

# **HISTORY** **of the** **BUFFALO CHAPTER**

*National Railway Historical Society*



# **1938-1974**

HISTORY OF  
BUFFALO CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY  
1938 TO 1974

By Harold J. Ahlstrom  
Chapter Historian

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1986

**THE RAILROAD ENTHUSIASTS, Inc.**  
 Affiliated with The Railway Correspondence and Travel Society of Gt. Britain  
 and  
 L'Association Francaise des Amis des Chemins de Fer

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**THE ENTHUSIAST**

VOLUME VI

JULY, 1939

NUMBER 4

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The founder of the Buffalo Chapter and, for many years until his death in 1946, the strong leader was Russell H. Shapely. John Prophet III, charter member, is the source of the information for this page. Mr. Shapely convened a meeting at his home on April 8, 1938 of people he knew who might be interested. Russell at this time had a job as collector for a credit clothing store and covered the east and south sides of the Buffalo area. Here he found former and present railroad men, or men who were just interested in railroads. At this first meeting a group of 16 people formed a division of the Railroad Enthusiasts, a national railfan organization.

Meetings were held every week at his home and in May of that year a trip was run on the New York Central RR to Cleveland. The Central had an excursion fare every week and created a lot of publicity for these trips. Through the efforts of Russell two extra cars were attached to the regular train out of Buffalo, these being taken off at the Collingwood Shops where an inspection was held. Later an electric engine took these two cars into Cleveland. With the help of the railroad, the 16 founding members ended up with about 70 passengers on this first fantrip of the chapter.

This started a schedule of monthly trips. In June they operated a special train on the Arcade and Attica Railroad, in July via New York Central to Westfield with chartered cars on the Jamestown Westfield and Northwestern interurban line. August saw special cars on the Niagara St. Catharines and Toronto interurban system, and in October special cars on the Pennsylvania Railroad day train to Emporium and return.

In May 1939 the Collingwood trip was repeated. Also in 1939, Albert D. Kerr, Charles Erler, Laurence Burke and Harold Ahlstrom appeared on the chapter fan trips, joining the chapter in 1939 and 1940.



JULY 1939

# BUFFALO DIVISION

## MAY MEETING

A regular meeting was held on May 5th in the Lehigh Valley Terminal. After a routine business meeting, the Southern Pacific motion picture, "Daylighting the Padres' Trail," was shown. It was obtained again for this meeting because so few were present to see it at the previous meeting, and it was so greatly enjoyed by those who did see it.

## CLEVELAND TRIP

The largest rail-fan trip yet operated by the Buffalo Division took place on Sunday, May 7th, when 110 persons boarded New York Central train No. 53, leaving Buffalo at 7:15 A. M., for an inspection tour of the N. Y. C. Collinwood Shops and enginehouse at East Cleveland.

Two special cars on the rear of the train were provided, one being a deluxe observation coach, and, needless to say, the observation platform was filled beyond capacity throughout the entire trip. After an enjoyable ride of 176 miles, Collinwood was reached at 11:20, and while an electric locomotive replaced the steam power, a switch engine removed the two special cars from the train and spotted them near the railroad Y. M. C. A. Here the entire group alighted, and after eating dinner, crossed the tracks to the shops where guides were provided. The various departments of the shops were visited and locomotives and parts were seen in all stages of repairs. In one of the large buildings a special performance with an overhead crane was enacted. In the large enginehouse adjacent to the shops many more locomotives were seen, and also such operations as changing a pair of driving wheels.

After thoroughly covering the extensive shops and enginehouse, the group boarded the special coaches. A switch engine then pulled them over to the Cleveland Union Terminal electric locomotive shops a short distance away. Following a brief visit there, the two cars were placed on one of the main tracks and an electric locomotive was coupled. This provided a fast and thrilling nine-mile ride in to the Cleveland Union Terminal. Upon arrival there in the late afternoon an inspection of terminal facilities was provided while some of the group visited the model railroad of the Cleveland Society of Model Engineers, and others rode the rapid transit line of the Cleveland Interurban Railroad Co. A sightseeing trip in Cleveland was arranged for the women and any others not desiring to go through the shops again this year. The return trip was made on train No. 6, leaving Cleveland at 7:20 P. M. and arriving in Buffalo at 10:50. As usual, the Buffalo Division's illuminated sign on the rear of the observation car presented a very impressive appearance.

## HAMILTON TRIP

On Sunday, May 21st, a small group of enthusiasts and a few members of the Model Railroad Engineers of Buffalo made a trip to Hamilton, Ontario, Canada, over the Toronto, Hamilton & Buffalo Railway as the guests of the Hamilton Society of Model Engineers whose elaborate model railroad in the T. H. & B. station attracted much interest. After viewing the activities on the model layout for some time, the group was escorted by model engineers to the T. H. & B. enginehouse which is noted for its neatness and cleanliness. Here the various types of T. H. & B. locomotives were seen, as well as a few Canadian Pacific engines, one of which was a high-speed, streamlined 4-4-4 type.

Next, the Canadian National enginehouse was visited. This contained, in addition to many steam locomotives, a 14-year-old Diesel-electric car which makes a daily run of 800 miles at a cost of only \$7.00 per day for fuel and lubrication. The group visited two towers, at Hamilton Junction where a New York Central engine was seen pulling T. H. & B. coaches in a Canadian Pacific train over Canadian National track.

On the return trip to Buffalo the T. H. & B.'s little Pacific type engine had twelve heavy cars. Soon after leaving Hamilton a stop was necessary at the bottom of a heavy grade, and fifteen minutes elapsed before the train could get moving. It finally had to back down several hundred feet to get off the hill. The members spent this time voicing their various opinions as to the best method of solving the problem. After finally topping the grade, a fast run to Buffalo was made.

## JUNE MEETING

A regular meeting was held on June 2nd in the Lehigh Valley Terminal. Plans and arrangements for trips were discussed, and definite dates for the July and August trips were set.

## ANNUAL DINNER

The Buffalo Division's first Annual Dinner was held on Sunday, June 4th, at Arcade, N. Y., headquarters of the division's pet railroad, the Arcade & Attica. It was indeed a great privilege to have President Wilkins as a guest of honor that day. Mr. Wilkins travelled all the way from Boston to join in the celebration, and his presence was greatly appreciated. Mr. Rogers Whitaker of the New York Division also was on hand.

At 8:20 A. M. the group pulled out of Buffalo on Erie train No. 2 in a special coach. Upon arrival in Attica at 9:14, the Arcade & Attica train was found ready and waiting, and General Manager Richard I. Cartwright and Master Mechanic B. I. Cartwright were on hand to welcome the "gang." Both coaches were on the train that day in addition to three freight cars. After taking photographs for several minutes, everyone was finally loaded aboard and the train got under way with old No. 8 on the smoky end. Mr. Wilkins and Mr. Whitaker rode the engine cab.

After making a few stops to set off freight cars and pick up others, the train rumbled into Arcade shortly after 11:00 A. M. About an hour later the group congregated in the Arcade Hotel where a chicken dinner was served. The Buffalo Division officers are glad to record that nineteen loyal members were found among the group of 51 around the tables at dinner to greet President Wilkins.

Among the guests at the dinner were General Manager and Mrs. Richard I. Cartwright, Master Mechanic and Mrs. B. I. Cartwright, Engineer Dan Roblee, Fireman Rubie Roblee, Conductor Howard Hopkins, and Brakeman Emmet King, all of the Arcade & Attica Railroad.

Immediately after the dinner Chairman Shapley got the program under way. Secretary Prophet gave a summary of Buffalo Division activities during the fourteen months of its existence. The entertainment of the afternoon was supplied by Mr. Charles Bowen, Erie Railroad Agent at Castile, N. Y., who is called "the Will Rogers of the East." Mr. Bowen recited several humorous poems and dialogues, most of which were of railroad nature. He soon had everyone's sides aching from laughter. Messrs. R. I. and B. I. Cartwright were introduced and each spoke briefly, expressing appreciation for such an organization as The Railroad Enthusiasts to act as friends of the railroads. Mr. John Prophet, Jr., presented to Mrs. Shapley a large basket of flowers from Chairman Shapley and the rest of the "boys" in expression of their appreciation of the many services she had rendered to the Buffalo Division.

The final speaker was President Wilkins, the guest of honor. At the close of his talk, Mr. Wilkins presented the Buffalo Division's charter which Chairman Shapley had requested.

After the program had come to an end, there was some spare time which was spent taking photographs and looking over the A. & A. enginehouse and shop. At about 5:15 the A. & A. train was again boarded for the two-mile trip to the Pennsylvania station at Arcade Junction. Here at 6:15, Pennsylvania train No. 571 made a special stop while the group hastily piled into an extra coach on the rear of the train. After a fast run to Buffalo, arriving ten minutes early at 7:05, the first Annual Dinner was at an end. It was universally agreed that this had been by far the most enjoyable day ever spent by any of the members.

Next Meetings—August 4th and September 1st.

Trips—July 23rd, to Jamestown, N. Y., on N. Y. C. and Jamestown, Westfield & Northwestern (electric). Fare \$1.40.

August 13th, Arcade & Attica R. R.; P. R. R. to Arcade; special train with gondola cars on A. & A. Fare about \$2.25.

September 2nd to New York on Lehigh Valley R. R., to visit World's Fair. Fare \$11.95 (for 25 or more going in a group and returning separately within 10 days.)

# THE RAILROAD ENTHUSIASTS, INC.



ARE YOU INTERESTED IN RAILROADS?

Would you enjoy inspection trips to signal towers, terminals, shops and engine houses to see how a railroad operates?

Have you often wished to get off the beaten track in railroading and travel over freight lines and branch lines no longer handling passenger traffic?

Or do you take or collect railroad photographs?

If your interest lies in any of these activities, THE RAILROAD ENTHUSIASTS INC. is an organization made to order for you.

Our society forms a common meeting ground for friends of the railroads. Our members are from all walks of life and include not only "amateurs", but railroad officials and employees.

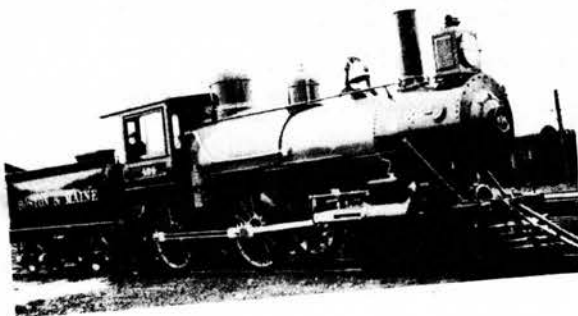
We are not connected with, or controlled by, any railroad. Our efforts are simply those of friends interested in seeing the railroads prosper.



While mainly a hobby organization, our serious interest lies in helping make the general public more conscious of the importance of railroads in our scheme of life. We do this through the educational value of lectures and moving pictures, and inspection trips to railroad facilities.

If you live near one of our division headquarters, get in touch with the Chairman or Secretary, or better yet, come to one of our regular meetings and let us make you welcome. You will meet as congenial a group as you would care to know and no matter what phase of railroading you are interested in - pictures, models, trips, signals, locomotives (steam, Diesel or electric) - you will find a group who speak your language.

We have interesting speakers on all branches of railroading and motion pictures of railroad subjects at our meetings. Winter excepted, we average one inspection trip a month from our larger divisions. Through the excellent cooperation of the railroads themselves, these trips are run at reduced rates and all are assured of the finest service.



Anyone over sixteen years of age is eligible for membership. The yearly dues are \$2.50 plus small divisional dues. This includes a subscription to THE RAILROAD ENTHUSIAST, published six times a year.

Divisions of THE RAILROAD ENTHUSIASTS INC. are located in the following cities:

|          |           |          |              |
|----------|-----------|----------|--------------|
| BOSTON   | WORCESTER | SYRACUSE | WASHINGTON   |
| NEW YORK | HARTFORD  | BUFFALO  | PHILADELPHIA |

Contact a divisional officer in the city nearest you for further information or an application blank.

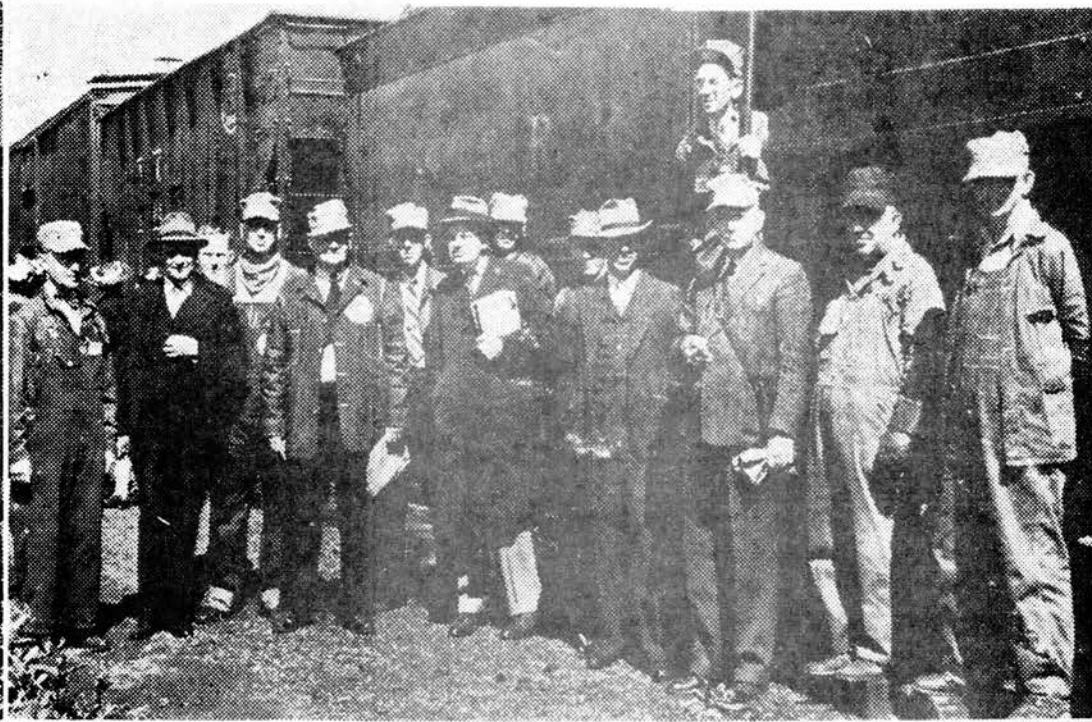
### **BUFFALO DIVISION**

**Meets first Friday of each Month at 8 p. m., Assembly Room, Lehigh Valley Terminal, Main and Scott Streets. VISITORS WELCOME.**

**RUSSELL H. SHAPLEY, Chairman**  
178 Box Avenue Buffalo, N. Y.  
Telephone TAYlor 3595

**JOHN M. PROPHET, 3rd, Sec't'y.**  
827 Delaware Ave. Buffalo, N. Y.  
Telephone GRant 1774





## TAKE NATIONAL PRESIDENT OVER "PET" RAILROAD

Many Buffalo enthusiasts have jolly time over 28 miles of the Arcade and Attica

The 28 miles of the Arcade & Attica railroad were the scene of a hilarious good time yesterday as 27 members of the Buffalo Division of the Railroad Enthusiasts, Inc., escorted their national president, Artemus C. Wilkins, and National Treasurer Gilbert R. Payson, Jr., over their "pet" railroad for the first time.

It was no new experience for the Buffalo members to travel on the A. & A., for many trips last summer over the rails had familiarized them with the road and rolling stock, but it was the first visit of the national officers of the organization.

The tour left Buffalo at 8.20 a. m., standard time, and travelled Attica on the Erie Railroad. At Attica the members transferred to the A. & A. and rode to Arcade, arriving about 11 a. m. At Arcade they went to the Arcade Hotel and had their first annual dinner for the Buffalo division. Guests of honor, besides the national officers, were Charles Bowne of the Erie Railroad, known as the "Will Rogers of the East;" Richard I. Cartwright, general manager of the A. & A.; B.



The 28-mile Arcade & Attica Railroad yesterday was host to the Buffalo Division of Railroad Enthusiasts, Inc. An excursion was held from Attica to Arcade, and at the latter place the first annual dinner of the Buffalo division was served. In the upper picture are Clayton Lovejoy; Charles Bowen of the Erie Railroad and guest of honor; John M. Prophet, 3d, secretary; Russell H. Shapley, chairman; Roy Zimmerman, program chairman; Rogers Whitaker, member of the New York division; Vince Ryan; R. I. Cartwright, general manager, A. & A. Railroad; Artemas O. Wilkins, national president, Railroad Enthusiasts, Inc.; Rube Roblee, fireman, A. & A. R. R.; Dan Roblee, engineer. Lower—Mrs. Leo Noerdlinger, 598 Parkside Avenue, Buffalo, gets the feel of the "iron horse" as she sits in the engineer's seat of locomotive No. 8.

# HEAR YE! HEAR YE!

## CALLING ALL "SUNDAY HOGGERS"

and Others Who Enjoy Unusual Railroad Trips!

No. 6, the Pride of the Arcade & Attica, is Under Steam Again. This Trim, High-stepping Ten-wheeler Will Power Our SPECIAL TRAIN

### SUNDAY, JUNE 16 - 1940

When Buffalo, Rochester, and Central New York Rail-fans Will Ride the Engine Cab, Gondola Cars, and Open-end Coaches Over the

## ARCADE & ATTICA R.R.

More Thrills per Mile than Any Railroad in America!

### THE BIG RAIL-FAN JAMBOREE OF 1940!

This thrilling Iron Horse Gallop consists of a circle trip over three railroads: the Erie from Buffalo to Attica, the Arcade & Attica to Arcade, and the Pennsylvania back to Buffalo.

Worth several times this amount, the total fare is only

**\$ 2.00** Round Trip from Buffalo

Children over 5 and under 12, \$1.00

### SCHEDULE (Standard Time)

Lv. Buffalo, Lehigh Valley Term., Erie No. 2, 8:20 a.m.

Ar. Buffalo, Central Term., P. R. R. No. 571, 7:15 p.m.

Smiling Dick Cartwright, General Manager of the A. & A., and Burr Cartwright, Master Mechanic, will be on hand to greet us.

"Sunday hoppers" are invited to ride the cab of No. 6 with our old friends Dan and Rube Poble. Genial Conductor Howard Hopkins will also be on the train to welcome us.

Remember, the A. & A. is one of the few remaining short-line railroads that are making money. This famous little line and its management and personnel deserve every rail-fan's respect and patronage.

This will be your first opportunity to photograph the famous No. 6, which has just been completely overhauled under the skillful supervision of Master Mechanic Burr Cartwright. This engine, a 4-6-0 built by Baldwin in 1907 for the Alabama & Vicksburg R. R., is the newest and largest on the A. & A.

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The second ANNUAL DINNER of The Railroad Enthusiasts, Inc., Buffalo Division, will be held in Arcade at noon; price 50¢. An interesting program will be presented. Reservations for this dinner must be made by June 13.

# YOUR 1940

## "IRON HORSE GALLOPS"

under the auspicious of the RAILROAD ENTHUSIASTS, INC., of Buffalo and CENTRAL NEW YORK, the ROCHESTER CHAPTER of the NATIONAL RAILWAY HISTORICAL SOCIETY and the RAILROAD MODEL BUILDERS.

### NO 1 SUNDAY APRIL 23 M NEW YORK ONTARIO & WESTERN

Oneida to Sidney, N.Y., and return. 136 miles. Round trip fare from Oneida - \$2.00. This is a trip recommended by "Railroad Magazine." Leave Oneida (O&W station) 10:00 a.m., standard time. Arrive Sidney 2:00 p.m. Leave Sidney 2:35 a.m. Arrive Sidney 5:50.

As your train runs through Madison and Chenango counties into Delaware county you will be privileged to view some of the most fascinating scenery in New York State. You will have 35 minutes in Norwich for photographing motive power or for lunch - 12:32 to 12:45 p.m. Leaving the beautiful Chenango Valley at Norwich, 937 feet above sea level, you will climb, in a distance of slightly over 8 miles, to an elevation of 1617 feet, a maximum grade of 71.7 feet per mile. Just before reaching Oxford you will cross Lyon Brook Bridge, 163 feet high.

Buffalo, Rochester & Syracuse fans will use N.Y.C. train #32, arriving Oneida 9:40 a.m., returning on #39, which will make a stop at Oneida at 6:33 p.m. Fans each of Oneida will use NVC #43, arriving Oneida at 8:49 a.m., returning on #42 at 8:54 p.m. (Get in touch with your local chapter officers for fares, etc.)

Those desiring to do so may drive to Oneida. There is ample space for parking at the O&W station. As the O&W operates no dining cars, we suggest that those who wish to do so carry their own lunch.

DO YOU KNOW that all the cars and locomotives owned by the railroads of the United States, if coupled together, would make a train nearly 20,000 miles in length.

### NO 2 SUNDAY M MAY 19 MICHIGAN CENTRAL

This is the trip requested by over a hundred of you who were with us on the Cleveland trip last May - Buffalo to Detroit and return - round trip fare from Buffalo - \$5.00.

Leave Buffalo - Central Terminal - M.C. train #15 - 7:47 a.m., arrive Detroit 12:33 p.m. A "hot shot" return trip on the "Wolverine" #8, leaving Detroit 7:23 p.m., arriving Buffalo 12:04 a.m. Special Deluxe Observation Coach and Dining Car Service going and returning.

Immediately upon our arrival in Detroit we will be given a private showing of the famous streamlined "Mercury" which operates between Cleveland and Detroit. After this we will visit the Tabash and Pere Marquette enginehouses where we will be given plenty of opportunity to photograph and inspect locomotives of both of these roads as well as Pennsylvania power.



For those who so desire there will be a sight-seeing trip of Detroit, including Edison Institute Museum and Greenfield Village. "Flyers" describing the Detroit trip will be available soon.

Do you know that nearly 1,100 five-ton trucks would be required to carry as much coal as a hundred-car freight train.

NO 3      SUNDAY      JUNE 16      ARCADE & ATTICA

Our famous "Gondola Car Gallop." This is a circle tour over three railroads with dinner in Arcade.

Leave Buffalo on Erie #3 at 8:20 a.m., from Lehigh Valley Terminal, Main & Scott Sts., arriving Attica 9:14 a.m. Ride the Arcade and Attica in gondola cars equipped with seats and in old-time open-end coaches. Returning from Arcade on Pennsylvania train #571, arriving Buffalo, Central Terminal, 7:15 p.m.

Dinner in Arcade will be served by Mrs. Hopkins, mother of Howard Hopkins, A. & A. conductor. Price 50 cts. This is our annual dinner party and you'll miss a lot of fun if you don't attend.

Complete round trip fare from Buffalo - \$2.00.

Do you know that to carry the freight moving on one line of railroad out of Pittsburgh, Pa., on an average day, would require 32,000 five-ton trucks.

NO 4      SUNDAY      JULY 21      D L C W R R

Syracuse to Binghamton, N.Y. Round trip fare approximately \$2.25 from Syracuse.

Leave Syracuse, Lackawanna train #944 - 9:15 a.m. Returning leave Binghamton - train #903 at 3:25 p.m., arriving Syracuse 5:30 p.m. At E. Binghamton enginehouse we will inspect and photograph Lackawanna locomotives.

A trip over the Syracuse Division of the Lackawanna is always a pleasant adventure.

Do you know that railroad men and railroad money - not taxpayer's money - is used to put rail roadways in shape to use when storm, flood, hurricane, or other disaster interrupts service.

