allocated to retired railroader and Chapter member Devan Lawton, whose photo programs are always chock full of history and good old railroader humor! Stay tuned for details. The Chapter needs meeting programs for the upcoming Fall and Winter meeting schedule. A one-hour or so program is about the right length for a meeting night. Let Jim Ball know, and he’ll work out a month assignment agreeable to you. Thank You in advance. Remember, the Empire State Express does not publish during July and August. Have a great summer everyone!

COMING SOON TO A RAILROAD NEAR TO US

The Arcade & Attica has acquired an Alco RS-3 diesel to augment its diesel roster. The venerable center cab diesels and possibly the newly arrived RS-3 will be featured in a railfan special to be held on Friday, July 14th. Contact Alec Durfee at adproductions2003@gmail.com for more information and tickets. A&A itself is operating several special trips this year. Check them out online at aarailroad.com.

CHAPTER CALENDAR

JUN 9 Regular meeting, Town of Wheatfield Senior Center. Adirondack Adventure presented by Utica & Mohawk Valley Chapter – NRHS Members John Koslosky & Bill Moll.

JUN JUL RR Museum Open most Saturday's, 111 Oliver Street, North Tonawanda, NY. 11 AM
AUG SEPT to 4 PM. Volunteer docents needed.

The Niagara Frontier Chapter NRHS, Inc. is a 501 (c) (3) publicly supported organization. Contributions may be deductible for income tax purposes in accordance with the Internal Revenue Service.

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