NO 5      SUNDAY      JULY 28      ~~NIA~~      N ST C & T

On this date we plan a trip out of Buffalo that will be of special interest to electric (juice) fans.

Leave Buffalo - Central Terminal - NYC train #311 at 9:45 a.m. At Suspension Bridge we will cross the Whirlpool Bridge to Niagara Falls, Ont., where we will board special cars of the NIAGARA, ST. CATHARINES & TORONTO RY., for a trip over the entire system. Main line from Niagara Falls to Port Dalhousie. Welland Division to Port Colborne. Lake Shore Division to Port Weller, over which no regular passenger service operates. And a number of side trips, such as the Robbinhood Spur at Thunderstone and Walker's Quarry at Thorold.

This may be our last opportunity to ride this most interesting line, and the day may have to be advanced, as we understand that the N.St.C.&T. has recently applied for permission to abandon passenger service.

Extremely low rate for this trip - \$1.00 from Niagara Falls, Ont. (Luncheon and dinner - 50 cts. each).

Syracuse and Rochester fans use NYC #63 to Buffalo and return on #4 leaving Buffalo 10:10 p.m. We expect at least 150 on this trip - so may your reservations early.

Do you know that the railroads provide employment to about one million wage earners, who, with their families, comprise a group of around four million men, women and children.

NO 6      SUNDAY      AUGUST 11      BALTIMORE & OHIO

Rochester to Cobourg, Ont., via B&O RR and Ontario Car Ferry. Round trip fare from Rochester - \$1.35.

A marvelous opportunity for "lounge chair railroading." Bring your "collection" - this will be a wonderful opportunity to "look" "see" and "barter."

Leave Rochester - B&O Station - W. Main & Ford St., 7:30 a.m. Leave Cobourg about 3:45 p.m., arrive Rochester about 8:25 p.m. Buffalo fans use NYC #33 - fans from Syracuse and east - use NYC #63.

Here is ten golden hours of unalloyed pleasure - for \$1.35. At Cobourg you will see the loading and unloading of the freight cars from the boat - a sight you would go many hundreds of miles to see - except at Cobourg or Genesee Docks.

Excellent dining facilities on the boat - or - if you prefer - bring your own box lunch.

Do you know that taxes paid by the railroads to federal, state and local governments average over \$600 per minute.

NO 7      SUNDAY & MONDAY - LABOR DAY - SEPT 1&2

Altoona, Pa., via Pennsylvania R.R.

The first over-night fan trip ever attempted by central and western New York fans. Pennsylvania Railroad from Buffalo to Altoona, Pa., and the famous HORSESHOE CURVE, the railroad "show place" of the nation; with an inspection tour of the great Altoona Works, the largest railroad shops in the world. THIS IS A TRIP THAT NO RAILROAD MINDED MAN OR WOMAN CAN AFFORD TO MISS.

We will travel in special air-conditioned coaches on the rear of Pennsylvania train #570, leaving Buffalo - Central Terminal - 9:10 a.m., Sunday. At Lock Haven, Pa., our coaches will be transferred to train #511, for Altoona via Tyrone. At this point members of the New York and New England Divisions of the Railroad Enthusiasts may join our group for the ride around the Horseshoe Curve up to Cresson, Pa., arriving at this point at 5:09 p.m.

The HORSESHOE CURVE is located on the eastern slope of the Allegheny Mountains about  $5\frac{1}{2}$  miles west of Altoona and 6 miles east of Gallitzin. The length of the curve is 2375 feet, degree of curvature 9 15'; central angle 220 degrees; elevation at the east end 1594 feet above sea level; the grade is 91 feet per mile. It rises 1015 feet in the  $11\frac{1}{2}$  miles from Altoona up to Gallitzin Tunnel which is at an elevation of 2194 feet above sea level.

Built in 1852, the curve was considered an engineering marvel at that time and is still looked upon as an outstanding engineering feat that has few counterparts, even in these days of modern ingenuity.



We sincerely hope that we have made this program of interest to all, and everyone, from 5 to 95, is cordially invited to participate in the fun. Sweethearts, wives, mothers and grandmothers are especially invited to be with us. Mark the dates on your calendar and be on hand when the conductor calls

"ALL RAILROADS"

A trip which is still in the formative plan is over the Jamestown, Westfield and Northwestern - "America's Scenic Route," for Sunday, June 23rd. The J.W. & N.W. is one of the few remaining electric railroads in New York State, and a trip over it is always a day of pleasure. This trip will be sponsored by the Buffalo Camera Club and all railroad "fans" are invited.

The time shown in this schedule is EASTERN STANDARD TIME, one hour slower than DAYLIGHT SAVING TIME. This schedule, and time of connecting trains, etc., is subject to change without notice for reasons beyond our control.

We will endeavor to give you full particulars regarding any changes in this schedule prior to any trip, but suggest that you keep in touch with local chapters for future information. Any of the chapter officers listed will give you full details regarding these trips, fares to and from starting points of trips, etc. If you prefer, make up a party and drive to and from originating city of trip scheduled. In some cases railroad schedules, connections, etc., may make this method preferable. While we all prefer to make the entire trip by train, we want you with us, and if you find it advisable to drive in order to be with us on these trips - to drive part way is preferable to not being there at all.

We have gone to considerable labor and expense in getting up this program and your co-operation in checking and mailing the coupon printed below to any of the officers marked with an \* will be appreciated.

=====

|                        | Trip #1 | Trip #2 | Trip #3 | Trip #4 | Trip #5 | Trip #6 | Trip #7 | Trip #8 |
|------------------------|---------|---------|---------|---------|---------|---------|---------|---------|
| I will be on hand for  |         |         |         |         |         |         |         |         |
| Will have (No.) guests |         |         |         |         |         |         |         |         |

Name

Street

City

- ( ) Will make Jamestown trip if arranged.  
 ( ) Mail information regarding active membership in charter.

Remarks-

# A Souvenir

of your

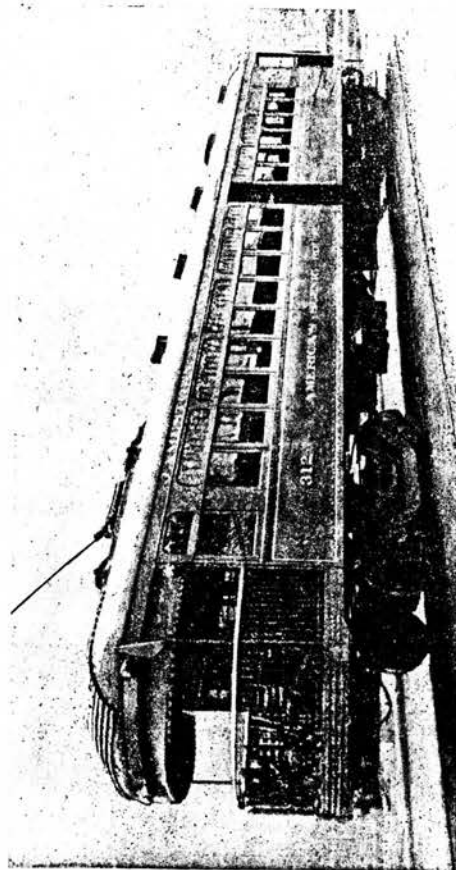
## Jamestown, Westfield & Northwestern Trip

JULY 23rd, 1939

Compliments of

RAILROAD ENTHUSIASTS, Inc.

BUFFALO DIVISION



## BUFFALO DIVISION

JAN. 1942

### NOVEMBER MEETING

A regular meeting was held on November 3rd in the Lehigh Valley Terminal. Various items were discussed, and it was voted to hold an extra meeting on the third Wednesday of each month during the winter at the homes of some members for the purpose of looking at pictures and other railroad material.

Sunday, November 5th, fifteen members and others travelled to Rochester over the New York Central R. R. and were entertained during the day and evening by the Rochester Chapter of the National Railway Historical Society. The Rochester fans had worked out a complete program and schedule for the entire day, and copies of this were distributed to everyone.

The activities started with a visit to the Model Railroad Club of Rochester where several trains were in operation. Then the group visited the New York Central enginehouse, where, among the numerous engines seen, were two Shay geared locomotives used in switching service. The gang posed on the front of a 4-6-0 while a news photographer made pictures. One of these appeared two days later in a conspicuous spot on the picture page of the Rochester *Times-Union*. Next on the program was an inspection tour of the Despatch Shops at East Rochester where all types of freight cars are built and refrigerator cars are repaired. Following this, a complete round trip ride was taken on the Rochester subway. Early in the evening everyone went to the N. R. H. S. clubrooms in the Baltimore & Ohio Building. Here several reels of railroad motion pictures were shown, after which fresh apple cider and doughnuts were served.

The N. R. H. S. members spared no effort to make the day enjoyable for the Enthusiasts. Some of their wives were on hand to entertain the four Buffalo women who made the trip and, in addition, presented them with attractive gifts. This was one more day that proved the many advantages of close friendship and cooperation between so-called "rival" railroad organizations.

Sunday, November 12th, the Buffalo Division played host to a group of about 60 Boy Scouts who desired to see how a railroad operated and had called upon the Enthusiasts to help them. The activities consisted of an inspection of Lehigh Valley Railroad facilities in Buffalo and began with a visit to the engine house which proved to be a source of great interest to the boys. Then the passenger terminal, including signal tower and dispatcher's office, was inspected. Here, also, the boys were shown a Diesel-electric switcher and were taken through the *Black Diamond* when it arrived. In the Enthusiasts' meeting room some motion pictures were shown, and Arthur (Popeye) Ross, dressed in a sailor suit, put on an act.

### DECEMBER MEETING

A regular meeting was held on December 1st in the Lehigh Valley Terminal. The most important business was the annual election of officers. The following were re-elected: Chairman, Russell H. Shapley; First Vice-Chairman, C. Ulysses Paul; and Secretary, John M. Prophet, 3rd. The following were elected: Second Vice-Chairman, John R. Gronachan; Treasurer, Clifford V. Judd; and Property Custodian, Albert D. Kerr.

Next Meetings:—February 2 and March 1.

Trips:—A winter trip over the Jamestown, Westfield & Northwestern R. R. (electric interurban line) is being planned for late January or sometime in February. On September 1 (Labor Day week-end) a two day trip to Altoona, Pa., will be operated out of Buffalo on the Pennsylvania R. R. It will include a ride around the famous Horseshoe Curve and an inspection of the Altoona Shops. This will be the biggest Buffalo Division trip in 1940 and is therefore being publicized in advance.

1941

AUG 10

JW & NW

JAMESTOWN

(ELECTRIC)

Round trip fare from Buffalo- about \$2.50

This is almost a "demand" trip on the part of our membership. The JW&NW is always a pleasant trip - especially in the summertime.

Leave Buffalo - (Central Terminal) 8.15 A.M.

Leave Westfield - J.W.&N.W. - 9.50 A.M.

Go thru to Jamestown - or drop off at Midway Park. Get up a basket lunch - Midway Park is a delightful spot for such a picnic. A "shot shot" run can be arranged if enough want to make it. (This extra run is contingent on arrangements with JW&NW officials).

SEPT 21

OPEN

This is an open date - if enough request it - we will arrange a trip - over the A&A - the E&O to Mt. Jewett- or the Lake Erie and Northern (if it is still possible).

Write Russell Shopley - 178 Box Ave., Buffalo, N.Y. with your suggestions. Do this before July 1st.

OCT 12

LEHIGH  
VALLEY

AUTUMN LEAF  
EXCURSION

Round trip fare - from Rochester - \$2.75  
Special train leaves Rochester (Court St.) at 9.30 A.M. We will travel the beautiful Finger Lakes Region of New York State. From Geneva we will go via the Seneca Falls Branch to Auburn. (There is no regular passenger service over this branch). From Auburn we will go to Ithaca (over the Auburn-Ithaca branch) along the shores of picturesque Cayuga Lake.

Dinner will be served immediately upon our arrival at Ithaca. After dinner ~~XXX~~ we will take a delightful tour of the campus grounds and buildings of Cornell University. Our special train will leave Ithaca at approximately 3.30 P.M., arriving Geneva 4.35 and Rochester 5.50 P.M.

Over 250 went on our Autumn Leaf Trip last year - we look for 300 this year. Get your reservations in early.

C O U P O N

I will take the JW&NW trip.  
There will be \_\_\_ in my party.

Enclosed \$\_\_\_ advance reservations. (\$1.00 per person.

( ) Check here for dinner reservations.

Name and address  
(Mail before Aug. 1st)

C O U P O N

I will take the Autumn Leaf Trip (Lehigh).

There will be \_\_\_ in my party.

Enclosed \$\_\_\_ advance reservations.  
(\$1.00 per person)

( ) Check here for dinner reservations.

Name and address.  
(Mail before Oct. 1st)

### Schedule of trips

May 18th - London and Port Stanley (Electric) Out of Buffalo  
 June 15th - Coudersport & Port Allegany - Out of Buffalo  
 June 29th - Lehigh Valley - Out of Rochester - annual picnic at Hemlock  
 July 20th - Lackawanna Circle tour - out of Utica - to Syracuse  
 August 10th - J.W. & N.W. - (Electric) Out of Buffalo  
 August 31st - (Labor Day) Open - Possible R/O to Pittsburgh, Pa.  
 Sept. 21st - Open  
 Oct. 12th - Lehigh Valley - Finger Lakes Region - Annual Autumn Leaf  
 Excursion - out of Rochester.

MAY 18

L. & P. S.

SPECIAL CAR

Rates - Round trip from Buffalo - \$3.20  
 Leave Buffalo - L. & P. S. train (from Central  
 Terminal) - 7:15 A.M. - Return - arrive  
 Buffalo - 9:35 P.M.

Inspection tour of L&P S shops at London -  
 also of electric X.M. locomotives and  
 passenger equipment. Possible inspection  
 of Incline railway at Port Stanley and ride.  
 Photographing of railroad equipment O.K.,  
 but subject to restrictions.

Complete coverage of L & P S Ry. in  
 special car.

JUNE 15

C. & P. A. R.R.

SPECIAL TRAIN

Rates - Round trip from Buffalo - \$3.95  
 Leave Buffalo - Penn. R.R. (From Central  
 Terminal) at 9:10 A.M. Return - arrive  
 Buffalo - 7:50 P.M.

Complete coverage of C. & P. A. R.R. in  
 special train - over 300 miles of railroading  
 from Buffalo. Movement on C. & P. A. will  
 consist of special train - a 4-4-0 American  
 type locomotive - open vestibule combination  
 cars - gondola cars (with benches) and a four  
 (4) wheeled "doghouse."

Dinner served at Coudersport - 50 cts.

#### COUPON

I will be on the L. & P. S.  
 There will be \_\_\_\_\_ persons  
 in my party. Enclosed  
 \_\_\_\_\_ advance reservations.  
 (\$1.00 per person)  
 ) Check here for  
 inner reservation.

Name and address.

#### COUPON

I will be on the C. & P. A. trip.  
 There will be \_\_\_\_\_ persons in my party.  
 Enclosed \$ \_\_\_\_\_ advance reservations.  
 (\$1.00 per person).  
 ( ) Check here for dinner reservation.

Name and address.

COOPERATION IS 75 %  
 OF A SUCCESSFUL TRIP - MAIL THE  
 COUPON NOW - DON'T PUT IT OFF - ACT  
 NOW - LATER MAY BE TOO LATE.



### General Information.

On all trips originating in Buffalo - members from Rochester and Syracuse use Sunday excursion fare and trains to Buffalo. The same routine applies on trips originating in Rochester or Syracuse. Rates are - Rochester to Buffalo and return - \$1.00 - Rochester to Syracuse and return - \$1.25. Buffalo to Syracuse and return - \$2.00. (Subject to change by railroad without notice). This is N.Y.C. rate.

Check with trip chairman of local chapters - or railroad ticket agent - for time of connecting trains or group movement.

Time shown in this schedule is Standard Time + One hour slower than daylight saving time.

Fares - children (under 12 and over 5) one-half of trip fare.

Due to the increasing demand on the railroads for movement of freight, and the unsettled conditions of to-day, we cannot guarantee all trips will be run. They are subject to cancellation without notice if the occasion demands. We suggest you take the L<sup>2</sup>PS and the C<sup>2</sup>PA trips - as beyond that - we cannot guarantee anything. It all depends on what comes up.

Carry identifying papers with you - birth certificate - etc., when going to ~~EXXXXX~~ Canada. If you come under the selective service get permission from your local draft board before visiting Canada. Use of camera on trips is permissible - but subject to restrictions. Co-operate - if you want to take pictures.

If you want additional information on these trips from time to time - write trip chairman or secretaries of local chapters - enclosing self-addressed and stamped envelope for reply - or mail ten cents in coin or stamps to cover expense (if you have not already done so).

On all trips requiring special movement or train - guarantees are necessary - on the L<sup>2</sup>PS 75 - the C<sup>2</sup>PA 100 - the autumn leaf excursion 150, etc. You can help by sending in your reservation early. If trip is cancelled - you will get refund of your deposit.

On the annual picnic train will leave Rochester (Court St.) between 9.30 and 10.00 A.M.

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### CLUB ACTIVITIES.

**BUFFALO.** - Buffalo Division of the Railroad Enthusiasts, Inc. Meets the first Friday of each month - Assembly Room - Lehigh Valley Terminal. Russell H. Shapley, 178 Box Ave., Buffalo, N.Y., chairman - John M. Prophet, 3rd., 827 Delaware Ave., Buffalo, N.Y., Secretary.

Buffalo Model Engineers - meets Monday and Thursday evening of each week - 8.30 P.M., 1099 Niagara St., 2nd floor - Buffalo. Chairman - Vincent Ryan - 127 Parkwood Ave., Kenmore, N.Y.

**ROCHESTER.** Rochester Chapter of National Railway Historical Society, Inc. Meets first and third Thursday of each month - 8.30 P.M. - B.&O. office building - Main and Washington Sts., Rochester. P.C. Merz - 135 Lenox St. - Rochester, N.Y. - trip chairman - Ward Shafer - 26 Modelane - Brighton, N.Y., Secretary.

Rochester Model Engineers. Meets Friday evening of each week - 8 to 10 P.M., at the club rooms - N.Y.C. station. Membership chairman - Charles Banks, 108 Colebourne Rd., Rochester, N.Y. First annual show - at the club rooms - May 18th to May 25th. Weekdays - 6 to 10 P.M. Saturday and Sundays 2 to 10 P.M. Admission 10 cts.

**SYRACUSE.** Central New York Division of the Railroad Enthusiasts, Inc. Meets first Wednesday of each month - 8 P.M. - conference room - N.Y.C. station. Trip chairman - Charles E. Rich, 330 W. Ostrander Ave., Syracuse, N.Y.

Syracuse Model Engineers. Meets every Wednesday - 7 P.M. - club rooms - 319 So. Clinton St., 5th floor. For information write C.F. Cerber - 109 Butternut Dr., Dewitt, N.Y.

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## MAIL YOUR RESERVATION

1941

JUNE 29  
LEHIGH  
VALLEY  
ANNUAL PICNIC

Fare - Rochester to Hemlock Lake .85  
(round trip)-

This will be the annual picnic of Central and Western New York "Fans" and "Model Engineers."

We will go in a special train ("Doodlebug") from Rochester to Hemlock Lake. (There is no regular passenger service from Rochester Junction to Hemlock Lake - so this will be a special treat).

Basket picnic - bring your own lunch. Ample picnic grounds for a successful day.

JULY 20  
LACKAWANNA  
"CIRCLE TOUR"  
UTICA TO SYRACUSE

Fare - Utica to Syracuse - round \$2.70

A circle tour over the Lackawanna from Utica to Binghamton (Utica Div.) and from Binghamton to Syracuse (Syracuse Div.) About 180 miles of railroading thru the beautiful hills and valleys of Central New York.

From Buffalo and Rochester we will use regular Sunday excursion tickets to Syracuse - and from Syracuse to Utica party group rate if enough go.

Approximate total cost -from Buffalo - \$5.50 - from Rochester - around \$4.90.

Lackawanna train will leave Utica about 11.00 A.M., and arrive in Syracuse around 5.30 P.M.

SEPT. 1ST  
LABOR DAY  
"WEEK END"

Labor Day week-end trip (or substitute trip)

There is a possibility of an N.R.H.S. convention at Pittsburgh, Pa., over this week-end. In this event- there will be plenty of side trips from Pittsburgh for both electric and steam "fans." Full details will be available on our J.W. & N.W. trip on August 10th (see next sheet). Think this over and let us have your reaction before the J.W. & N.W. trip so we can make plans accordingly.

|   |   |
|---|---|
| <p style="text-align: center;">COUPON</p> <p>I will be on the Lehigh trip (annual picnic). There will be _____ persons in my party.</p> <p>Name and address<br/>(Mail before June 15th)</p> | <p style="text-align: center;">COUPON</p> <p>I will be on the Lackawanna Circle Tour out of Utica. There will be _____ persons in my party. Enclosed herewith \$_____ advance reservations. <del>XXXXXX</del> (\$1.00 per person)</p> <p>Name and address<br/>(Mail before July 10th)</p> |
|---|---|

MAIL RESERVATION COUPONS  
ON L&PS AND C&PA TRIPS NOW

1942

Volume VII, number 1, February 1942 National Railway Historical Society Bulletin carried a full page with the heading "Welcome to Buffalo", indicating that on or about the first of 1942 the local chapter had changed affiliation from Railroad Enthusiasts to the National Railway Historical Society. (Rochester Chapter had always been NRHS and Syracuse R.E.) There were 26 members in the new Buffalo Chapter NRHS and their chapter was the 17th chapter to join the NRHS. One alleged reason for changing was the fact that the RE National Bulletin was to be downgraded in quality due to wartime paper shortages, and the NRHS was going to keep its quality of publication. (Harold Ahlstrom and John Hanbach had been listed in 1940 as Associate Members of NRHS and the Bulletin stated that there were four Associate Members at the time that Buffalo joined NRHS.)

The Officers of the Chapter in 1942 were:  
President, Russell H. Shapely  
V/P Finance, Vincent Ryan  
V/P Publicity, William Kessel  
Corresponding Secretary, John Prophet  
National Director, John Prophet  
Recording Secretary, Roy Zimmerman

A later Bulletin recorded the fact that the Buffalo Chapter had made a fan trip to Syracuse on the New York Central just before the wartime ban on charter trips of any kind.

The All-Time Roster\* of fan trips for the Buffalo Chapter compiled by Richard Ganger does not list any trips for 1942 through 1945. The issues of the NRHS Bulletin does give some information. By 1942 the Buffalo Chapter had shrunk to 14 members due to the draft of the younger members. Meetings were held every Wednesday evening at Russell Shapely's home as the meeting room at the Lehigh Valley Terminal was no longer available. John Prophet continued to be the National Director. Incidentally, the National continued to send Bulletins free of charge to all members of the Armed Forces during the war, and gave free memberships as well.

\*This Roster on next two pages.

## 1943

The history of the chapter during this year is fragmented, mostly from the pages of the National Bulletin. The April 1943 issue lists Russell Shapely as 1st Vice President of the National, the first of several Buffalo Chapter members to hold National office. The government had banned fan trips, but it was possible to sneak one once in awhile and Russ was most ingenious in doing this.

On June 13, 1943 we rode the New York Central to Niagara Falls, N.Y., crossed the Lower Arch Bridge on foot to start an all-day trip on the Niagara St. Catharines & Toronto electric railway. Due to a war-time shortage of cars, the NX&T had made a "new" one out of a body of one car, trucks from another, and odds and ends laying around the shop, and this new car 83, fresh out of the shops, ran its first revenue trip for the Chapter charter.

Over the weekend of October 23-24 the members took regular B&O train 16 at 6:00 PM as far as Dubois, Pa., spent the night in the General Pershing Hotel, and were given a tour of the shops the next morning, returning late in the afternoon. A number of ex-BR&P 2-6-6-2 mallets were observed.



"New" NS&T car 83 on  
June 13, 1943 fantrip.



## War Washes Out Railroad Fans' Jaunts

**Movies, Collecting Replace Excursions**

Buffalo Chapter of the National Railway Historical Society, Inc., has a dry-sounding and scholarly connotation that fails utterly to describe a small group of local railroad fans who like to dress up in overall-jumpers, wave lanterns and make excursions on little-known, out-of-the-way railroad lines.

They are much more aptly described by their former name, Buffalo Railroad Enthusiasts, Inc., which they sported until recently when they affiliated with the national organization. But, proving there is nothing in a name, the complexion of their organization and its activities have not changed a bit, except for alterations wrought by the war.

### War Forces Substitute

With the present wartime drain on the nation's transportation systems, excursion rides for pleasure are, of course, out of the picture for the duration, though individual members pass up few chances to ride the coaches, even on short trips between here and Niagara Falls.

So for the most part the members of the erstwhile Railroad Enthusiasts, Inc., are marking time and contenting themselves with "ersatz" railroading, that is, getting together and viewing motion pictures made on many of their famous trips over bumpy roadbeds behind puffing, creaking old locomotives.

Back in the palmy days of '37 and '38 the enthusiasts virtually lived for these excursions, for which they often had to arrange with a railroad line to bring old coaches out of years of retirement to resume a passenger run long since discontinued.

Such trips were made on the old A. & A. Line between Attica and Arcade; the Tioga Division of the Erie, from Elmira to Tioga, Pa.; the Lehigh Valley between Rochester and Sayre, Pa.; the Ontario & Western, through the center of the state between Oswego and New York, and the Jamestown, Westfield & North Western, which, being near, was a great favorite.

### They Like Rough Roadbeds

On these excursions, the enthusiasts, many of them dressed in jumpers and wearing railroad caps and bandana handkerchiefs, would be all over the special train like ants in last year's sugar—riding in the locomotive, hanging out of coach windows, crowded on the observation platform.



Wielding a lantern instead of a gavel, Russell H. Shapley, president of Buffalo Chapter, National Railway Historical Society, Inc., prepares to open a meeting of the erstwhile Buffalo Railroad Enthusiasts, Inc., with a highball, which in railroad parlance means the signal to go ahead. Seated is Vincent C. Ryan, chapter vice-president.

When they came to a picturesque bend in the line, like the Horseshoe Curve on the Pennsylvania Railroad near Altoona, Pa., they would bribe the engineer to let them off at a vantage point and run the train back over the bend while they viewed the spectacle and took motion pictures of it.

The enthusiasts seem to prefer poky old lines, where the coaches still have oil lanterns for light and coal stoves for heat, to modern, streamlined cars with plush seats. The bumpier the ride is, the longer it takes, the more cinders they get in their eyes and the more bituminous coal fumes they inhale, the better they like it.

"The only disappointment," recalls the chapter's president, Russell H. Shapley of 178 Box Avenue, "was that the ride always was over too soon and we'd have to go home and wait until the next excursion."

When the enthusiasts set out on one of their memorable excursions in prewar days, it was a point of honor with them to make it a 100 per cent rail jaunt as far as possible.

BUFFALO CHAPTER ALL TIME TRIP ROSTER  
Compiled by Richard H. Ganger, Chapter Historian

Note: The following list of trips was taken from Chapter records.  
 If you know of any omissions, we will appreciate hearing.

| <u>STEAM &amp; DIESEL</u>                                      | <u>RAILROAD</u>          | <u>DESTINATION</u> | <u>REG./SPEC.</u> | <u>FARE</u> |
|--|--------------------------|--------------------|-------------------|-------------|
| 1938 We do not have accurate records of trips operated in 1938 |                          |                    |                   |             |
| <u>1939</u>  |                          |                    |                   |             |
| ?  | NYC                      | Rochester          | Reg.              | \$1.00      |
| 6-4  | ERIE- A&A                | Arcade             | Reg./Spec.        | 3.00        |
| 7-21   | NYC                      | Syracuse(Auburn)   | Reg.              | 2.00        |
| 8-13   | PRR- A&A                 | Attica             | Reg./Spec         | 2.20        |
| 9-1  | LV                       | New York City      | Reg.              | 8.85        |
| 10-15  | B&O                      | Mt. Jewett         | Reg.              | 2.00        |
| <u>1940</u>  |                          |                    |                   |             |
| 4-23   | NYC-NYO&W                | Sidney             | Reg.              | 4.00        |
| 5-19   | NYC                      | Detroit            | Reg.              | 5.00        |
| 7-23   | NYC                      | Cleveland          | Reg.              | 3.50        |
| 6-16   | Erie-A&A                 | Arcade             | Reg./Spec.        | 3.00        |
| 8-11   | NYC-B&O                  | Cobourg(ferry)     | Reg.              | 2.25        |
| 9-1  | PRR                      | Altoona(Cresson)   | Reg.              | 8.35        |
| 10-6   | LV                       | Sayre              | Spec.             | 2.50        |
| <u>1941</u>  |                          |                    |                   |             |
| 4-20   | NYC-NYO&W                | Sidney             | Reg.              | 4.75        |
| 5-1  | NYC-LV                   | Owego              | Reg.              | 5.10        |
| 6-15   | PRR-C&PA                 | Coudersport        | Reg./Spec.        | 3.95        |
| 7-20   | NYC-DL&W                 | Binghamton         | Reg.              | 4.30        |
| 10-19  | B&O                      | Mt. Jewett         | Reg.              | 2.10        |
| <u>1946</u>  |                          |                    |                   |             |
| 7-21   | NYC                      | Caledonia(Peanut)  | Spec.             | 3.20        |
| ?  | NYC-NYO&W                | Sidney             | Reg.              | 4.50        |
| 9-2  | NYC-TH&B                 | Hamilton           | Reg.              | 2.00        |
| 11-17  | CNR                      | Toronto            | Spec.             | 3.95        |
| <u>1947</u>  |                          |                    |                   |             |
| 6-22   | NYC                      | Cleveland          | Reg.              | 9.03        |
| 7-27   | NYC                      | Wellsboro(Fallb'k) | Spec.             | 7.45        |
| 10-5   | NYC                      | Oswego(HoJack)     | Spec.             | 7.25        |
| <u>1948</u>  |                          |                    |                   |             |
| 6-20   | NYC                      | Syracuse(West Sh.) | Spec.             | 5.95        |
| 10-10  | NYC-TH&B                 | Toronto            | Reg.              | 4.75        |
| <u>1949</u>  |                          |                    |                   |             |
| 6-19   | NYC-PRR                  | Olean via Roch.    | Spec.             | 5.95        |
| 10-9   | Erie                     | Kinzua Bridge      | Spec.             | 4.95        |
| <u>1950</u>  |                          |                    |                   |             |
| 6-11   | Erie(1st Diesel Special) | Corning            | Spec.             | 5.95        |
| 10-8   | PRR                      | Olean(Chautauqua)  | Spec.             | 5.95        |
| <u>1951</u>  |                          |                    |                   |             |
| 8-5  | NYC                      | Jamestown(boat)    | Spec.             | 4.95        |
| <u>1952</u>  |                          |                    |                   |             |
| 6-22   | NYC                      | Syracuse(Auburn)   | Reg./Spec.        | 7.50        |
| 10-12  | NYC-PRR                  | Olean via Roch.    | Spec.             | 7.50        |
| <u>1953</u>  |                          |                    |                   |             |
| 2-8  | B&O                      | Johnsonburg        | Reg.              | 7.00        |
| 8-2  | B&O-Erie                 | Kinzua Bridge      | Spec.             | 5.95        |
| 10-11  | LV                       | Sayre              | Spec.             | 5.95        |

(2)

| <u>STEAM &amp; DIESEL</u> | <u>RAILROAD</u> | <u>DESTINATION</u>   | <u>REG./SPEC.</u> | <u>FARE</u> |
|---------------------------|-----------------|----------------------|-------------------|-------------|
| <u>1954</u>               |                 |                      |                   |             |
| 2-14                      | B&O             | Johnsonburg          | Reg.              | \$7.00      |
| 6-13                      | NYC-PRR         | Watkins Glen         | Spec.             | 6.70        |
| 10-10                     | Erie            | Hornell              | Spec.             | 4.95        |
| <u>1955</u>               |                 |                      |                   |             |
| 2-13                      | B&O             | Johnsonburg          | Reg.              | 7.00        |
| 6-26                      | Erie            | Jamestown(boat)      | Spec.             | 4.50        |
| 8-7                       | NYC-TH&B        | Hamilton             | Reg./Spec.        | 5.00        |
| 10-9                      | B&O             | Marienville          | Spec.             | 5.95        |
| <u>1956</u>               |                 |                      |                   |             |
| 5-20                      | Erie            | Corning              | Spec.             | 5.55        |
| 6-24                      | CNR             | Toronto(boat 1-way)  | Spec.             | 5.75        |
| 10-14                     | PRR             | Renova               | Spec.             | 6.95        |
| <u>1957</u>               |                 |                      |                   |             |
| 2-10                      | DL&W            | Elmira               | Reg.              | 3.50        |
| 7-14                      | CNR             | Stratford            | Spec.             | 5.50        |
| 10-13                     | Erie            | Kinzua Bridge        | Spec.             | 7.50        |
| <u>1958</u>               |                 |                      |                   |             |
| 2-16                      | DL&W            | Binghamton           | Reg.              | 7.25        |
| 5-18                      | NKP             | Cleveland            | Spec.             | 8.50        |
| 7-20                      | CNR             | Sarnia               | Spec.             | 7.00        |
| 8-30                      | CP              | Toronto to Hamilton  | Spec. NRHS Conv.  |             |
| 9-1                       | CN              | Toronto to Stratford | Spec. NRHS Conv.  |             |
| 10-12                     | LV              | Sayre                | Spec.             | 8.25        |
| <u>1959</u>               |                 |                      |                   |             |
| 3-1                       | DL&W            | Binghamton           | Reg.              | 7.25        |
| 5-24                      | CN              | London               | Spec.             | 7.00        |
| 7-19                      | CP              | Orangeville          | Spec.             | 7.50        |
| 10-11                     | Erie            | Hornell              | Spec.             | 6.50        |
| 12-5                      | CN              | Toronto              | Reg.              | 3.50        |
| <u>1960</u>               |                 |                      |                   |             |
| 2-28                      | DL&W            | Binghamton           | Reg.              | 7.50        |
| 5-15                      | CP              | Guelph Jct.          | Spec.             | 8.00        |
| 7-17                      | CN              | Zephyr               | Spec.             | 8.00        |
| 10-9                      | NKP-B&LE        | Greenville           | Spec.             | 8.00        |
| <u>1961</u>               |                 |                      |                   |             |
| 3-5                       | DL&W            | Binghamton           | Reg.              | 8.25        |
| 5-21                      | CN              | Stratford            | Spec.             | 8.00        |
| 10-15                     | CN              | St. Thomas           | Spec.             | 8.00        |
| 12-2                      | CN              | Toronto              | Reg.              | 3.25        |
| <u>1962</u>               |                 |                      |                   |             |
| 3-4                       | EL              | Elmira               | Reg.              | 7.25        |
| 5-20                      | CN              | Toronto              | Spec.             | 8.50        |
| 7-29                      | PRR             | Renova               | Reg.              | 11.50       |
| 10-14                     | EL              | Meadville            | Spec.             | 7.50        |
| 12-1                      | CN              | Toronto              | Reg.              | 4.00        |
| <u>1963</u>               |                 |                      |                   |             |
| 3-3                       | EL              | Elmira               | Reg.              | 7.25        |
| 5-19                      | CN              | Paris                | Spec.             | 8.00        |
| 8-11                      | Bus-boat        | Pt. Burwell          | Spec./Reg.        | 6.50        |
| 10-13                     | EL              | Blossburg            | Spec.             | 8.50        |
| 11-17                     | PRR-A&A         | Curriers             | Reg./Spec.        | 2.75        |
| <u>1964</u>               |                 |                      |                   |             |
| 3-7                       | Bus-CN          | Windsor              | Spec./Reg         | 8.50        |
| 6-7                       | CN              | Oshawa               | Spec.             | 9.00        |
| 10-11                     | NYC             | Corning              | Spec.             | 10.00       |
| 11-8                      | PRR-A&A         | Curriers             | Reg./Spec.        | 5.00        |

(3)

| <u>STEAM &amp; DIESEL</u> | <u>RAILROAD</u> | <u>DESTINATION</u>   | <u>REG./SPEC.</u> | <u>FARE</u> |
|---------------------------|-----------------|----------------------|-------------------|-------------|
| <u>1965</u>               |                 |                      |                   |             |
| 3-6                       | PRR             | Renova               | Reg.              | \$10.00     |
| 6-6                       | CN              | Brantford            | Spec.             | 9.00        |
| 10-3                      | NYC             | Syracuse (Auburn Rd) | Spec.             | 10.00       |
| 11-6                      | PRR-A&A         | Curriers             | Reg./Spec.        | 6.00        |
| <u>1966</u>               |                 |                      |                   |             |
| 3-6                       | PRR             | Renova               | Reg.              | 12.00       |
| 5-15                      | CN              | Toronto              | Spec.             | 9.00        |
| 10-23                     | EL              | Hornell              | Spec.             | 11.00       |
| <u>1967</u>               |                 |                      |                   |             |
| 4-1                       | PRR             | Renova               | Reg.              | 12.00       |
| 10-8                      | EL-NYC          | Camal                | Spec.             | 14.00       |
| <u>1968</u>               |                 |                      |                   |             |
| 5-23                      | Bus-CN          | Chatham              | Spec./Reg.        | 10.00       |
| 5-26                      | CN              | Lynden               | Spec.             | 14.00       |
| <u>1969</u>               |                 |                      |                   |             |
| 10-19                     | CN              | Toronto              | Spec.             | 12.00       |
| <u>1970</u>               |                 |                      |                   |             |
| 3-7                       | PC              | Cleveland            | Reg.              | 12.00       |
| 4-24                      | CN              | Stratford            | Spec.             | 15.00       |
| <u>1971</u>               |                 |                      |                   |             |
| 10-17                     | Bus-B&H         | Bath                 | Spec.             | 9.00        |
| 3-21                      | CN(UCRS)        | Guelph Jct.          | Reg./Spec.        | 21.00       |
| <u>1972</u>               |                 |                      |                   |             |
| 3-4                       | Bus-CN          | London & Toronto     | Spec./Reg.        | 12.00       |
| 9-10                      | A&A             | North Jeva           | Spec./Reg.        | 3.50        |
| 10-22                     | G&W             | Caledonia            | Spec.             | 7.00        |

INTERURBAN & STREET CAR

1938 We do not have accurate records of trips operated in 1938

|             |             |                |            |       |
|-------------|-------------|----------------|------------|-------|
| <u>1939</u> |             |                |            |       |
| 7-23        | NYC-JW&NW   | Jamestown      | Reg./Spec. | 1.40  |
| <u>1940</u> |             |                |            |       |
| 2-11        | NYC-JW&NW   | Jamestown      | Reg./Spec. | 1.40  |
| 7-28        | NYC-NS&T    | St. Catharines | Reg./Spec. | 2.00  |
| 11-17       | NYC-JW&NW   | Jamestown      | Reg./Spec. | 1.40  |
| <u>1941</u> |             |                |            |       |
| 5-18        | NYC-L&PS    | London         | Reg./Spec. | 6.00  |
| 8-10        | NYC-JW&NW   | Jamestown      | Reg./Spec. | 1.40  |
| <u>1946</u> |             |                |            |       |
| 9-1         | NYC-NS&T    | St. Catharines | Reg./Spec. | Conv. |
| 9-2         | HSR-TH&B    | Hamilton       | Reg./Spec. | Conv. |
| 11-17       | TH&B-TTC    | Toronto        | Reg./Spec. | ?     |
| <u>1948</u> |             |                |            |       |
| 9-8         | NS&T        | St. Catharines | Spec.      | 2.50  |
| <u>1949</u> |             |                |            |       |
| 5-1         | NYC-L&PS    | London         | Reg./Spec. | 9.45  |
| 9-18        | NYC-NS&T    | St. Catharines | Reg./Spec. | 2.50  |
| <u>1950</u> |             |                |            |       |
| 4-23        | NYC-LE&N-GR | Kitchener      | Reg./Spec. | 6.45  |
| 11-19       | NS&T        | St. Catharines | Spec.      | 2.00  |
| <u>1951</u> |             |                |            |       |
| 6-3         | NYC-LE&N-GR | Waterloo       | Spec.      | 6.95  |
| 11-11       | NS&T        | St. Catharines | Spec.      | 2.00  |
| <u>1952</u> |             |                |            |       |
| 4-20        | NYC-L&PS    | London         | Reg./Spec. | 7.25  |

(4)

INTERURBAN & STREET CAR

|       | <u>RAILROAD</u> | <u>DESTINATION</u> | <u>REG./SPEC.</u> | <u>FARE</u> |
|-------|-----------------|--------------------|-------------------|-------------|
| 1952  |                 |                    |                   |             |
| 11-2  | NS&T            | St. Catharines     | Spec.             | \$2.25      |
| 1953  |                 |                    |                   |             |
| 5-10  | NYC-LE&N-GR     | Kitchener          | Reg./Spec.        | 6.95        |
| 11-1  | NS&T            | St. Catharines     | Spec.             | 2.50        |
| 1954  |                 |                    |                   |             |
| 5-16  | NYC-L&PS        | London             | Reg./Spec.        | 7.25        |
| 11-21 | NS&T            | St. Catharines     | Spec.             | 2.50        |
| 1955  |                 |                    |                   |             |
| 5-1   | NYC-LE&N-GR     | Kitchener          | Reg./Spec.        | 6.95        |
| 11-6  | NS&T            | St. Catharines     | Spec.             | 2.00        |
| 1956  |                 |                    |                   |             |
| 3-18  | NYC-L&PS        | London             | Reg./Spec.        | 7.25        |
| 11-11 | NS&T            | St. Catharines     | Spec.             | 2.00        |
| 1957  |                 |                    |                   |             |
| 11-3  | NS&T            | St. Catharines     | Spec.             | *Free       |
| 1958  |                 |                    |                   |             |
| 11-2  | NS&T            | St. Catharines     | Spec.             | *Free       |
| 1959  |                 |                    |                   |             |
| 3-22  | NS&T            | St. Catharines     | Spec.             | 3.00        |
|       | (Farewell Trip) |                    |                   |             |
| 12-5  | CN-TTC          | Toronto            | Reg./Spec.        | 3.50        |
| 1960  |                 |                    |                   |             |
| 12-3  | CN-TTC          | Toronto            | Reg./Spec.        | 3.25        |
| 1961  |                 |                    |                   |             |
| 8-6   | **Bus-LE&N-GR   | Simcoe-Kitchener   | Spec.             | 13.50       |
|       | (Farewell trip) |                    |                   |             |
| 1962  |                 |                    |                   |             |
| 12-1  | Bus-TTC         | Toronto            | Spec.             | 4.00        |

Grand Total of Trips Operated by Buffalo Chapter- 135  
 Total Electric Railway Trips Operated- 33  
 Approx. total of Steam Trips Operated- 59

\* - To Chapter members and one guest only.

\*\* - Electric locomotive used on LE&N-GR

Notes:

1. NYC-NYO&W trips operated via NYC to Oneida, changing to NYO&W.
2. NYC-B&O to Cobourg operated NYC to Rochester, B&O to Boat Dock thence Car Ferry to Cobourg, Ont.
3. PRR to Altoona operated via Lock Haven, Bald Eagle Branch, and Altoona, Horseshoe Curve to Cresson.
4. NYC-PRR to Olean operated via NYC to Rochester, thence PRR to Olean.
4. NYC to Jamestown operated via NYC to Dunkirk and Falconer, Jamestown Motor Bus to Boat Landing and Chautauque Lake Steamer to Midway Park
5. NYC-PRR to Watkins Glen operated via Canandaigua
6. CNR to Toronto(boat) operated via CN to Merriton, NS&T buses to Queenston, Cayuga Steamship Lines to Toronto, TTC Trolley trip, CN steam special to Ft. Erie.
7. NKP to Cleveland operated to East Cleveland, thence CTS Rapid to Cleveland.
8. Some trips to Syracuse operated one way via either Auburn Road or West Shore east of Rochester.



## 1944

This year showed a gain in members to 50. Few business meetings were held, but Russ Shapley held open house every Wednesday night at his home, which helped keep up railroad interest. Besides the regulars with 9 to 5 jobs, there were men home from furlough from the service, guests of members, and shift workers from the war plants. The National Bulletin lists an August trip over the Arcade & Attica Railroad in their new railbus, a trip on the Sayre Branch of the Lehigh Valley, and possibly a trip on the B&Os Galetton-Addison Branch, the date is hazy here. This Bulletin issue had almost a page and a half on Buffalo Chapter news, far more than any other chapter.

## 1945

The second quarter NRHS Bulletin told of the efforts of Russell Shapley and John Prophet to introduce PCC trolley cars for the future of Buffalo. New Buffalo members were recorded as being Richard Ryan, Milan Brace, Elliot France, and Victor Neal.

The third quarter Bulletin told of Russ Shapley and Bill James being at a National Directors meeting in Harrisburg, though John Prophet was still listed as National Director.

The Buffalo Chapter hosted a National Directors meeting on Sunday June 24th. After the meeting at the conference room of Central Terminal, they boarded a train for Niagara Falls, crossed over the bridge and had special cars on the Niagara St. Catharines and Toronto Railway.

On October 6, 1945 Vince Ryan conducted a group of 40 persons to the Erie Railroad round house and shops at Hornell, using the Erie day train for the trip

## Rail Junket Their Idea of Real Fun



Planning future railroad junkets, or "iron horse gallops," with the aid of the Official Railroad Guide are these men of Buffalo Chapter, National Railway Historical Society, Inc. President Russell H. Shapley is holding the guide, while Secretary John M. Prophet, 3d, points to a schedule. The others are Vice-President William C. Kessel, left, and Member Edward Levandoski.

## Passing Train Is Jackpot To Iron Horsemen

### Grade Crossing Delay Is Down Their Alley

If you become annoyed when a freight train blocks your way at a grade crossing you're not a railroad enthusiast.

If you were, you would welcome such a delay. It would be a stroke of good fortune, something for free. Ordinarily you'd travel miles to see a train in operation. So you'd relax behind the steering wheel of your car, turn off the ignition, and, the longer the wait the better you'd like it.

Yes sir, there are folks like that right here in Buffalo—men for whom railroads hold a strange fascination. They would rather see trains in operation than eat. Their spare moments find them

hiking to vantage points where they can get a good view of trains highballing by or otherwise indulging in railroading.

They are organized as the Buffalo Chapter of the National Railway Historical Society, Inc., a name which seems inadequate in describing this group of railroad fans whose idea of a perfect day is an "iron horse gallop," a term applied to their excursions on various railroad lines.

Now that the war is over and transportation is showing some improvement, these enthusiasts are looking forward to the return of the good, old days when they won't have to satisfy themselves with "ersatz" railroading.

#### Recent Trip to Hornell

In fact, they've already had a taste of what's in store in the post-war period in the form of their first iron horse gallop since the war—a rail junket on the Erie to Hornell and back two weeks ago. The piece de resistance was a conducted tour through the Erie shops and roundhouse at the Hornell end.

"The Erie treated us swell," commented the group's president, Russell H. Shapley, 178 Box Ave. "They virtually wrapped up their railroad in cellophane, tied it with pink ribbon and tossed it into our laps," he declared.

While other iron horse gallops are being planned for next year—ordinarily the Buffalo chapter conducts six to eight excursions a year—President Shapley emphasized these would not be overdone until the nation's transportation has returned to normalcy.

"First and last of all," he said, "we are the railroads' ambassadors of good will and have their best interests at heart."

#### Future Trips Planned

On the agenda for iron horse gallops as soon as they can be arranged are rides on the old A & A or Attica & Arcade Line, the New York, Ontario & Western between Oneida and Sidney, the DAV&P or Dunkirk, Allegany Valley & Pittsburgh from Dunkirk to Titusville, Pa., which still exists as a branch of the New York Central but over which no passenger train has moved in the last ten years, and the popular Jamestown, Westfield & North Western, an electric line along Lake Chautauqua.

Taking excursions on little known and antiquated lines represents only one part of the enthusiasts' activities. During the war and since they have been meeting regularly every other Wednesday evening at the home of the president and indulging in railroad shop talk, watching motion pictures of prewar junkets and adding to their railroad historical collections.

#### Has Silver-plated Spike

President Shapley has a den filled with mementos, including time tables and a collection of 10,000 to 15,000 colored postcards of locomotives and railroad scenes all over the country which he has been collecting since 1906. One of his latest and most prized acquisitions is a silver-plated spike, the last spike driven at Herkimer, N. Y., in November, 1892, on the occasion of the consolidation of the Herkimer, Newport & Poland Railroad and the extension of the St. Lawrence River Line into the Mohawk & Malone Railroad.

Another prize in his collection is a souvenir time table of the trial, schedule-making run of the Empire State Express on the New York Central on September 14, 1891, made preliminary to the setting up of regular runs October 26, 1891.

Under the caption of Unparalleled Speed, it is narrated how this trial run of 436½ miles in 425¼ minutes broke all previous speed

1946

This was a momentous year for the Buffalo Chapter. The war was over, the members were back from the service, railroads could run charter trips, and was marred only by the sudden death of founder, Russell Shapley, in October. Fan trips were run often and the chapter hosted it's first convention.

At a February 3rd. meeting at Central Terminal, a new slate of officers were elected. Russ Shapley as President, William Kessel VP Publicity, John Prophet Recording Secretary, John Clark Vice President, Roy Cross as Corresponding Secretary and National Director. Mr. Shapley continued as National Vice-President, Field Trips.

A planned and advertised fantrip on New York Central lines from Buffalo to Dunkirk and then on the Valley Branch to Titusville, Pa. had to be cancelled when the railroad claimed that passenger cars could not operate on the branch. A substitute trip on the NYC "Peanut Branch" was run, and in years to follow it was suddenly found that trips could be run on the Valley Branch.

Details of most of the trips will be found in the following clippings.

At the time of Mr. Shapley's death, John Clark took over the presidency and served many years in that capacity.

23 BUFFALO COURIER-EXPRESS  
Thursday, October 17, 1946

## R. H. Shapley Dies; Leading Railroad Fan

### Headed Local Chapter Of Historical Group

Russell H. Shapley, well known as one of the nation's most ardent railroad fans, died yesterday morning in his home at 178 Box Ave., the victim of a heart attack.



R. H. Shapley

Mr. Shapley was president of the Buffalo Chapter, National Railway Historical Association, composed of railroading enthusiasts whose greatest dream is to some day function at the throttle of a locomotive. Chapter members have ridden on famous old trains and lines in Western New York, and largely through Mr. Shapley's influence have been conducted on inspection tours of most of the local railroad networks and shops.

Mr. Shapley was a collector of colored post-cards picturing railroad stations and had more than 10,000 views of buildings throughout the United States, Canada, and Mexico. In prewar days the railroad enthusiasts conducted their meetings in the assembly room of the Lehigh Valley station. In the last four years they had met at Mr Shapley's Box Ave. home.

At the time of his death, Mr. Shapley was in charge of reservations at the Consolidated Ticket Office. For many years he had been employed by the B & B Clothing Company and at one time conducted a confectionery in Genesee St.

Mr. Shapley was a member of the Buffalo Consistory, Transportation Lodge, F&AM., and the Glenwood Ave. Church of Christ.

He is survived by his wife, Mrs. Bessie M. Shear Shapley; a daughter, Mrs. Leslie Williams; and a son, Norbert Shapley. Mr. Shapley had been a resident of Buffalo since 1909, moving here from Greene N. Y., where he was born.

Funeral services will be held Saturday afternoon at 2 o'clock at the George W. Denneville Funeral Home, 366 Ontario St. The Rev. James Saylor of the Glenwood Ave. Church of Christ will officiate. Burial will be in Acacia Park Cemetery.



NATIONAL RAILWAY HISTORICAL SOCIETY  
BUFFALO CHAPTER

SUBSTITUTION OF TRIP  
SUNDAY JULY 21, 1946

NYCRR "PEANUT" (instead of DAV&P)

On July 10, the date set as deadline for DAV&P reservations, the New York Central Railroad discovered that passenger equipment could not be operated over the DAV&P (Valley Branch) account clearance restrictions. This condition is entirely beyond the control of either the NRHS or the local passenger department of the railroad.

Believing that you would want some sort of trip over freight-only lines on July 21, we have accepted the NYCRR's offer of a trip over the Buffalo Belt Line (freight only), the Peanut West and the Peanut East (over which there has been no passenger service for years), and the West Shore (also freight-only for a decade).

The railroad has offered air-conditioned reclining-seat coaches and a dining car. There is every reason to believe that the Central will cooperate whole-heartedly to make this trip a success.

Fare (including tax), \$3.20. This means a refund for some persons who have paid in full for the other trip. Railroad passes not good.

TRAIN LEAVES CENTRAL TERMINAL AT BUFFALO AT 9 AM EST, 10 AM by Daylight Time. RETURN WILL BE IN TIME FOR NYC 5 AND NYC 34 (about 8 PM). Reservations for the DAV&P count unless you advise otherwise; other persons should send in their checks at once. Trip will run provided 150 reservations have been received in time to set up train and crew.

Route is Belt Line to North Buffalo Jct; Falls Line to North Tonawanda; Peanut West to Batavia via Getzville, Clarence Center, Pembroke and East Pembroke; Peanut East to Caledonia (junction for LVRR, G&W, and BR&P); back to Batavia (NYC Main) and Akron Jct; thence the West Shore to Central Terminal again, via Clarence.

This line is rich in historical interest, part of it dating from 1853 (actual use). The original Peanut route was about 100 miles long, and had 6-foot gauge! Intended as a connecting link for the Northern Central, the Peanut was soon standard-ized when acquired by the Central in 1858. The West Shore's fascinating history is well-known to all.

We think that this a trip interesting in itself. But, it is not the DAV&P. Therefore, we are giving you a choice of changing your reservation or cancelling (and getting a refund).

TIME IS ALL TOO SHORT. WE MUST HEAR FROM YOU AT ONCE. PLEASE MAIL THE COUPON BELOW THIS MINUTE SO THAT WE MAY KNOW WHETHER 150 PEOPLE WILL MAKE THE TRIP.

New reservations should be in July 15, must be in July 17.

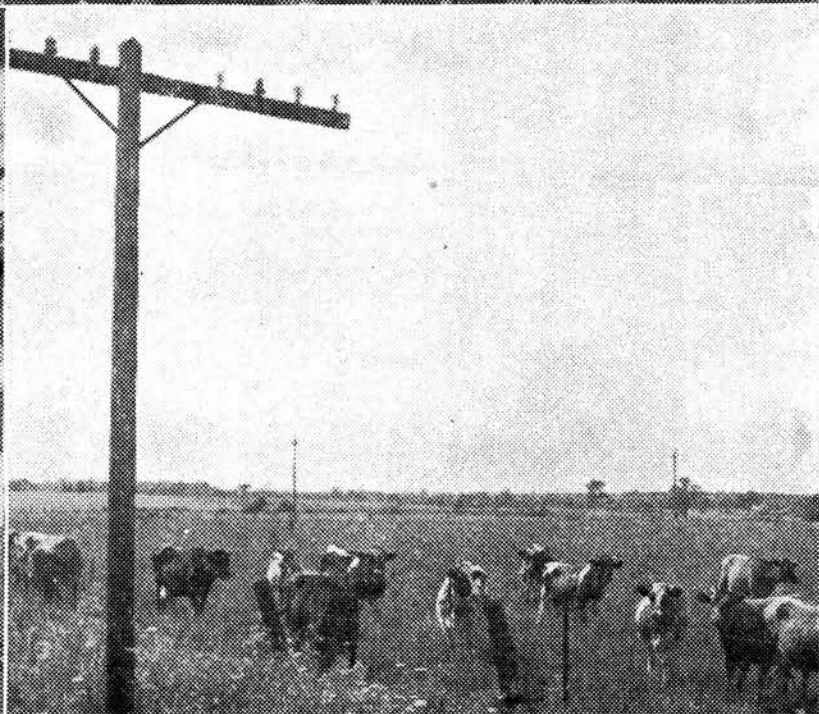
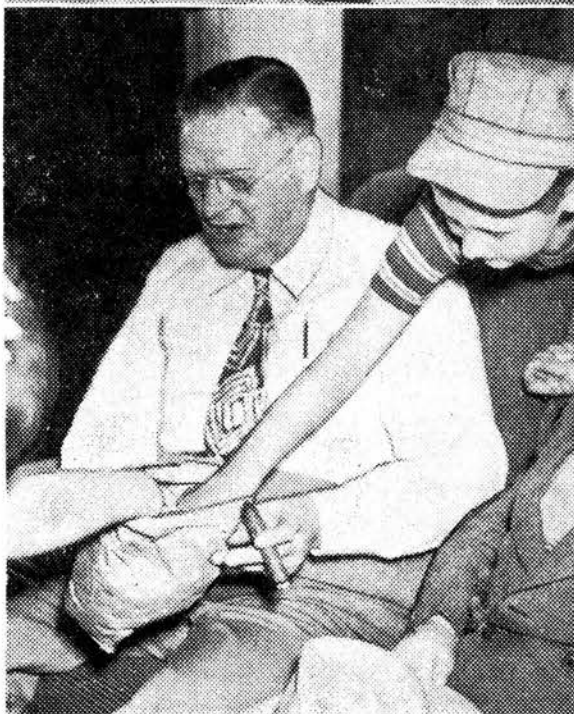
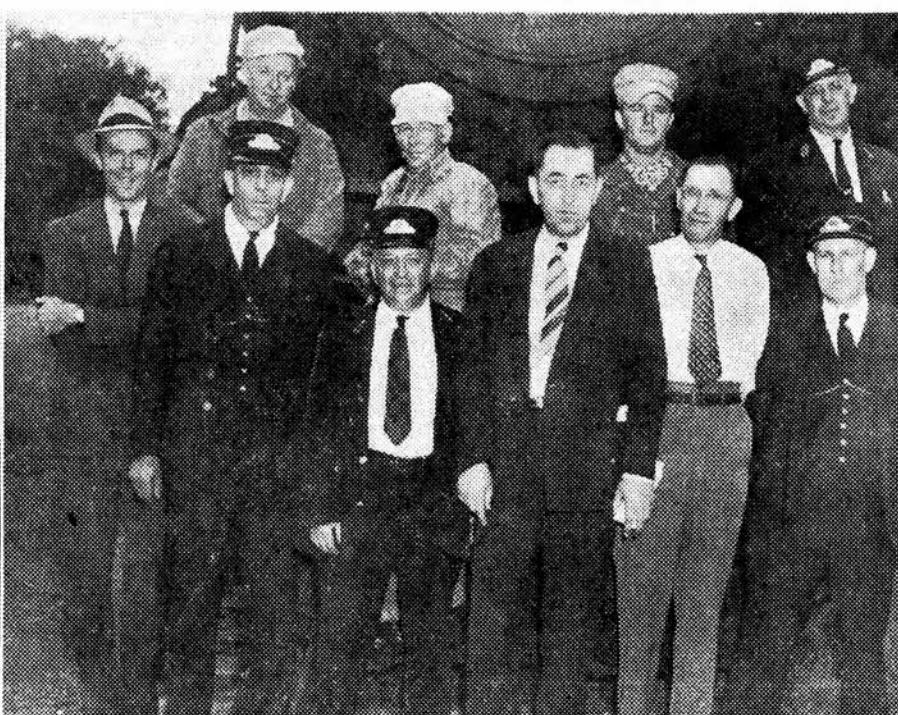
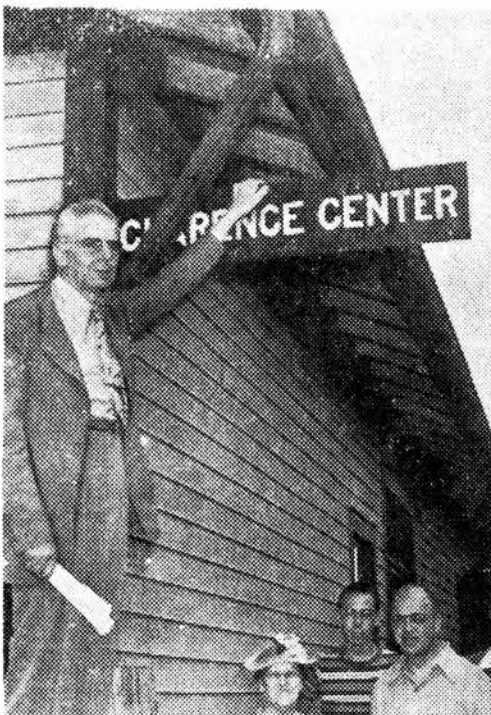
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MAIL THIS COUPON BEFORE YOU SET IT DOWN - TIME IS SHORT

Russell H Shapley (TA 3595) OR  
178 Box Av, Buffalo 11 NY

John M Prophet III (DE 5488)  
55 Meadow Road, Buffalo 16 NY

## Iron Horse Enthusiasts Ride on Historic One-Track Branch of NYC



Guest of honor on last Sunday's "Iron Horse Gallop" of Buffalo railroad fans over the historic old Peanut Branch of the New York Central was Fred W. Schaad, 74, station agent at Clarence Center for 54 years and seven months before his retirement April 1st. He is shown as the train stopped briefly at his old stamping ground. Below, Russell H. Shapley, president of the Buffalo Chapter of the National Railway Historical Society, is seen feeding peanuts to the children during the ride on The Peanut. Even cows along the right of way were startled at the sight of a passenger train on The Peanut, as seen in the picture at lower right. Top right shows the train crew and several railroad executives who made the trip. They are, left to right, front row, H. E. Johnson, conductor; R. J. Billow, brakeman; K. C. Koepf, passenger agent; H. B. Tucker, superintendent; Louis J. Maslyn, train pilot; back row, same order, F. H. Dugan, trainmaster; R. Stoness, engineer; W. O. Becker, engine pilot; T. A. Jarzymieso, fireman, and E. W. Arsnieau, brakeman.

# Peanut Line 'Gallop' Has Goober Flavor

## Ambition Realized By Railroad Fans

Buffalo railroad fans have realized a lifelong ambition. They have eaten peanuts on The Peanut. It happened last Sunday when an "Iron Horse Gallop" was made over this historic one-track branch of the New York Central between North Tonawanda and Caledonia.

Russell H. Shapley, 178 Box Ave., president of the local chapter of the National Railway Historical Society, which sponsored the excursion, saw to it that there was plenty of peanuts aboard the train to commemorate the occasion. They were served unshelled in paper bags and in the form of peanut butter sandwiches.

It was the second such trip of the fans in the postwar period, the first having been made last month over the New York, Ontario & Western Railroad between Oneida and Sidney. Next on the agenda are tours over the Niagara, St. Catharines & Toronto and the Arcade & Attica, scheduled for early in September.

### Got Name in 1855

An excursion trip over a little known or used line is considered a red letter day by the railroad fans and the Peanut Branch of the New York Central proved ideal. Originally known as the Canandaigua-Niagara Falls Railroad, the name Peanut has stuck since 1855 when the Central took it over and the late Dean Richmond of Batavia, then operating vice-president, reportedly referred to the acquisition as "only a peanut of a line."

Though still an important rail link, serving among other big customers the National Gypsum Co. in Clarence Center, The Peanut has seen its heyday as a railroad. No scheduled passenger trains have run on it in more than a decade. One freight makes a round trip daily on week days. On Sundays The Peanut is a "dead duck," or was until last week.

Looking from a window as the special nosed out of North Tonawanda at the beginning of the run, one of the fans saw an elderly man apparently sunning himself in the backyard. He was sitting in an arm chair, a pipe in his mouth, his eyes closed. Aroused by the train he awakened with a start and when he saw it was not only a train but a passenger train as well, a look of surprise spread over his face and his pipe fell to the ground.

### Even Cows Surprised

Farther on, the train surprised a housewife at her Sunday morning toilette. She had rushed to the doorway to see what was happening and it apparently was not until the last coach had passed and she saw herself the cynosure of several pairs of male eyes on the observation platform that she realized she was standing there in her scanties.

Elsewhere along the line, cows came up to the fence to see the excitement. On the return trip, some fishermen on a small lake near Akron Junction nearly cap-sized their boat when one of their number stood up to point to the train.

Usually on their "Iron Horse Gallops," the railroad fans are all over the train, in the cabin of the

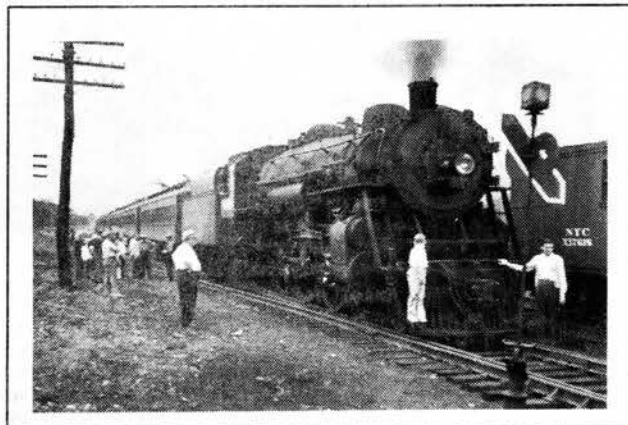
locomotive, hanging out of the windows, etc. The older the coaches, the bumpier the roadbed and the more smoke they inhale, the better they like it. In this respect their style was somewhat cramped last Sunday as the Central gave them some of its air-conditioned coaches and you don't open the windows on them.

### Ticket Dated 1853

At Le Roy, Earl E. Bliss, a carpenter of that village as well as a railroad fan, boarded the special and presented to President Shapley an unused excursion ticket on the Canandaigua-Niagara Falls Railroad from Le Roy to the Falls, dated August 24, 1853.

Among railroad fans who made last Sunday's "Iron Horse Gallop" were Edward G. Hooper of Baltimore, Md., assistant secretary of the Baltimore & Ohio Railroad and president of the national society; L. Newton Wylder of Lima, Peru, who happened to be in Buffalo on business at the time, and Rogers E. M. Whitaker of the magazine New Yorker's staff, who came from New York City to make the trip.

Whitaker has travelled an estimated 500,000 in railroad fan trips, 375,000 miles since 1936 when he started to keep a tab on mileage. It is not unusual for him to hop a plane to some distant part of the country just for the privilege of riding a few miles on some antiquated railroad.





July 24, 1946

Oldtime members know that I am addicted to writing letters to them at various times during the year. When I am full of the Christmas spirit, for instance, I like to tell all the railfans associated with the club how happy I am because of the growth of the group.

This isn't Christmas, true - the temperature is tickling 90 as this is written. But I'm almost as happy as if it were. Now that the anxious moments spent wondering if we could switch from our DAV&P plans to Peanut plans in 10 days are over, and I look back on one of the best rides in our 8-year history - I feel just like telling every one of you members of my elation. It has been a long time since our last fantrip - the war kept us out of such large-scale activities for four long seasons, while we wore out our armchairs.

Maybe part of the reason for my feelings is the food served by diner 662 - the flapjacks and the duck. We were worried about operating that car, for it was the first diner we've ever attached to a special train; but the Central was satisfied when the car grossed a comfortable amount. The road deserved it, for the food was plentiful and it was very good.

Maybe the sight of 4 - count 'em, 4 - airconditioned recliners in the 6-car special had something to do with my writing mood. Could be. Or the fine time we showed Fred Schaad when we put our special thru the Clarence Center station which he handled for 55 years. Maybe the new drumlight sign had its effect - we now own it, you know. Maybe it was the chat with Ed Hooper, our national president, who came all the way from Baltimore. Perhaps the fact that Rog Whitaker came all the way from New York - he makes lots of trips with us because he likes our planning.

Yes, it was quite a trip. 11 persons must have thought so - they signed up as NRES members right on the trip - and the blanks are still coming in. And to these new members, I say WELCOME! We are still held out of our LV meeting room by the necessity of using it as a dormitory for crews. In the meantime, we get together at my house (178 Box Avenue) the first and third Wednesday evenings of each month. Come on around - we hope to see you at our bullsessions.

I liked to see all our new members enjoying themselves. But what pleased me still more was the sight of all the old faces. This trip called out charter members who had dropped out of sight - busy in the service, busy in war work, etc. The turnout of members was most pleasing to me, for we need the support of NRES men & women. We need them on every journey.

Unfortunately, a few members didn't make the trip. Unfortunately for us, yes. But also unfortunately for them. They missed one of the nicest fantrips they'll ever hear about. And they'll hear about it, I know. All those who did go will be telling them forever more. "Remember the Belt Line? Remember the peanuts and the peanut butter on the Peanut? Remember that Gee Whiz crossing near Leroy, and the 3 tracks running together for miles with a fourth one over the little hill? Remember stopping the West Shore to let Jess off?" And so on.

Well, the Peanut's over. Now we must look forward. We have to entertain the other NRES chapters Labor Day weekend, and we have a pair of trips. (You'll hear about them in a few days). We'll be having 1947 trains. Maybe even a 1946 autumn leaf run.

The Convention comes along first - August 31 isn't far away. I hope to see every single member who can possibly be in town at the meeting and on the trips. They'll be performing a service to their club, and will be having a ~~45%~~ good time themselves. See you all then.

Meanwhile, the Courier-Express Sunday July 28 should contain a feature writeup about that Peanut trip. Don't miss looking it over.

Also, August 11 brings a contest between the Buffalo and the Rochester NRES chapters on the radio program "Quiz of Two Cities", at 4:30. Remember that - WRES, 4:30 PM, Sunday afternoon August 11. Better yet, come down to the Kleinhans Music Hall (rehearsal room) for the broadcast.

*Cordially*

*Russell H. Sharkey*

# CONVENTION TRIP

## NATIONAL RAILWAY HISTORICAL SOCIETY ANNUAL CONVENTION, 1946 LABOR DAY WEEKEND BUFFALO NY

### STEAM & ELECTRIC FANTRIPS

THE BUFFALO CHAPTER OF THE NATIONAL RAILWAY HISTORICAL SOCIETY HAS INVITED THE OTHER CHAPTERS AND THE ASSOCIATE MEMBERS OF THE NRHS TO MEET IN BUFFALO OVER LABOR DAY WEEKEND. STEAM & ELECTRIC FANTRIPS WERE PROMISED.

WE ARE HAPPY TO ANNOUNCE SUCH A PROGRAM. WE REGRET THE TARDINESS OF THIS NOTICE, BUT THE PROBLEMS OF THE RAILROADS IN CARRYING EVEN REGULAR HOLIDAY TRAVEL HAS DELAYED OUR PLANS.

WE DID NOTIFY THE CHAPTERS DURING THE MONTH OF JUNE, AND THE NRHS BULLETIN CARRIED THE NEWS IN THE 3RD QUARTER ISSUE.

IT IS EXPECTED THAT THIS CONVENTION (THE FIRST SINCE BEFORE THE WAR) WILL BE OF INTEREST TO EVERY RAILFAN. BUT WE MUST HAVE SOME IDEA OF HOW MANY PEOPLE WILL VISIT BUFFALO AND COME ALONG ON THE TRIPS. WE MUST SET UP MEAL ARRANGEMENTS, AND WE MUST CHARTER VEHICLES - THUS THE NEED FOR INFORMATION.

WILL YOU PLEASE FILL OUT THE QUESTIONNAIRE AT ONCE AND SEND IT RIGHT IN, SO THAT WE MAY MAKE OUR PLANS? WE WILL NOT REQUIRE ADVANCE PAYMENT WITH THE QUESTIONNAIRE, BUT WE DO NEED AN HONEST ESTIMATE OF NUMBERS.

THEN, PLEASE NOTE THE FOLLOWING POINTS:

1. CANADA - US CITIZENS SHOULD EXPERIENCE NO DIFFICULTY IN CROSSING THE BORDER, BUT POSSESSION OF SUCH ORDINARY IDENTIFICATION AS A BIRTH CERTIFICATE, A DRIVER'S LICENSE, A DRAFT CARD, OR THE LIKE IS SUGGESTED TO AVOID DELAY.
2. PICTURES - PICTURE STOPS, OF COURSE. CAMERAS OF FOREIGN MAKE SHOULD BE REGISTERED WITH THE CUSTOMS OFFICERS AT THE BORDER.
3. HOTEL ROOMS - MANY RESERVATIONS HAVE ALREADY BEEN MADE BY THE BUFFALO GROUP FOR MEMBERS WHO RESPONDED TO THE CHAPTER NOTICE IN JUNE. HOTEL LAFAYETTE, CONVENTION HEADQUARTERS, HAS EXHAUSTED THEIR SUPPLY OF SINGLE ROOMS. DOUBLE ROOMS AND 3-ROOM ARRANGEMENTS ARE STILL AVAILABLE AT THIS WRITING - NOTIFY THE CONVENTION SECRETARY AT ONCE IF YOU WANT A ROOM RESERVATION AND HE'LL PUT IN YOUR NAME FOR SPACE.
4. OTHER BUFFALO ATTRACTIONS - IF YOU HAVE GUESTS IN YOUR PARTY WHO ARE NOT RAILFANS, REMEMBER THAT BUFFALO IS A FAMOUS CONVENTION & TOURIST CENTER. NIAGARA FALLS IS AN HOUR AWAY, FOR INSTANCE.
5. MODEL FANS - THE LOCAL MODEL CLUB WILL ARRANGE TO SHOW YOU THEIR CLUBROOMS.

### CONVENTION EVENTS

1. DL&M ROUNDDOUSE INSPECTION AT EAST BUFFALO, SATURDAY AFTERNOON AUGUST 31. 4 PM (APPROXIMATE). NO CHARGE, EXCEPT POSSIBLE SHARE OF LOCAL TRANSPORTATION TO THE ENGINEHOUSE.
2. DINNER SATURDAY EVENING AUGUST 31 AT HOTEL LAFAYETTE (PROVIDED INTEREST IS SHOWN IN ADVANCE). PROBABLE RATE \$3.
3. MOVIES SATURDAY EVENING AUGUST 31 AFTER THE DINNER. IF YOU HAVE ANY YOU WANT TO SHOW, LET BUFFALO KNOW AT ONCE.

### 4. ELECTRIC TRIP SUNDAY SEPTEMBER 1

SYSTEM OF NIAGARA ST CATHARINES & TORONTO Rwy  
SPECIAL CARS OVER PASSENGER & FREIGHT LINES

THIS SYSTEM, CONSISTING OF INTERURBAN, ROADSIDE, AND LOCAL LINES, HAS BEEN SUBSTITUTING BUSES FOR CERTAIN ROUTES FOR SOME TIME; AND THIS MAY BE A "LAST CHANCE" FOR PARTS OF THE SYSTEM. EQUIPMENT IS THIS LINE'S ATTRACTION - AND WE EXPECT TO USE THE WOODEN M-U PRESTON CARS. MAINLINE, WELLAND SUBDIVISION, PT DALHOUSIE EAST & WEST, FALLS VIEW, AND LOCAL LINES ARE ON THE SCHEDULE - AS WELL AS PT WELLER, QUARRY, ETC.

NYCRR FALLS TRAIN 211 WILL BE USED FROM BUFFALO, LEAVING CENTRAL TERMINAL AT 9:15 AM EST, TERRACE AT 9:28 AM EST; WE'LL BOARD CARS AT BRIDGE ST (NIA FLS ONT). MEALSTOP AT LAKESIDE PARK. RETURN ON NYCRR 246, ARRIVING TERRACE 9:15 PM EST, CENTRAL TERMINAL 9:25 PM.

TICKET COVERING THE NYCRR, THE BRIDGE CROSSING, THE NIAGARA ST CATHARINES & TORONTO, AND LUNCHEON WILL SELL FOR \$5.00.

TICKET COVERING THE NSTCT AND THE MEAL WILL SELL FOR \$3.50, FOR THE USE OF CANADIAN PASSENGERS AND OTHERS WHO CANNOT JOIN THE PARTY AT BUFFALO.

### 5. STEAM TRIP MONDAY SEPTEMBER 2

TORONTO HAMILTON & BUFFALO LINE  
TORONTO HAMILTON & BUFFALO ROUNDDOUSE  
HAMILTON STREET RAILWAY

WE'LL BOARD THE TH&B'S #375 AT 8:30 AM EST AT CENTRAL TERMINAL OR 8:41 AM EST AT THE TERRACE; CROSS THE NIAGARA RIVER AT INTERNATIONAL BRIDGE; PROCEED OVER THE MICHIGAN CENTRAL TO WELLAND AND THEN ENTER THE TH&B AT COYLE. AFTER THE SCENIC DROP DOWN THE "MOUNTAIN" (WITH ITS UNSURPASSED VIEW OF HAMILTON & LAKE ONTARIO), WE'LL GO RIGHT TO THE TH&B'S ROUNDDOUSE (WHERE, ACCORDING TO SOME, ONE CAN EAT OFF THE FLOOR).

THEN, LUNCH. NEXT, A RIDE OVER THE HAMILTON STREET RAILWAY'S SYSTEM IN A SPECIAL TROLLEY. THERE IS BRAND NEW RAIL THERE, AND SOME OPEN TRACK BETWEEN STEAM ROAD BOXCARS.

RETURN ON TH&B 76 - MC 2. THAT GETS US BACK AT THE TERRACE AT 6:25 PM EST, AT CENTRAL TERMINAL AT 6:40 PM EST. THIS IS IN TIME TO CATCH ALMOST ANY OVERNIGHT TRAIN OUT OF BUFFALO.

FARE FOR TRANSPORTATION TO & FROM THE ROUNDDOUSE AND ON THE TROLLEY LINES, \$1.50. THE RAILROAD HAS OFFERED US THE WEEKEND RATE OF \$2.80 ROUNDTrip; SO THAT THE TOTAL COST FOR TRAIN & TROLLEY IS ONLY \$4.30. IN OTHER WORDS, ADD YOUR LUNCH AND YOU'LL HAVE ANOTHER FIVE-DOLLAR DAY.

REGISTER WITH THE SECRETARY AT HOTEL LAFAYETTE IMMEDIATELY UPON ARRIVAL IN BUFFALO.

FOR FURTHER INFORMATION WRITE TO THE CONVENTION SECRETARY:

WM C KESSEL  
24 WEST CLEVELAND DRIVE  
BUFFALO 15 NY

The postponed Toronto trip is rescheduled for Sunday November 17th, 1946.....

THE AUTUMN TRIP OF THE BUFFALO CHAPTER OF THE NRHS WAS POSTPONED DUE TO THE SUDDEN DEATH OF PRESIDENT RUSSELL SHAPLEY. APPROXIMATELY THE SAME PROGRAM IS SCHEDULED FOR SUNDAY NOV 17, AS A TRIBUTE TO HIM. USE OF A SPECIAL CNR TRAIN MAKES POSSIBLE THE USE OF SEVERAL FREIGHT-ONLY PORTIONS OF TRACK. THE CN HAS OFFERED THE FINEST COACHES AND DINER WHICH CAN BE SPARED FROM REGULAR SERVICE; MOTIVE POWER WILL BE OF SIMILAR INTEREST.

TIME IN TORONTO WILL BE UTILIZED BY A PROGRAM WHICH INVOLVES THE CHARTERING OF 3 PCC STREETCARS.

A GUARANTEE OF 200 PERSONS MUST BE FURNISHED; GET YOUR PAID RESERVATION IN AT ONCE.

#### STATIONS

SPECIAL TRAIN LEAVES GRAND TRUNK STATION AT BLACK ROCK. THIS IS THE STATION LOCATED AT THE END OF THE INTERNATIONAL BRIDGE; THE NIAGARA LOCAL TRANSIT ROUTE PASSES THE STATION. (THIS STATION IS THE ONE USED BY MC AND TH&B TRAINS - DO NOT CONFUSE WITH THE FALLS LINE - BLACK ROCK STATION AT TONAWANDA STREET.)

DESTINATION IS TORONTO UNION STATION.

TO REACH BLACK ROCK FROM CENTRAL TERMINAL, IT WILL BE DESIRABLE TO USE TAXIS OR A CHARTERED BUS (PRO-RATING THE COST WITH OTHERS). LET US KNOW ON THE COUPON AND WE MAY BE ABLE TO FIND ENOUGH OTHERS TO ENABLE YOU TO CHARTER A BUS.

#### SCHEDULE

LEAVE BLACK ROCK 9 AM (TRAIN OPEN 8:30 AM - DINER MAY BE OPEN EARLY). ARRIVE TORONTO ABOUT 12:30 NOON (DINER OPEN TILL 1 PM).

TROLLEYS - LEAVE UNION STATION 1 PM, RETURN TO STATION BETWEEN 5 & 5:30 PM.

LEAVE TORONTO 5:50 PM, ARRIVE BLACK ROCK ABOUT 9 PM.

#### ROUTE

THE CNR'S EVER-COOPERATIVE LOCAL PASSENGER OFFICE HAS ARRANGED A UNIQUE ROUTING FOR THIS TRAIN.

AFTER CROSSING THE INTERNATIONAL BRIDGE, WE WILL RUN VIA THE OLD BUFFALO & GODERICH LINE TO FORT COLBORNE. THIS LINE HAS ONLY A SINGLE WEEKDAY ROUNDTrip FOR PASSENGERS.

THEN, THE TRAIN WILL HEAD NORTH FROM FT COLBORNE TO MERRITTON OVER A FREIGHT LINE.

REGULAR LINE TO A POINT SHORT OF HAMILTON.

TRAIN WILL BYPASS HAMILTON USING FREIGHT-ONLY BURLINGTON CUTOFF, ACROSS THE BAY.

REGULAR LINE TO TORONTO.

RETURN VIA HAMILTON. THEN VIA MERRITTON AND DOWN THE FREIGHT LINE - BUT ONLY TO WELAND JCT, FROM WHICH POINT THE FREIGHT LINE KNOWN AS THE "WABASH" BECAUSE OF THE JOINT CN-WAB USE. THUS TO FT ERIE & BLACK ROCK.

#### DINING CAR

A FULL DINER (40 SEATS) WILL MAKE THE TRIP, SERVING ALL MEALS. BREAKFAST WILL BE A LA CARTE, LUNCHEON IS EXPECTED TO COST \$1.05, DINNER \$1.30. NOTE THAT SERVING HOURS WILL BE EXTENDED AS INDICATED. THERE WILL BE SO TIME ALLOTTED FOR EATING IN TORONTO. HOWEVER, WE ARE SURE THAT THE ABOVE RATES WILL BE SATISFACTORY.

- .....
- IMPORT & CHAPTER MEETING WED NOV 6
- 8:30 PM
- AT JOHN PROPHET'S, 55 MEADOW ROAD
- (NE CORNER - MIDDLESEX -
- ONE BLOCK EAST FROM MIDDLESEX -
- STOP OF IRC DELAWARE ROUTES)
- DISCUSSION OF IMPORTANT MATTERS RE THE
- FUTURE OF OUR ORGANIZATION
- ELECTION EARLY DECEMBER, DATE TO BE
- DECIDED AT THIS NOVEMBER MEETING.
- XX

## RAILFAN TRIP SPECIAL TRAIN

### FREIGHT-ONLY TRACK

#### DINER

\$3.95 INCLUDING STREETCAR TRIP THERE

a tribute to Russell Shapley, late founder

#### IN TORONTO

THERE WILL BE 3 TROLLEY TRIPS, ALL SERVED BY MODERN SILENT PCC STREETCARS OF THE TYPE FAMILIAR TO EVERY PROGRESSIVE LARGE CITY (EXCEPT BUFFALO). THE COST OF ONE OF THESE TRIPS IS INCLUDED IN YOUR TICKET.

"SIGHTSEERS" WILL VIEW POINTS OF INTEREST.

"STEAMFIANS" WILL VISIT RAILROAD FACILITIES, WHICH WILL INCLUDE AT LEAST ONE ROUNDHOUSE.

"TROLLEYFANS" WILL RIDE LINES OF INTEREST, VISIT ONE OR TWO CARBARNs. (THE SHOPS WILL PROBABLY BE CLOSED DUE TO SUNDAY INACTIVITY). WE MAY BE ABLE TO PERMIT THIS GROUP TO CHANGE TO AN OLD-TYPE CAR SOMEWHERE EN ROUTE.

THERE WILL BE TIME FOR ONLY ONE TRIP FOR EACH PERSON, OF COURSE, BECAUSE THEY WILL RUN CONCURRENTLY.

ANY BUFFALONIAN WHO HAS NEVER RIDDEN A STREETCAR BUILT SINCE 1918 HAS A REAL EXPERIENCE IN STORE.

#### TICKETS & RESERVATIONS

THIS TRIP REQUIRES 200 RESERVATIONS AND TICKETS. THERE IS A GUARANTEE. WE WILL HAVE TO CANCEL A TRIP FOR THE FIRST TIME IN OUR HISTORY IF WE DO NOT GET THESE 200 PAID RESERVATIONS BY NOVEMBER 9TH. GET YOURS IN - DO NOT DEPEND ON OTHER MEMBERS AND FRIENDS TO INSURE THE TRIP FOR YOU.

FARE IS \$3.95 INCLUDING ROUNDTrip RAIL TRANSPORTATION FROM BLACK ROCK TO TORONTO AND INCLUDING ONE TROLLEY TRIP. CHILDREN 5 - 12 \$2.00. MEALS ARE YOUR OWN RESPONSIBILITY.

RESERVATIONS MUST BE ACCOMPANIED BY \$2 PER PERSON. (SENDING THE \$3.95 WILL HELP US IN OUR BOOKKEEPING AND FARE COLLECTION). THIS WILL BE RETURNED PROMPTLY IF NECESSARY TO CANCEL THE TRIP - BUT WE ARE SURE YOU WANT US TO CONTINUE OUR RECORD OF NO FAILURE IN 9 SEASONS.

CHECKS & MONEY ORDERS SHOULD BE MADE PAYABLE TO "NATIONAL RAILWAY HISTORICAL SOCIETY, BUFFALO CHAPTER".

SEND THEM WITH A COMPLETELY FILLED OUT COUPON TO:

WM C KESSEL, TRIP SECY  
24 WEST CLEVELAND DRIVE  
BUFFALO 15 NY

WHO MUST HAVE THEM BY NOV 9.

#### RESPONSIBILITY

THE NRHS IS A NON-PROFIT CLUB, NOT A COMMON CARRIER. NO LIABILITY FOR INJURIES AND THE LIKE IS ASSUMED.

JOHN CLARK, ACTING PRESIDENT  
NATIONAL RAILWAY  
HISTORICAL SOCIETY,  
BUFFALO CHAPTER

1947

This year the chapter got into full swing on post-war activities. The meetings were held in member's homes, some of which were the homes of John Prophet, John Clark, Harold Ahlstrom, and Norbert Shapley. The chapter officers were:

President, John H. Clark  
1st. VP, Harold Ahlstrom  
2nd. VP, William Kessel  
Treasurer, Albert Kerr  
Cors. Sect. Roy Cross  
Rec. Sect. John Prophet  
Trip Coordinator, Roy Zimmerman  
Librarian, Charles Swain  
Nat. Director, Ed Lavandowski

The following Buffalo Chapter men were National Officers:  
VP, Field Trips, Roy Cross  
Director, Western Region, John Clark  
Director-at-Large, Roy Zimmerman

Roy Zimmerman was also Coordinator Field Trips, Western Region. The Western Region was really the west end of the NRHS then, the only chapter west of Buffalo was the Midwest Chapter at Canton, Ohio. There were 19 chapters which included the "new" Syracuse Chapter which had switched over from the Railroad Enthusiasts affiliation.

Fan trips were run on June 22 to Cleveland, July 27 to Wellsboro on the NYC Fallbrook Branch, and on October 5 to Oswego on the NYC Hojack line. The later two were on special trains with coaches and diners over branches that had not seen regular passenger service for some time. The trips brought passengers from all over the east. President Hooper and Vice-President Lew Pardee of the National were present as was famous Rogers Whitaker, adding branch line mileage to his little book. The Buffalo, Rochester, and Syracuse Chapters sponsored these trips jointly, having planning sessions early in the, and sharing the work and profit in proportion to the tickets sold by each chapter.



**FALL BROOK RAILROAD**  
**Time Table**  
**Effective-Sunday-July 27th, 1947**

All time shown in Daylight Saving Time and is approximate time train will arrive at or depart from stations. This railroad is not responsible for errors in time tables, inconveniences or damage resulting from delayed trains or failure to make connections; schedule and equipment shown herein are subject to change without notice. BUY TICKETS before boarding trains and avoid payment of extra charge.

DINING CAR SERVICE- Due to excessive demand for dining car service patrons of this railroad are requested not to linger in dining car after finishing meal but to relinquish their place to others who may feel the pangs of hunger.

| Read Down |    |  | Time Table No. 1 |     | Read Up  |  |
|-----------|----|--|------------------|-----|----------|--|
| No. 2     |    |  | Station          |     | No. 1    |  |
| # - NB    |    |  |                  |     | # - NB   |  |
| 9.15 am   | lv |  | Buffalo - NYC RR | ar. | 10.30 pm |  |
| 9.45 am   | lv |  | Batavia "        | ar. | 10.00 pm |  |
| 10.25 am  | lv |  | Rochester "      | ar. | 9.15 pm  |  |
| 11.30 am  | ar |  | Lyons "          | lv  | 8.25 pm  |  |
| 11.40 am  | lv |  | Lyons - F B RR   | ar. | 8.15 pm  |  |
| a         |    |  | Geneva           |     | b        |  |
| f         |    |  | Earl             |     | f        |  |
| f         |    |  | Dresden          |     | f        |  |
| f         |    |  | Himrods Jct.     |     | f        |  |
| f         |    |  | Dundee           |     | f        |  |
| f         |    |  | Barnes           |     | f        |  |
| 1.12 pm   | ar |  | Watkins Glen     | lv  | 6.40 pm  |  |
| 1.15 pm   | lv |  | Watkins Glen     | ar  | 5.40 pm  |  |
| f         |    |  | Wedgewood        |     | f        |  |
| f         |    |  | Moreland         |     | f        |  |
| f         |    |  | Beaver Dam       |     | f        |  |
| f         |    |  | Chambers         |     | f        |  |
| f         |    |  | Post Creek       |     | f        |  |
| 1.50 pm   | ar |  | Corning          | lv  | 5.05 pm  |  |
| 1.55 pm   | lv |  | Corning          | ar  | 4.50 pm  |  |
| f         |    |  | Lindley          |     | f        |  |
| f         |    |  | Lawrenceville    |     | f        |  |
| f         |    |  | Tiogo            |     | f        |  |
| f         |    |  | Middlebury       |     | f        |  |
| f         |    |  | Niles Valley     |     | f        |  |
| 3.05 pm   | ar |  | Wellsboro Jct.   | lv. | 3.40 pm  |  |

**REFERENCE MARKS -**

#- Sunday- July 27th, 1947- only

a Stops on signal to pick up passengers for Watkins Glen Corning and Wellsboro Jct.

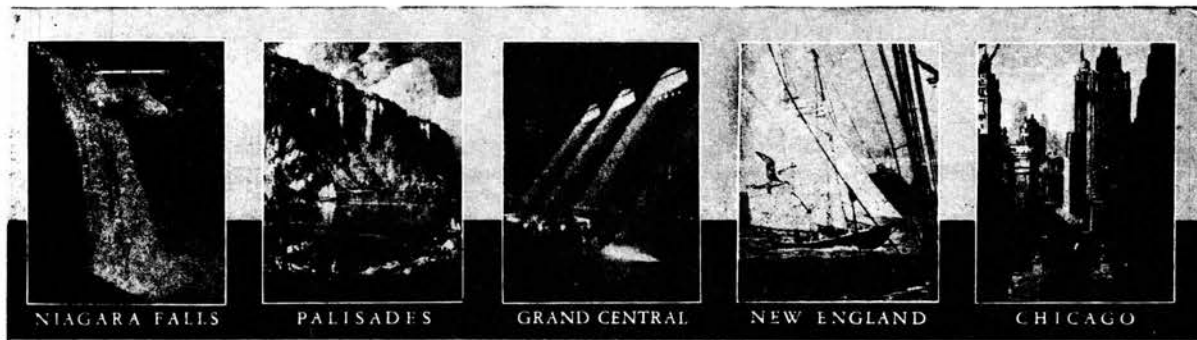
b Stops on signal to discharge passengers from Wellsboro Jct., Corning and Watkins Glen.

f - Flag Stop for some freight trains only.

NB - This train does not carry baggage.

Carrying of intoxicating liquors on train prohibited.





## NATIONAL RAILWAY HISTORICAL ASSOCIATION

### LUNCHEON

---

Consomme

or

Apricot Nectar

---

Choice of

Fried Filet of Fresh Fish, Tartare Sauce

Creamed Chicken on Toast

Broiled Salisbury Steak, Mushroom Sauce

---

Garden Vegetable

Potatoes

---

Caramel Custard

or

Green Gage Plums

---

Tea

Milk

Coffee

*Enroute July 27th, 1947*

NATIONAL RAILWAY HISTORICAL SOCIETY, INC.  
WESTERN NEW YORK CHAPTERS

ANNOUNCE THE RUSSELL H. SHAPLEY MEMORIAL TRIP FOR 1947

SPECIAL TRAIN OVER THE "HOJACK" (RW&O) FROM ROCHESTER TO CHARLOTTE, OSWEGO,  
PULASKI AND SYRACUSE, RETURNING TO ROCHESTER OVER THE MAIN LINE OF THE NYC  
SUNDAY, OCTOBER 5, 1947 (RAIN OR SHINE)

OUR ROUTE from Rochester will cover portions of five of the original rail-  
roads of the State, which make up part of the great New York Central System.  
They are the Rochester, Lockport & Niagara Falls, the Lake Ontario Shore, the  
RW&O proper, the Syracuse & Northern and the Rochester & Syracuse. With the  
exception of the last, all became part of the RW&O in 1875, and were made part  
of the NYC in 1913 when the Central bought the RW&O. There has been no  
passenger service over the line from Charlotte to Oswego for many years.

OUR SPECIAL TRAIN will operate from Rochester. Coaches for Buffalo and Batavia  
passengers will be attached to train #218, those for Syracuse passengers to  
train #43. THESE CARS WILL BE REMOVED FROM THEIR RESPECTIVE TRAINS AT  
ROCHESTER AND WILL THERE BECOME PART OF OUR SPECIAL. Returning, Buffalo and  
Batavia cars will be attached to train #5 at Rochester.

SCHEMULE & FARES: (ALL FARES ARE ROUND TRIP AND INCLUDE TAX)

|                                    |                                       |
|------------------------------------|---------------------------------------|
| <u>BUFFALO</u> - Leave 8:45 AM EST | <u>SYRACUSE</u> - Leave 9:35 AM EST   |
| Return 8:08 PM EST                 | Return 4:35 PM EST                    |
| Fare \$7.25                        | Fare \$6.60                           |
| <u>BATAVIA</u> - Leave 9:24 AM EST | <u>ROCHESTER</u> - Leave 11:15 AM EST |
| Return 7:25 PM EST                 | Return 6:26 PM EST                    |
| Fare \$6.35                        | Fare \$5.40                           |

Children over five and under twelve, accompanied by parents, half fare

NOTE: PASSES WILL NOT BE HONORED ON THE SPECIAL FROM ROCHESTER

RESERVATIONS: If this trip is to operate, we must have a minimum of 225  
ADVANCE PAID RESERVATIONS. In order to take advantage of the above fares  
these reservations WITH FULL FARE IN ADVANCE, MUST BE POSTMARKED NOT LATER  
THAN THURSDAY, SEPT. 25, 1947. After that date fares will be \$7.80 from  
Buffalo, \$6.90 from Batavia, \$7.15 from Syracuse and \$5.95 from Rochester.  
Send your reservations, with fares, to

|                                      |                             |                             |
|--------------------------------------|-----------------------------|-----------------------------|
| <u>BUFFALO:</u> John M. Prophet, 3rd | <u>SYRACUSE:</u> Ray Kaiser | <u>ROCHESTER:</u> Fred Merz |
| 55 Meadow Rd.                        | Box 159                     | 135 Lenox St.               |
| Buffalo 16, N.Y.                     | Jamesville, N.Y.            | Rochester 11, N.            |
| Phone - DE 5488                      | Phone 9-2560                | Phone:                      |
|                                      |                             | Genesee 2041W               |

MEALS: The Central has offered a diner and diner lounge to serve luncheon at  
\$1.35 and dinner at \$1.65. To use these cars we must guarantee a minimum on  
each meal. Meals are optional, but if you wish these cars included in the  
special we must have PAID MEAL RESERVATIONS IN ADVANCE, the same as trans-  
portation.

1948

Sometime during the year the chapter found a meeting room in the University Church of Christ at Englewood and Cornell in north Buffalo, and just in time as the membership was getting too large to fit in any private home. William Emblidge had been elected National Director, as he had a railroad pass on the Lehigh!

On Sunday May 2 the chapter ran a very successful trip on the Lake Erie & Northern-Grand River Railways. Going in two special coaches of N.Y. Central number 35, we managed a special stop at Waterford, Ontario to connect with a two car train on this 70 mile long interurban line.

On May 30 the chapter again hosted a National Directors meeting with trips on the NS&T or visits to steam road round houses. On September 12 was the first of many annual trips on the Niagara, St. Catharines & Toronto electric line, using a bus from Niagara Falls to Thorald and then on a special car for the day. October 10th we were back in Canada again with a trip on the Toronto Hamilton & Buffalo to Toronto to spend the day riding PCC cars. The records also show a June 20th trip to Syracuse partly on the West Shore.

The National Convention was in Baltimore this year.



NRHS Buffalo Chapter fan special on the Lake Erie & Northern at Preston, Ont on May 2, 1948

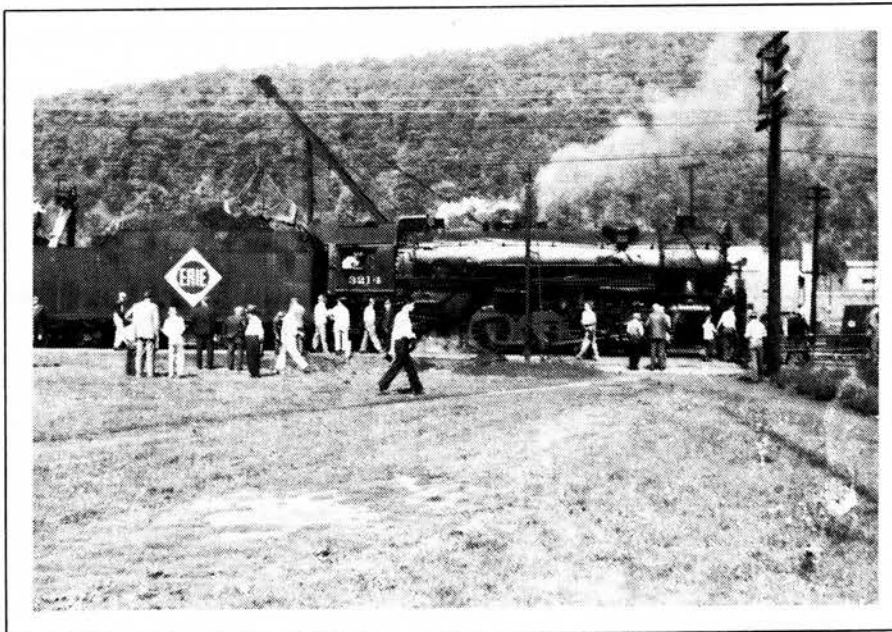
1949

This was an active fan trip year. On May 1st we traveled via Michigan Central to London, Ontario; there to ride the London & Port Stanley interurban in both their ex-Milwaukee cars and regular equipment.

July 10th found the Chapter on a trip with the Society of HO Model Engineers on the Canadian National Railways to Stratford, Ontario.

The Chapter arranged a trip on the New York Central Peanut Branch for the operators of the Akron, N.Y. Centennial on August 28th. On October 9th a special train was run on the Erie Railroad to Kinzua Bridge by way of Salamanca and Bradford, and on September 25th the annual trolley trip on the NS&T was operated with special cars.

The National Convention was held at Rochester over Labor Day and many Buffalo Chapter members took part on the special trains.



Erie engine 3214 loading coal at Salamanca, New York on the October 9th trip.





The isolated B&O section from Galeton, PA to Addison, NY ran passenger service for the last time on November 19, 1949. Here is a picture taken on the trip.

Left to right: Dick Ganger (white cap), Bob Wilson (with arms folded) with his mother back of him, Bill Kessel just ahead of the conductor and Bill Emblidge with felt hat.

1950

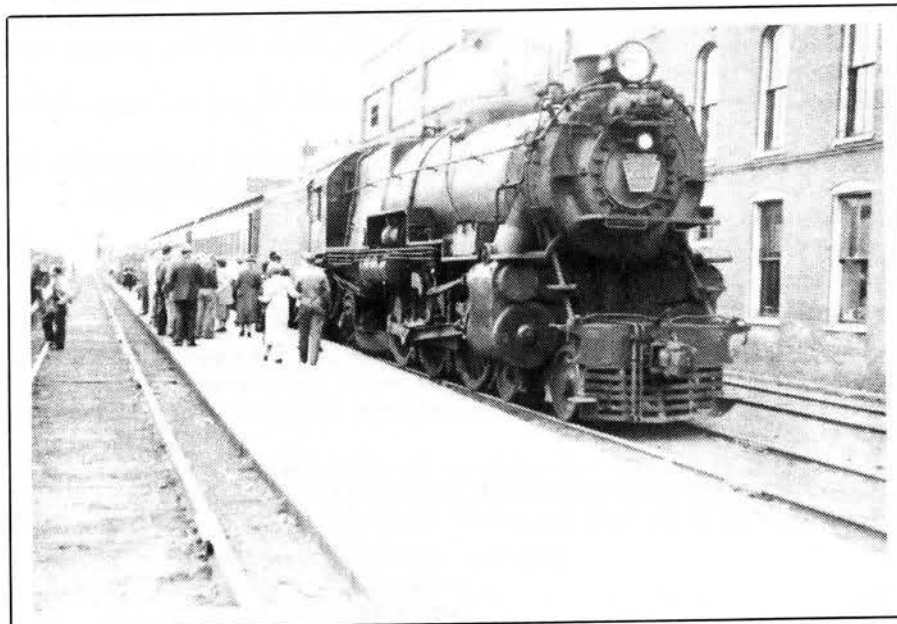
The Buffalo Chapter continued to have a good showing of it's members on the National staff. Roy Zimmerman was National Vice-President, John Clark was Western N.Y. representative as well a a Director-at-Large. William Reddy was Chapter Director.

The first trip of the year on March 5th was on the NS&T for an absolutely last ride Port Dalhousie, West, line, already out of service and about to be torn up. This was followed by a Lake Erie and Northern special car from Waterfor, Ont. which was reach by the Michigan Central.

On June 11 a special Erie RR train operated to Hornell and on to Corning for a trip through the glass works. June 17th saw the last operation of local IRC trolley cars and many of the "juice" fans managed to get on the last cerimonial cars.

The last large trip of the season was by special train of the Pennsylvania RR out of Buffalo and on the branch to Brocton, Mayville, and then Corry for lunch at a hotel dining room. Then the train operated over soon to be abandoned trackage to Warren, Olean, and back to Buffalo. This was done in old, very rusted Pennsy P70 coaches.

The National Convention was held at Philadelphia this year.



Pennsylvania RR fan trip train at Corry, Pa. on October 8, 1950

# National Railway Historical Society, Inc. - Buffalo Chapter

*Announces the Fourth Annual*

## Russell H. Shapley Memorial and Autumn Leaf Excursion

SUNDAY, OCTOBER 8, 1950

*Buffalo Chapter's Last Major Rail Jaunt of the 1950 Season*

An Iron Horse Gallop Over the Old Western New York & Pennsylvania and Philadelphia & Erie Railroads (Now the Chautauqua and Salamanca Branches and Buffalo Main Line of the Pennsylvania Railroad) from Buffalo to Corry, Warren and Olean

Our Russell H. Shapley Special will leave Central Terminal at 9:30 A.M. EST. Shortly after leaving the Terminal, our train will leave the Buffalo Division main line for the Chautauqua Branch, which we will travel to Corry, Pa. From Bladell to Brockton (8.5 miles west of Dunkirk) this line uses a paired track arrangement with the Nickel Plate, our train travelling the westbound Nickel Plate track paralleling the eastbound Pennsylvania iron. This portion of our route follows the southeastern shore of Lake Erie through the heart of the Concord grape country. At Brockton we leave the Nickel Plate for the Pennsy's own line to climb the "Hog's Back" to Mayville and Corry. At Mayville Jct. we cross the now-abandoned right of way of the Jamestown, Westfield & Northwestern electric line. At Mayville, slow running past Mayville Station will give a view of the northern tip of Chautauqua Lake.

At Corry our train will stop at Union Station, shared with the main line of the Erie Railroad. After dinner at Corry, we will travel the Philadelphia & Erie (now part of the Renova Division of the Pennsy) through Invineton to Warren.

Warren, Pa., county seat of Warren County, at the junction of Conewango Creek and the Allegheny River, is the site of the beginning of the great Pennsylvania oil industry. A tank car construction plant is located here. Warren is also the home of a Pennsylvania State Hospital for the Insane, so it will be necessary that all car doors be closed and locked while passing through. A stop will be made to dispose of the more violent cases of Railphobia Dieselitis. (Those who have a keen interest in Diesel locomotives.)

From Warren to Olean we follow the Allegheny River over the Salamanca Branch, known as the low grade river freight line. Entering New York State a few miles south of Onoville Station, our special will skirt Allegheny State Park, largest of the New York State Parks, containing 57,000 acres of unspoiled dense forest land. Between Cold Spring and Olean we parallel the main line of the Erie Railroad, and between Salamanca and Riverside Jct. we parallel the main line of the Buffalo, Rochester & Pittsburgh (now B & O), crossing the B R & P at Riverside Jct., where a picture stop will be made.

Returning to Buffalo after a stop at Olean, we travel the main line of the PRR's Buffalo Division, through one of the valleys in the foothills of the Allegheny Mountains.

This is a trip of awe-inspiring beauty, the fall foliage making it ideal for the nature lover and photo enthusiast as well as for the rail fan. Picture stops and slow running at certain points of interest.

Our special will return to Central Terminal at 8:00 P.M. EST.

FARE: Round trip fare from Buffalo \$5.95 including tax; children 5 to 12, \$3.00. The close financial margin on which this trip is being operated prevents us giving a special reduction to NRHS members.

NOTE: PASSES WILL NOT BE HONORED ON THE SPECIAL TRAIN.

DINNER: Dinner will be served at Corry, price \$2.00 per plate. Dinner of course is optional, but we must know the number to be served. Therefore those desiring dinner at Corry must so indicate on the Reservation Coupon. It will not be necessary to pay in advance for dinner, payment being made at the time of service. Those not desiring dinner at Corry, bring your own lunch.

RESERVATIONS: In order to take advantage of the above fare, your reservation WITH FULL REMITTANCE MADE PAYABLE TO BUFFALO CHAPTER NRHS, must be in our hands not later than Monday, October 2. After that date fare will be \$7.25; half fare \$3.75. Mail your reservation coupon with remittance to:

Trip Sec. Buffalo Chapter NRHS  
55 Meadow Road  
Buffalo 16, N. Y.

FOR FURTHER INFORMATION ONLY (NO RESERVATIONS) CONTACT THE FOLLOWING:

ROY A. CROSS  
588 Allenhurst Rd., Apt. B  
Egbertsville, N. Y. • Phone: AM. 7421

JOHN H. CLARK  
69 Wendel Avenue  
Kenmore 23, N. Y. • Phone: UN. 7809

ROCHESTER PASSENGERS: Make arrangements with your TRIP CHAIRMAN (Fred G. Merz, 135 Lenox St., Rochester 11, N. Y.—Phone Genesee 2041-W) for transportation between Rochester and Buffalo.

# NATIONAL RAILWAY HISTORICAL SOCIETY INC, Buffalo Chapter

## Russell H Shapley Memorial (and Autumn Leaf) Excursion

Sunday October 8, 1950

From Buffalo NY

### TENTATIVE SCHEDULE:

|                         |             |
|-------------------------|-------------|
| Lv Buffalo (Cent Tml)   | 9:30 AM EST |
| Ar Corry Pa (meal stop) | 12:30 Noon  |
| Lv Corry Pa             | 1:30 PM     |
| Ar Warren Pa            | 3:00 PM     |
| Lv Warren Pa            | 3:30 PM     |
| Ar Riverside Jct NY     | 4:30 PM     |
| Lv Riverside Jct        | 5:00 PM     |
| Ar Olean NY             | 5:30 PM     |
| Lv Olean                | 6:00 PM     |
| Ar Buffalo (Cent Tml)   | 8:00 PM     |

### MAP OF OUR ROUTE



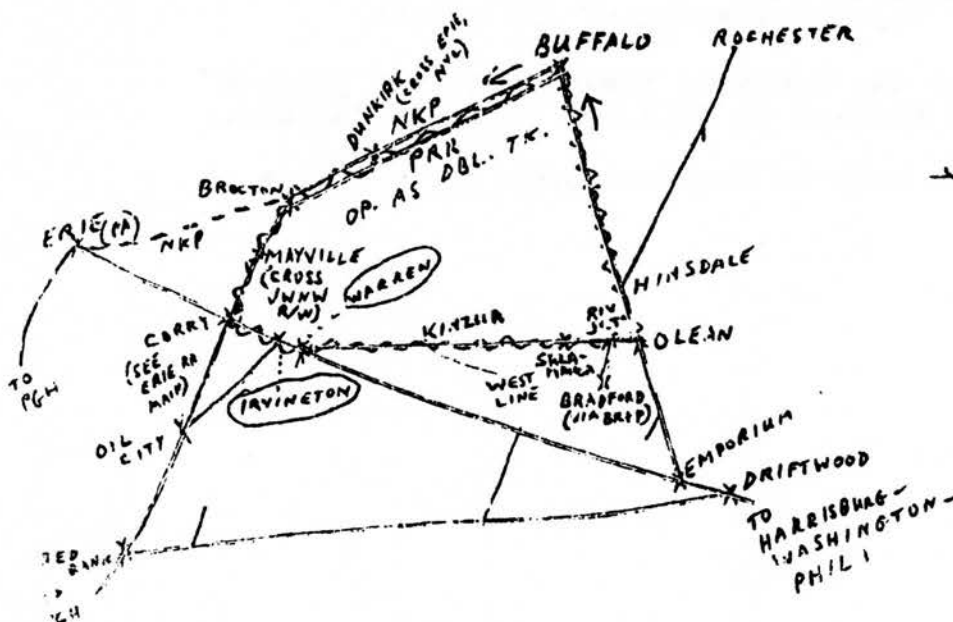
### BRIEF HISTORY OF THE WNY & PA RAILWAY from "Centennial History of PRR 1846-1946

The Western New York & Pennsylvania Railway Company was formed from a number of smaller lines in 1887, and acquired by the Pennsylvania Railroad in 1900.

The portion of the line from Buffalo to Brocton NY was continued in 1882 from the line between Brocton & Corry built in 1867, this being a part of the Oil Creek RR which was built by the oil industry to transport their products to the Philadelphia & Erie RR at Corry for shipment to the eastern seaboard. This P&E is now part of the Pennsy's Renovo Division.

The Low Grade Freight or River Line which follows the Allegheny River from Warren to Olean was constructed in 1883. By means of this line a connection was made between the P&E and that part of the WNY&P from Emporium to Buffalo at Olean. The Emporium-Olean-Buffalo line was built in 1872.

John H Clark, Chapter Pres.





1951

The chapter held it's 13th. annual dinner at the Kathryn Lawrence Dining Room (Now Wilcox Mansion) on April 14th. The NRHS Bulletin carried three different National Directors for the year. First Bob Wilson, then John E. Johnson of LeRoy, and finally Mrs. Pearl Wilson, Bob's Mother.

Roy Zimmerman, former Director and charter member of the chapter, died suddenly of a heart attack on August 9th of this year, leaving a big gap in the "working members" of the chapter.

The Buffalo Chapter again hosted a National Directors meeting on June 2nd. at Central Terminal, followed by a Lake Erie & Northern interurban trip on the next day.

On August 5th the chapter ran a combination rail and boat trip. Starting on a regular train of the NT Central to Dunkirk, a transfer of our cars was made to the Dunkirk Allegheny Valley and Pittsburgh Branch, sometimes known as the Dolly Varden line. Getting off at Falconer we were bused to the boatlanding in Jamestown for a trip on the steam boat CITY OF JAMESTOWN to Midway Park on Chautauqua Lake.

The entire DAV&P branch was covered on the fifth annual Russell H. Shapley Memorial trip. Starting was a special train of cars including a diner and a diner-lounge the train covered the main line to Dunkirk and then operated all the way to the southern terminus at Titusville, Pa. Here local residents took some of the party to the first oil well site near the city.

The annual NS&Y trolley trip was held on November 11th, using car 82 over three divisions of the system.

Sometime this year the meetings were moved to a private room in the Hotel Markeen at Main and Utica in Buffalo.

The convention was held in Montreal Sept. 1 to 3 this year.

NATIONAL RAILWAY HISTORICAL SOCIETY - INC BUFFALO & ROCHESTER CHAPTERS  
PRESENTS

A SUMMER RAIL RAMBLE AND STEAMBOAT RIDE

via  
NEW YORK CENTRAL SPECIAL TRAIN, BUFFALO thru DUNKIRK TO JAMESTOWN -  
and  
THE CHARTERED S S CITY OF JAMESTOWN

- SUNDAY AUGUST 5, 1951 -

Reliving the good old days of SUNDAY EXCURSIONS via train and boat, we will board our special train at Buffalo; and the first 300 to make reservations for the boat will receive a FREE TICKET for the steamer trip along the river and Chautauqua Lake for the 12 miles to Midway Park and return. We suggest a basket picnic; or you may use the restaurants which are available. Enjoy the lake breezes, the freight-only track, and the advantage of the FREE BOAT RIDE.

Capacity of the steamer is limited to 300 passengers. Additional riders, and those who are not interested in the boat, may stay in Jamestown. For instance, there is half-hourly bus service from Main and Third Streets to Celoron Park - said to be the largest amusement park in Western New York.

Rochester passengers will utilize a chartered Blue Bus to and from Buffalo.

NOTE:---the change in route, fare and schedule is due to the late notice received from the ERIE RAILROAD that "coaches were not available." Advance boat interest in this trip made total cancellation unwise.

SCHEDULE:---

ALL TIMES - DAYLIGHT SAVING TIME -

|  |          |
|--|----------|
| Leave Rochester, South Avenue & Broad Street (Blue Bus. Term.).....  | 7:30 AM  |
| Leave Buffalo, Central Terminal NYC RR.....                          | 9:30 AM  |
| Leave Dunkirk (NYC RR).....  | 10:15 AM |
| Leave Jamestown, Boat Landing.....                                   | 12:30 PM |
| Arrive Midway Park.....  | 3:00 PM  |
| Leave Midway Park.....   | 4:00 PM  |
| Leave Jamestown Boat Landing.....                                    | 6:45 PM  |
| Arrive Dunkirk (NYC RR).....   | flag     |
| Arrive Buffalo, Central Terminal NYC RR.....                         | 9:30 PM  |
| Arrive Rochester, South Avenue & Broad Street (Blue Bus. Term.)..... | 11:30 PM |

## R. R. Historical Society Visits Area, Rides Boat

"The good old days" when train excursions and steamboat rides were still aces high on the list of summer pleasures were relived Sunday by about 300 members of the Buffalo and Rochester chapters of the National Railroad Historical Society as they visited Chautauqua Lake.

The historians trekked from Buffalo on a New York Central train Sunday morning, transferring at Dunkirk to a special train which took them to Falconer.

From there they traveled by buses to the Jamestown boat-landing where they took a chartered trip on the steamer, "City of Jamestown."

OCT. 14 1957

NATIONAL RAILWAY HISTORICAL SOCIETY  
FIFTH ANNUAL  
RUSSELL H. SHAPLEY MEMORIAL  
AUTUMN LEAF EXCURSION

.....  
S C H E D U L E

| <u>G O I N G</u> |     |                | <u>R E T U R N I N G</u> |          |   |
|------------------|-----|----------------|--------------------------|----------|---|
| 7.30 am          | lv. | ROCHESTER      | ar.                      | 10.05 pm |   |
| * 8.10 am        | lv. | BATAVIA        | ar.                      | 9.25 pm  | * |
| 9.10 am          | lv. | BUFFALO        | ar.                      | 8.25 pm  |   |
| 10.15 am         | lv. | DUNKIRK        | ar.                      | 7.20 pm  |   |
| # 11.15 am       | ar. | CASSADAGA LAKE |                          |          |   |
| * 11.55 am       | ar. | FALCONER       |                          |          | * |
| #                |     | FALCONER JCT.  |                          |          |   |
| # 12.50 pm       | ar. | WARREN         |                          |          |   |
| # 1.55 pm        | ar. | GRAND VALLEY   |                          |          |   |
| 2.50 pm          | ar. | TITUSVILLE     | lv.                      | 3.50 pm  |   |

.....  
\* Stops to pick up or discharge passengers only -

# 10 to 15 minute "picture" stop-

Time shown is for information only and not  
guaranteed-

.....  
Dining cars will start to serve luncheons at 11.00 am  
or a little earlier - refreshments available in the  
diner-lounge in accordance with State rules and  
regulations-

# 489 Fans Take Iron Horse Trip on "Dolly Varden"

By DAVID POWELL

Cameras, picnic lunches and nostalgia were the order of the day for 489 persons who took an "iron horse excursion" from Dunkirk to Titusville, Pa., Sunday, on the Valley Branch, Erie Division of the New York Central, best known as the "Dolly Varden" railroad.

The trip was one of several arranged each year by the National Railway Historical Society. The train originated at Rochester, and returned there Sunday night.

Residents of communities along the right of way gathered to wave at the train, but the most enthusiastic reception awaited at Titusville where 100 cars had been secured by civic interests to take the passengers on a one-hour visit to historical Drake Well Park, birthplace of the oil industry.

The train was a half-hour late leaving Dunkirk, and was two hours late by the time it arrived back in that city. Two Diesel locomotives were used to pull the 10-car modern passenger train. The roadbed, through perhaps not the best in the country, was not too rough for comfort and compares favorably with others still used for

passenger service.

"Picture" stops were made at Cassadaga Lake, where the passengers raided and cleaned out a small apple tree; Falconer junction, where few pictures were taken; at the railroad yards in Warren, and at Grand Valley.

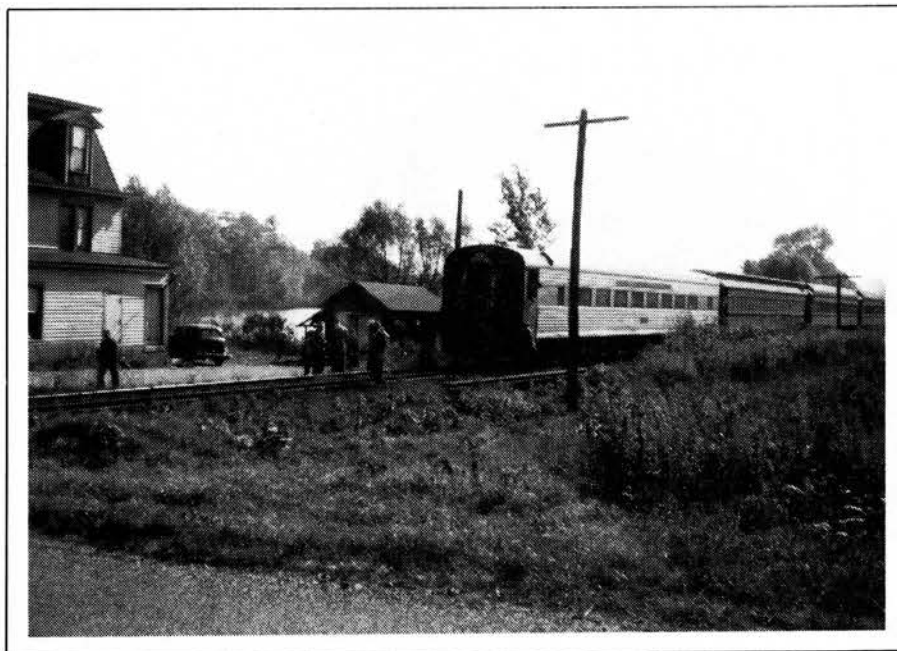
Passenger stops were also made at Falconer and Frewsburg, and about 30 Jamestown area residents boarded the train at each stop for the run to Titusville.

The first passenger runs over the track were started in 1871 over the Dunkirk, Warren and Pittsburgh Railway, which ran from Dunkirk to Titusville. Later that year, the Warren and Venango began laying track from Titusville to Oil City, with William H. Vanderbilt and his New York Central assisting.

When the trains first ran over the D.W. and P. from Dunkirk to Titusville, the trip took five hours and 39 minutes. The road later became the Dunkirk, Allegheny Valley and Pittsburgh, then the Valley Branch of the New York Central.

Regular passenger service was discontinued about 15 years ago, but the road still runs two freight trains each day.

**Jamestown Evening Journal**



New York Central fan special on the DAV&D Branch at Cassada, N.Y. October 4, 1951



NIAGARA, ST. CATHARINES & TORONTO RAILWAY

ITINERARY - NATIONAL RAILWAY HISTORICAL  
SOCIETY, BUFFALO CHAPTER, TRIP, SUNDAY, NOVEMBER 11th, 1951

EASTERN STANDARD TIME

ROUTE

|                             |            |                            |
|-----------------------------|------------|----------------------------|
| Lv. St. Catharines Terminal | 11.00 A.M. |                            |
| Ar. Lakeshore Rd.           | 11.10 A.M. | Port Dalhousie Subdivision |
| Lv. Lakeshore Rd.           | 11.15 A.M. |                            |
| Ar. Welland Vale            | 11.20 A.M. |                            |
| Lv. Welland Vale            | 11.35 A.M. |                            |
| Ar. St. Catharines Terminal | 11.40 A.M. |                            |
| Lv. St. Catharines Terminal | 11.45 A.M. | Lakeshore Subdivision      |
| Ar. Port Weller             | 12.00 Noon |                            |
| Lv. Port Weller             | 12.15 P.M. |                            |
| Ar. Queensway               | 12.30 P.M. |                            |

|                    |           |                     |
|--------------------|-----------|---------------------|
| Lv. Queensway      | 1.30 P.M. |                     |
| Ar. Thorold        | 2.00 P.M. | Welland Subdivision |
| Lv. Thorold        | 2.02 P.M. | Section of #136     |
| Ar. Port Colborne  | 2.54 P.M. |                     |
| Lv. Port Colborne  | 3.00 P.M. |                     |
| Ar. Thorold        | 3.51 P.M. |                     |
| Lv. Thorold        | 4.00 P.M. |                     |
| Ar. St. Catharines | 4.15 P.M. |                     |



Buffalo fan special car 82 of the Niagara, St. Catharines & Toronto Ry on siding on Welland Div.

1952

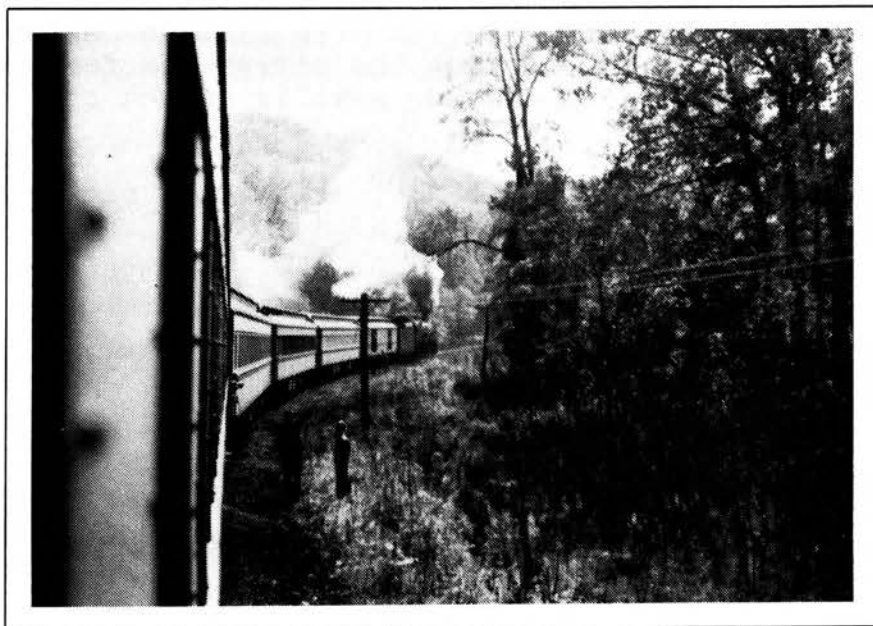
Chaper members had no reason to complain about lack of trips this active year. On March 16th. the club rode the regular B&O steam train as far as Mt. Jewett and came home on the returning from Pittsburgh. On April 20th. the Michigan Central was used to St. Thomas, there to connect with a special three car train of ex-Milwaukee cars on the London & Port Stanley interurban line. The nice part of the trip was dinner on the diner on the way back to Buffalo.

June 22nd. saw a trip with a special train from Buffalo to Syracuse over the Auburn Branch of the New York Central, this being under joint sponsorship with the Rochester and Syracuse Chapters.

Over 600 fans partook of a once in a lifetime trip over the Pennsylvania's unusual branch from Rochester to Olean with the route over the bed of the old canal and a chance to ride at the bottom of the gorge at Letchworth Park. The consist was ten air-conditioned coaches, two diners, and of course the open door baggage car.

The annual NS&T interurban trip was held on Sunday November 2 which featured a cow on the track on the Port Dalhousie, east branch.

The National Convention was held at Altoona, Pa.



Pennsylvania Railroad fan trip special  
between Rochester and Olean, Oct. 12th.

1953

The National Bulletin listed the meeting place for the Buffalo Chapter during most of the year as the second Sunday of the month at the conference room of Central Terminal. Later in the year the meeting place was back to the Markeen Hotel on the second Friday night.

Some of the officers of the chapter in 1953 were John Clark as President, John Prophet III as First Vice-President, Charles Swain as Second Vice-President and William Kessel as National Director. On March 3rd. Charles Swain died suddenly. He had worked for the Buffalo Courier-Express and supplied us with many railroad pictures from the wire services.

In the spring club members made two trips on regularly scheduled trains, February 8th on the B&O to Johnsonburg, Pa. and on April 12th on the Pennsylvania RR to Renova, Pa.

? → Dick Ganger's trip list shows a trip on August 2nd. on the B&O and Erie to Kinsua Bridge, but no other details are available. The big Autumn Leaf Trip this year was by special train on the Lehigh Valley RR. 900 passengers were carried. Eight coaches started from Buffalo to be joined by six more from Rochester at Rochester Junction. A shop inspection was featured at Sayre and a trip on the Ludlowville Branch out of Ithaca was run.

Sunday, November 1st was the NS&T trip using old Preston car 130.

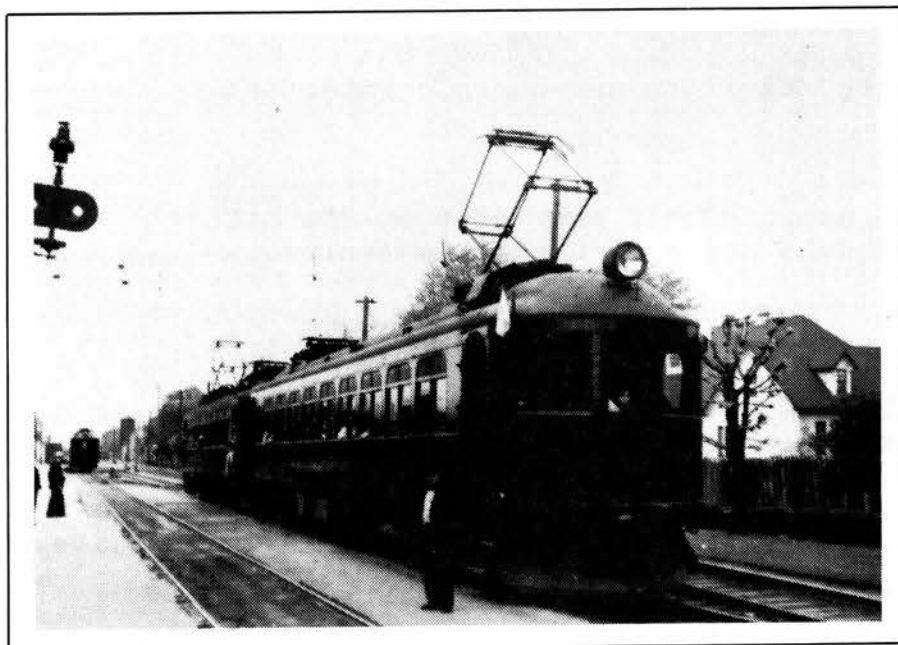
1954

Top Officers of the chapter for 1954 were John Clark, President, John Prophet III, 1st. Vice President, Maynard Fisher, 2nd Vice-President, Leslie Baker, Secretary, and Albert Kerr, Treasurer.

On Sunday February 14th., a "Winter Trip" was on the B&O regular train to Johnsonburg, Pa. and return. Along with the Rochester and Syracuse Chapters a special was operated over the Pennsylvania RR to Watkins Glen by way of Buffalo to Rochester on the Central, then Auburn Road of the Central to Canandaigua, picking up Rochester cars at that city and Syracuse passengers at Canandaigua, thus via Pennsylvania tracks to Watkins Glenn. This trip was run on June 13.

The Autumn Leaf Trip was on the Erie Railroad, starting at Buffalo and picking up Rochester people at Attica, then to Hornell. In addition the record shows trolley trips on May 16 to the London& Port Stanley, and on November 21 to the NS&T.

The chapter participated with the City of Buffalo in celebrating "Railroad Week" during the week of October 18 to 22. The C&O gave the city a K4 Kanawha steam locomotive for exhibition in Front Park. A plaque was presented to go on this engine, but was never fixed, as the engine was reduced to junk in short order by vandals due to it's location in an open field. On Friday of that week the chapter took part in the famous railfan trip around Buffalo. Using a 17 car train with coaches from B&O, Erie, DL&W, Lehigh Valley, Pennsylvania, Canadian National, C&O, Nickle Plate, and NY. Central. This train toured railroad facilities in all area in and around Buffalo.



London & Port Stanley fan special at St Thomas, Ont. Cars were 12 and 8. May 16, 1954



NATIONAL RAILWAY HISTORICAL SOCIETY

Buffalo Chapter

TRIP OVER NIAGARA, ST. CATHERINES AND TORONTO RAILWAY

SUNDAY, NOVEMBER 21, 1954

\*\*\*\*\*

THE TRIP

SPECIAL HIGH SPEED INTERURBAN CAR WILL DEPART FROM NIAGARA, SAINT CATHERINES AND TORONTO TERMINAL AT ST. CATHERINES, ONT AT 10:00 A. M. ARRIVING BACK AT 4:30 P. M.

LINES TO BE COVERED ARE AS FOLLOWS;

1. Port Dalhousie West
2. Port Dalhousie East
3. Merriton
4. Main Line
5. Walker's Quarry
6. Port Colborne
7. Font Hill Canning Factory
8. Toronto, Hamilton and Buffalo Interchange

FARE; \$2.50 payable on car.

DINNER: One and one half hour stop at St. Catherines for lunch. PLEASE indicate below if dinner is desired at Queensway Hotel.

RESERVATIONS: Must be in no later than November 18. Use coupon below to indication whether dinner is desired.

TRANSPORTATION TO ST. CATHERINES: Must be by private car or common carrier. Drivers, please indicate if you have room for any additional passengers.

.....

MAIL TO: Albert D. Kerr, Electric Trip Chairman      Information UN 7809  
39 Sussex Avenue  
Buffalo 15, N.Y.

1955

In this year the Buffalo Chapter was represented on the National Officer roster by John Clark as Vice President of field trips, John E. Johnson as Director-at-Large, and William Kessel as National Director for the chapter. There were now 25 chapters in the society.

1955 probably marked the high spot in fan trips. Following is the long list:

February 13, B&O regular train to Ridgeway, Pa.

May 1, The farewell trip on the Lake Erie & Northern, one week after all passenger service had ceased. We later rode the line with steam coaches pulled by an electric locomotive.

June 26, By Erie Railroad to Jamestown, N.Y. on a special train and a steamboat trip on Chautauqua Lake.

August 7, Toronto Hamilton & Buffalo special train on the main line and branches to Waterford and Port Maitland, Ont.

October 9, A steam special on the B&O with cars starting out from Buffalo and Rochester and meeting at Salamanca to form an 18 car train with 1145 passengers to Marienville, Pa.

November 6, The annual trolley trip on the NS&T system.

The chapter banquet was held at the Hotel Markeen on May 28th. The National convention was held at Milwaukee.



Erie Railroad special train at the Boatlanding, Jamestown, N.Y. on June 26, 1955

# SUMMER RAIL AND STEAMBOAT EXCURSION

**NATIONAL  
HISTORICAL**



**RAILWAY  
SOCIETY INC.**

**BUFFALO CHAPTER**

*Sunday, June 26, 1955*

**SPECIAL TRAIN via ERIE R.R.**

**CHARTERED "SS CITY OF JAMESTOWN"**

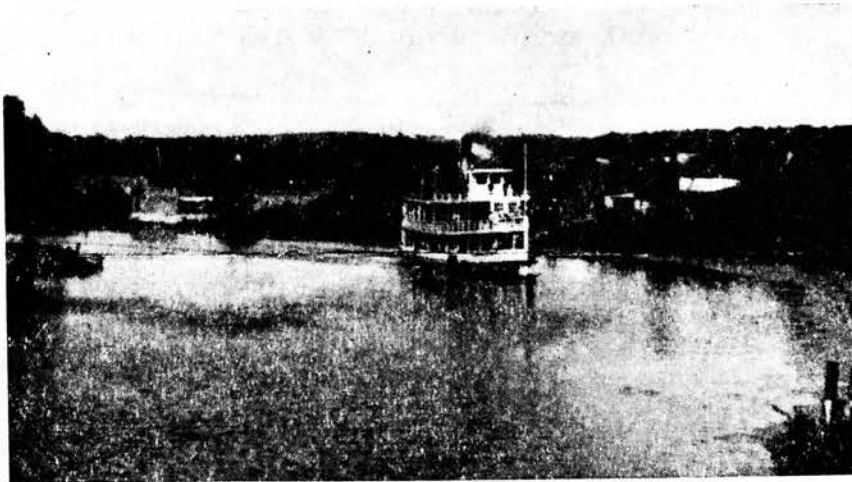
**\$4.50**

**FARE**

**\$3.75**

**Combined Train and Boat  
(Children 5-12, \$3.25)**

**Train Ride Only  
(Children 5-12, \$2.50)**



The calendar reads 1955, but you can relive the good old days of THE SUNDAY EXCURSION by riding a coal-burning steamboat on Lake Chautauqua—and reach it in a railroad coach going right to the dock. The steamer will stopover at BEMUS Point for an hour-and-half where restaurants are available; or bring an old-fashioned picnic lunch. Enjoy a Sunday free from the sight of the license plate ahead, relax from the tension of the busy highway.

**Buy Your Tickets Early, Because—ONLY 300 CAN RIDE BOAT**

1956

Harold Beal replaced William Kessel as National Director and would continue on this job for eight years.

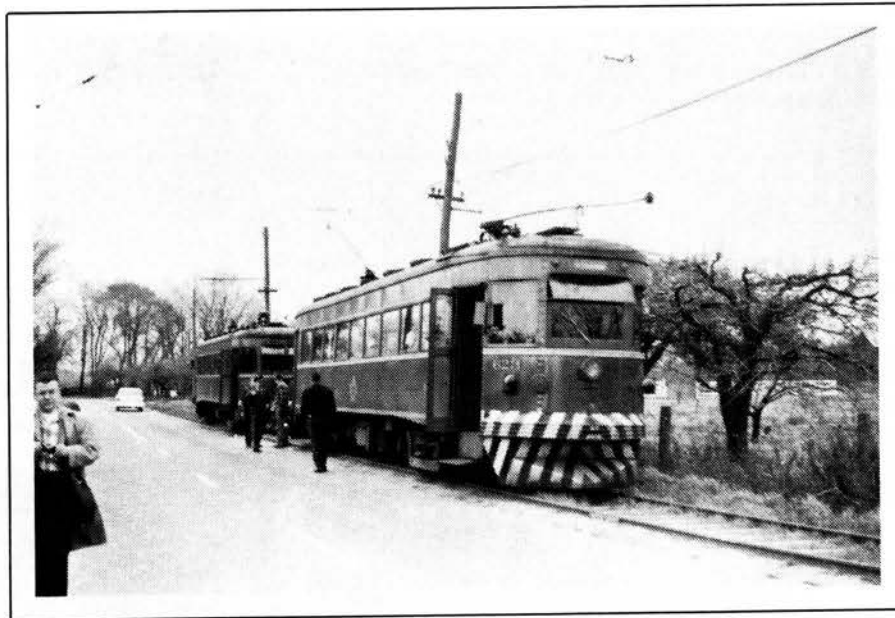
Along with the Rochester Chapter the club ran a special train on the Erie Railroad on May 20th. The Rochester group joined the train at Avon, and from here over freight-only trackage of the branch line from Avon to Corning. Most of the passengers went to the Corning Glass Works.

Records show a trip to Toronto on June 24th using a steamer on Lake Ontario one way. There was a London & Port Stanley interurban trip on March 18th.

October 14th, saw a 14 car special on the Pennsylvania Railroad to Renova, Pa. which carried 625 passengers.

The National Convention was held at Cleveland this year with a large group of Buffalo members in attendance, to enjoy everything from a boat ride on the river, to a steam special on the B&O to a five car special of older Witt cars on the Shaker Heights Rapid Transit system.

November 11th was the date of the annual NS&T trip.



Special Niagara, St. Catharines & Toronto  
cars 623 and 622 at Port Dalhousie, Ont.



1957

The early year planning meeting for joint fantrips was held in Rochester January 27th. The ability of the Buffalo, Rochester, and Syracuse Chapters to work together on trips needing a special train was the key to the success of these trips. A meeting would be held every year with the trip people of each chapter and dates and plans made. The profits for the trips were divided in ratio the number of tickets sold by each chapter. Buffalo being the largest chapter usually had the most customers and did the most work.

The mid-winter trip was on regular trains of the DL&W to Elmira on February 10th. A joint trip was held with the B&O being used on May 19th to C&M Junction and then up the Clearfield Branch to Clearfield.

One of the greatest trips for steam fans was the July 14th ramble on the Canadian National by special train to Stratford, Ont. Not only was it pulled by a steam engine, but the Stratford shops, full of steam engines was inspected, with various types of power being spotted outside for ideal pictures. A full diner provided the meals.

On October 13th a joint trip was run on the Erie Railroad for a farewell ride over the famous Kinsua Viaduct. Headed by three diesels, this train was one of the last to use this bridge.

The NS&T trip was run on November 3rd. The convention was held at Roanoke, Va.



NRHS special train headed by CN engine 6034 arriving at Stratford, Ont. July 14th. 1957

1958

One of the biggest years for the chapter. The winter trip was on the DL&W regular trains to Binghamton on February 16th. The days of steam were getting scarce and some last ever steam rides were taken.

On Sunday May 18th a steam special was run on the Nickle Plate to East Cleveland. Here the passengers transferred to the Rapid for the rest of the way into Cleveland. A special set of car on the Shaker suburban line took up most of the day and an hour stop was made at Conneaut, Ohio for roundhouse and shops inspection on the way down. Steam power was also on the CN special on July 30th running to Sarnia, Ont.

The big operation was the chapter operating it's second National Convention, this time long range in Toronto over Labor Day of that year. A record 735 people registered. On the Saturday a CP steam trip was made to Hamilton, Sunday a 17 car train including three diners and headed by two steam engines was run to Stratford. On Monday a TTC trolley trip with three Witts and four PCCs made a tour of city trackage including the Hillcrest Shops.

The season ended with a Lehigh Valley RR trip to Sayre and an NS&T trip, the later on November 2nd.

At the National level the Society had grown to 34 chapters with two more taken in during the year. Long time President Edward G. Hooper resigned and was elected to the position of Chairman of the Board. E. Lewis Pardee was elected President and in the next nineteen years lead the Society in its biggest era of expansion.



Nickle Plate engine 175 heading special train at Conneaut, Ohio, May 18, 1958

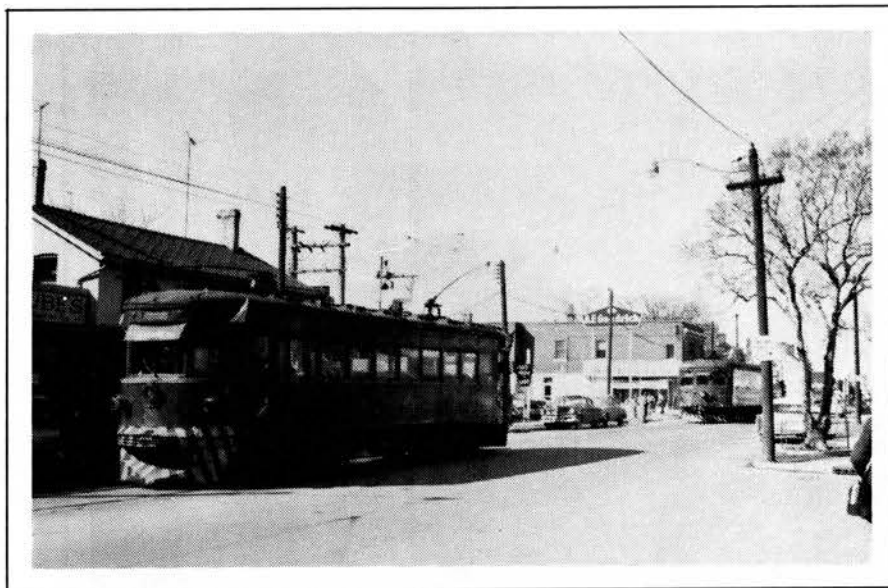
1959

The Chapter Officers elected for 1959 were:

John H. Clark, President  
John M. Prophet III, VP, Finance  
James Van Brocklin, VP, Publicity  
Robert E. Wilson, Cores. Secretary  
Leslie F. Baker, Record. Secretary  
Maynard Fisher, Historian  
Albert D. Kerr, Treasurer  
John F. Collins Jr., Inter-Chapter coordinator  
Harol F. Beal, National Director

The first trip of the season was the last trip on the Niagara, St. Catharines & Toronto interurban lines. After several years of advertising "Annual Farewell Trip" this was it. Using at some time during the day, all the three remaining cars, trips were made over all branches. Thus on March 22nd, we had our last ride, the line went out three days later.

On May 24th. with steam on the head end we operated from Fort Erie, Ont. on the Canandian National to London and return. Here in the future were to be many "last steam" trips on the CN, but with company retaining at least one steam engine at a time, the chapter could still summon up steam as late as 1980.



Last day fantrip on the NS&T with cars 623 and 83 at St. Catharines, March 22, 1959

1960

1960 continued as a very active railran year with a total of five trips to keep the Trip Committee busy.

On February 28th a trip onthe Erie-Lackawana regular train was run to Binghamton.

Using New York Central, the TH&B, and Canadian Pacific on May 15th., the chapter ran a diesel trip to Hamilton, Ont. and then double headed steam to Galt. This was a complete excursion train with two baggage cars and two diners as well as many coaches.

July 17th saw a trip on the Canadian National with a 15 car train headed by steam engine 6167 to Zepher, Ont. which carried over 700 passengers to enrich the club treasury.

On October 9th. a trip was run on the Nickle Plate and Bessemer & Lake Erie to Greenville, Pa.

To finish up the year on December 3rd. we went by regular train from Niagara Falls, Ont.(bus to there) to Toronto, there to ride a chartered Peter Witt trolley over several routes.



## 1961

On the National scene, John Clark was still Vice-President, Field Trips, and Harold Beal the National Director. National President, E. Lewis Pardee, came here for the annual banquet in April, and member Bob Wilson had a feature article in the National Bulletin on the Lehigh Valley Railroad.

The first trip was on the DL&W Phoebe Snow to Binghamton on the regular service. On May 21 we used the CN steam engine 6167 on a trip to Stratford pulling a special train. When the CN went all diesel they kept one steam engine available for fan trip use at an extremely high rate of expense to the rail organizations, but it was worth it.

August 6th. saw the absolutely last trip under wire on the Lake Erie & Northern using an electric engine and two CP coaches. Shortly after the line was converted to diesel operation.

As a joint trip with the Rochester Chapter CN 6167 and a special train was operated from Fort Erie, Ont. to London using some Wabash trackage.

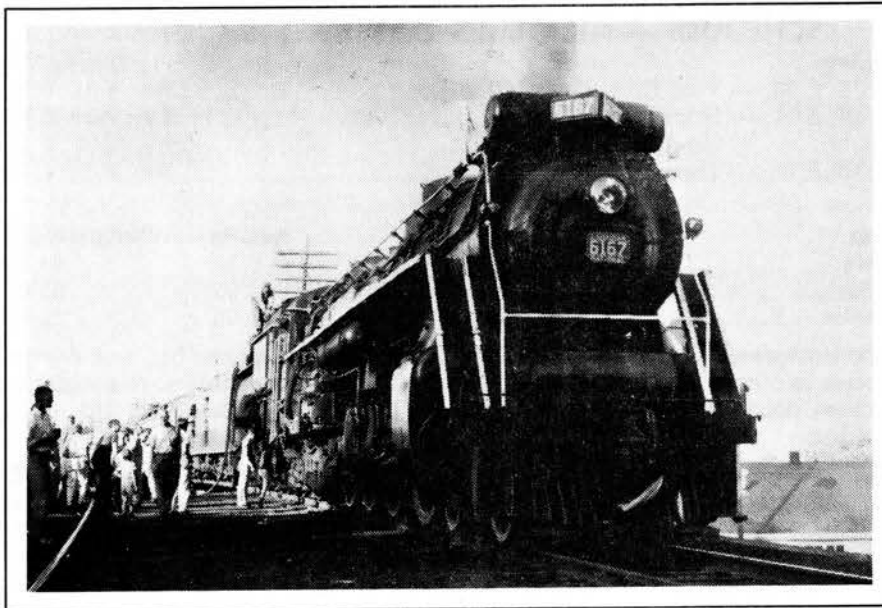
On December 2nd a group traveled to Toronto for a trolley trip on the TTC.

1962

The season started out with the winter trip again using the regular Erie-Lackawana train to Elmira and return on March 3rd. May 20th was the big steam trip of the year out of Fort Erie, Ont. to Toronto by various track routes. In the city special cars of the TTC were used for a trolley trip. Dick Ganger's trip history shows a Renova trip on the Pennsylvania on July 29th, and will assume it was on the regular train.

On October 14th in conjunction with the Rochester Chapter a special train was operated on the Erie-Lackawana from Buffalo through Jamestown to Meadville, Pa. with many coaches and a diner from the Phoebe Snow, giving both branch line and main line riding. Just a few days after this trip the Lackawana Terminal was abandoned.

In National news, the Society had grown to 48 chapters. John Clark's title had changed to Vice-President of the Western Region. The convention was held at Atlanta.



Watering CN 6167 with a fire hose at Guelph, Ont. May 20th 1962 trip.

# STEAM POWERED RAIL RAMBLE AND CIRCLE TOUR TO TORONTO, ONTARIO

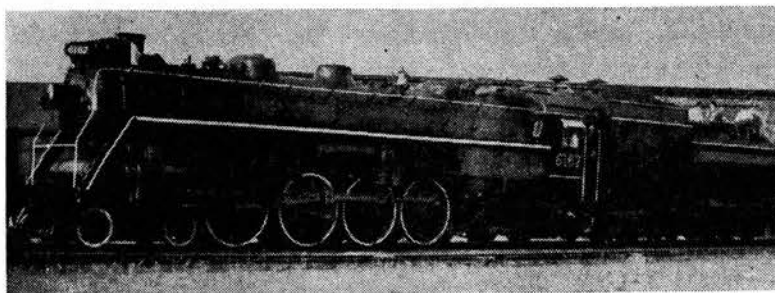
Sponsored by

**BUFFALO CHAPTER**

**ROCHESTER CHAPTER**

**NATIONAL RAILWAY HISTORICAL SOCIETY**

Via  
**CANADIAN  
NATIONAL  
RAILWAYS**



**No. 6167 LOCOMOTIVE TO BE USED ON MAY 20th**

Via  
**TORONTO  
TRANSIT  
COMMISSION  
TROLLEYS  
or  
TORONTO  
HARBOR  
FERRY BOATS**

**SUNDAY, MAY 20, 1962**

**PLAN OF OPERATION:** STEAM POWERED Special Train will leave Fort Erie, Ont., CNR Station and proceed to Hamilton via Welland Jct., and Merriton, and after taking water at Hamilton will proceed to Toronto via Oakville. At Toronto passengers will either take a 2½ hour trolley tour on chartered cars of the TTC (both Peter Witt and PCC), around Toronto on presently used or recently abandoned lines, or take a Ferry Boat around Toronto Harbor stopping off at Island Park to see the new Park Development, and also enjoy the waterfront and skyline views of Toronto. The return trip from Toronto will be via Georgetown and Guelph to Lynden and Hamilton, returning to Fort Erie.

**PHOTO RUN PASTS:** Several photo run-pasts will be made on this trip, so bring your cameras and plenty of film.

**MEALS:** Full sized CNR Diners will be provided for dinner service on the **return** trip. You **MUST** indicate on the Reservation Coupon the number of meals desired on the Diner, pay for meals on the train. If you so desire you may bring your own food. A Dining Car will be provided for breakfast on the going trip, as there will be no time for meals in Toronto.

## **SCHEDULE — ALL TIMES DAYLIGHT SAVING**

| <b>Going</b>   |                            | <b>Return</b> |
|----------------|----------------------------|---------------|
| Lv. 9:30 A.M.  | Fort Erie, Ont. (CNR Sta.) | Ar. 9:30 P.M. |
| Lv. 11:40 A.M. | Hamilton                   | Lv. 7:40 P.M. |
|                | Guelph                     | Lv. 5:20 P.M. |
| Ar. 12:30 P.M. | Toronto                    | Lv. 3:30 P.M. |

## **FARES**

| <b>From</b> | <b>Adults</b> | <b>Children (5 to 12)</b> |
|-------------|---------------|---------------------------|
| Fort Erie   | \$ 8.50       | \$4.50                    |
| Rochester   | \$11.00       | \$8.00                    |
| Jamestown   | \$11.00       | \$8.00                    |

**NOTE:** Bus transportation between Buffalo and Fort Erie leaves from Niagara St., and Porter Ave., at 8:45 A.M. for the CNR Station. Please indicate on Reservation Coupon if you desire this service costing \$1.00 per person for the round trip. For those driving there is plenty of parking space at the CNR Sta. on Bridge St. near the International Railway Bridge.

**ROCHESTER PASSENGERS:** Buses provided between Rochester and Fort Erie, leaving Trailways Bus Terminal at Midtown Plaza, Broad near Chestnut St., at 7:30 A.M. Tickets obtainable by mail from Trip Secretary, Rochester Chapter NRHS; P.O. Box 3091—Rochester 14, N. Y.; and in person at the following: Rowe — Photographer—203 W. Main at Clarissa; the Clinton Book Store—204 Court St. (open evenings), and Rochester Travel Service—606 Temple Bldg.

**JAMESTOWN PASSENGERS:** Buses leave Jamestown Greyhound Terminal at 4th and Prendergast at 7:15 A.M. Tickets obtainable by mail or in person from H. F. Beal, 131 Buffalo St., Jamestown, Phone 38-292.

**BUFFALO PASSENGERS:** Tickets obtainable by mail from — Trip Secretary, Buffalo Chapter, NRHS — 55 Meadow Rd., Buffalo 16, N. Y. or in person at Canadian National Railways Passenger Dept. — 1009 Genesee Bldg. — Phone TL 4-5640.

## **INFORMATION ONLY — TELEPHONE —**

62      BUFFALO.....TR 3-5488 — TF 4-7809  
          ROCHESTER.....ID 6-9419 — FA 8-9282 — BU 8-2649

NATIONAL HISTORICAL RAILWAY SOCIETY

22 hr. Charter Tour

Sunday, May 20th, 1962

1 Peter Witt and P.C.C. Cars

Leave Wellington and York Westbound

12.45 p.m. - 3.15 p.m.

ALL TIMES APPROXIMATE

Leave

|            |   |
|------------|---|
| 12.45 p.m. | Wellington & York N. to                     |
| 12.46      | King and York, E. to                        |
| 12.47      | King & Bay, S. to                           |
| 12.52      | Ferry Docks, N. to                          |
| 12.57      | Adelaide & Bay, E. to                       |
| 12.59      | Church & Adelaide, S. to                    |
| 1.01       | Front & Church, E. & N. to                  |
| 1.04       | Sherbourne & King, W. to                    |
| 1.06       | Church & King, N. to                        |
| 1.09       | Queen & Church, E. to                       |
| 1.16       | Broadview & Queen, N. to                    |
| 1.26       | Erindale Loop, S. & W. on Danforth to       |
| 1.28       | Parliament and Danforth, S. to              |
| 1.31       | Carlton & Parliament, W. to                 |
| 1.34       | Church & Carlton, N. to                     |
| 1.38       | Asquith Loop, S. to                         |
| 1.44       | Queen & Church, W. to                       |
| 1.48       | McCaul & Queen, N. to                       |
| 1.52       | College & McCaul, E. to                     |
| 1.55       | Bay & College, S. to                        |
| 1.59       | Louisa & Bay, around City Hall Loop to      |
| 2.01       | Albert & Bay, N. over Dupont to             |
| 2.19       | Bathurst & Dupont, N. around Hillcrest Loop |
| 2.23       | Hillcrest Loop, S. to                       |
| 2.34       | Dundas & Bathurst, W. via Howard Pk. to     |
| 2.49       | High Park Loop, E. via College to           |
| 3.07       | Spadina & College, S. to                    |
| 3.12       | Adelaide & Spadina, E. to                   |
| 3.18       | Bay and Adelaide, S. to                     |
| 3.20       | Front & Bay, END.                           |

BE SAFETY MINDED----- CLOSE ALL SWITCHES



## 1963

Starting in 1963, the Chapter minutes became available, prior to this most information in this history came from the National Bulletin, old trip notices and my diaries.

The annual winter trip was run on the regular train of the Erie-Lackawana to Elmira with 59 full fares plus 11½ half fares. The annual banquet was held at the Continental Inn on Delaware Ave on April 27th. The chapter was still meeting at the Markeen Hotel at Main and Utica.

With the cooperation of the Rochester Chapter a special train on the CN with engine 6167 ran on May 19th. The route was from Fort Erie to Branford to Paris Junction. 694 people made the trip and the profit was over \$1,600.00. For a little steamboat ride for a change, a group drove to Erie, Pa. in July for a ride on the steamer NORTH AMERICAN to Port Burrell, Ont and return.

Again working with Rochester an Erie-Lackawana special train was operated to Bloomsburg with a total count of 631 on the train, 482 from Buffalo and the balance from Rochester according to the ticket sales.

A special train was run on the Arcade & Attica Railroad on November 17th with a count of 120 fares. Some people drove and others used the regular Pennsylvania day train to Yorkshire.

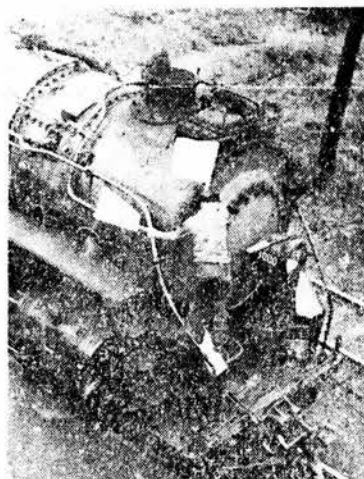
# FALL FOLIAGE EXCURSION

Sponsored by  
**BUFFALO CHAPTER** **ROCHESTER CHAPTER**  
**National Railway Historical Society**  
via

## New York Central Railroad Special Train

(Annual Russell H. Shapley Memorial Trip)

**NYC MAIN LINE, BUFFALO TO LYONS, N. Y. THEN OVER THE OLD FALL-BROOK RAILROAD THROUGH THE FINGER LAKES REGION TO WATKINS GLEN AND CORNING, N. Y.**



"The Good Old Days of Steam"  
Fallbrook Special  
"1947" Trip

**SUNDAY  
OCTOBER  
11, 1964**



**THE FALL BROOK RAILROAD** was leased to the Fall Brook Co. from June 1883 to May 1899, when the lease was taken over by the New York Central. At one time six daily passenger trains were operated between Lyons and Corning, and four Sunday excursions to Watkins Glen.

**SENECA LAKE AND WATKINS GLEN STATE PARK:** Leaving Geneva our line traverses the west shore of Seneca Lake, largest of the Finger Lakes. Half a mile south of the lake is Watkins Glen, oldest and best known of the State Parks in the Finger Lakes region, where our line skirts the upper end of the Glen.

**FARES FROM ALL POINTS OF DEPARTURE**  
**ADULTS—\$10.00 CHILDREN 5-12 \$5.00**

**SCHEDULE—All Times Daylight Saving**

| Going—Read Down |                            | Return—Read Up |  |
|-----------------|----------------------------|----------------|--|
| Lv. 9:15 A.M.   | Buffalo (Central Terminal) | Ar. 9:45 P.M.  |  |
| Lv. 10:00 A.M.  | Batavia (NYC Station)      | Ar. 9:05 P.M.  |  |
| Lv. 10:45 A.M.  | Rochester (NYC Station)    | Ar. 8:25 P.M.  |  |
| Lv. 11:40 A.M.  | Lyons                      | Ar. 7:35 P.M.  |  |
| Lv. 2:20 P.M.   | Watkins Glen               | Lv. 5:45 P.M.  |  |
| Ar. 3:05 P.M.   | Corning                    | Lv. 4:45 P.M.  |  |

**PHOTO RUN PASTS** will be made at Watkins Glen NYC trestle, and points to be announced.

**MEALS: A BAGGAGE COUNTER CAR** will serve Hot Dogs, Hamburgers, Coffee, Soft Drinks, etc. It will be well stocked at reasonable prices by Cease Commissary. If you wish, you may bring your own picnic lunch.

**WATKINS GLEN:** Those wishing to spend time going through this famous State Park may depart upon arrival of the train and will be picked up on the return of the Special Train.

**CORNING GLASS MUSEUM:** A tour of the famous glass museum will be made for those desiring to see the exhibit.

**ROCHESTER PASSENGERS:** Tickets obtainable by mail only from Trip Secretary, Rochester Chapter, NRHS; P.O. Box 3091, Rochester, 14, N. Y.

**BUFFALO PASSENGERS:** Tickets obtainable by mail only from Trip Secretary; Buffalo Chapter, NRHS; 55 Meadow Road, Buffalo, 16, N. Y.

**JAMESTOWN PASSENGERS:** Buses leave Jamestown Greyhound Terminal at 4th and Prendergast at 7:00 A.M. Tickets obtainable by mail or in person from H. F. Beal, 131 Buffalo St., Jamestown, Phone 33-292. Fare \$12.00 adults, \$9.00 children 5-12.

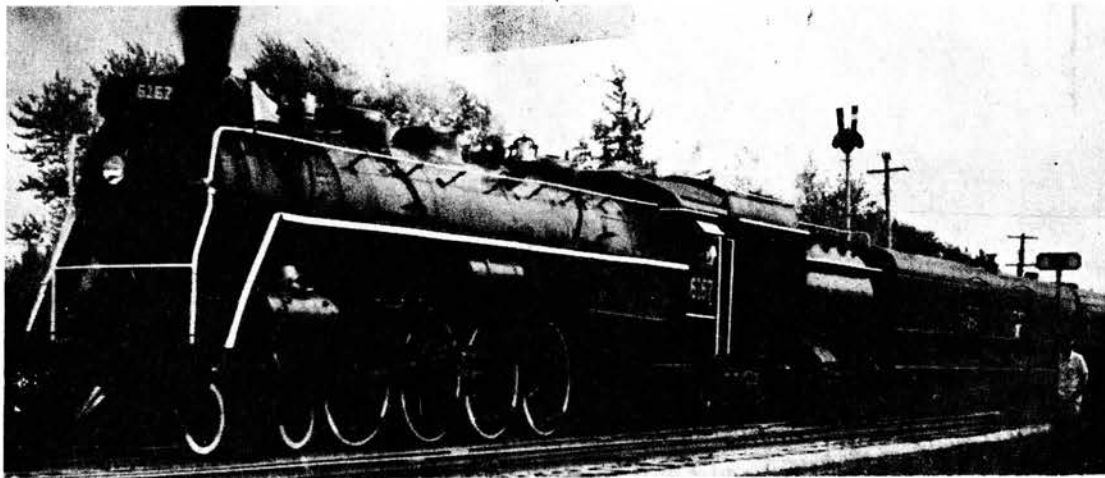
1964

Regarding the National organization, the Society had grown to 51 chapters. The convention was held at Newark, N.J. with boat, diesel, steam, and trolley trips. Harold Ahlstrom replaced Harold Beal as National Director in November.

The Chapter meetings were held at the Markeen through April and then moved to the Continental Inn, the section around the Markeen getting somewhat unsafe as part of the inner city. The banquet was at the Continental on April 25th.

The first trip was held on March 7th via bus and CN to Windsor on regular trains. On June 7th a special train left Fort Erie on the CN, using steam to Toronto. Here some of the party continued on to Oshawa and others enjoyed a three hour trolley trip on a Witt car of the TTC. On the return trip using diesel power the train hit two girls on a trestle near St. Catharines, killing one of them. The trip attracted 573 passengers, profit \$563.00.

A joint Rochester-Buffalo trip ran on October 11th, south from Lyons on the N.Y. Central to Corning with many of the passengers getting off at Watkins Glen for dining and touring. Total passenger count was 702. The last trip of the season was via Pa. RR to Yorkshire and a special train on the Arcade & Attica, operating on November 8th.



## Steam Engine Rail Excursion

Steam engines on railroads are rapidly becoming as scarce as stage coaches on roads and usually are seen 'dead' in museums or in small operating layouts.

However, once more it will be possible to ride behind a large speedy steamer on the main line track on Sunday, June 7, when the Buffalo and Rochester Chapters of the National Railway Historical Society run their excursion on the Canadian National Railways.

The special train, complete with the huge #6167 engine shown above, open baggage cars for tape-recording of steam engine sounds, and one 'open window' coach for more rabid fans, will leave the Fort Erie Station of the Canadian National Railway for a fast run to Toronto.

Here time out will be allowed for dinner, and then a choice of continuing on to Oshawa, Ontario on the special train or a ride on

the trolley car for three hours around the more interesting lines of the Toronto Transit System will be on the agenda.

Most of the coaches will be air-conditioned; so it will be possible to ride in the comfort of a modern coach with the steam monster of the past supplying the moving power.

Additional information on rates and schedules may be obtained by calling TR3-5488.

# AUTUMN LEAF SPECIAL

sponsored by

NRHS BUFFALO CHAPTER INC.

ROCHESTER CHAPTER

NATIONAL RAILWAY HISTORICAL SOCIETY

via

NEW YORK CENTRAL RAILROAD SPECIAL TRAIN

(Annual Russell H. Shapley Memorial Trip)

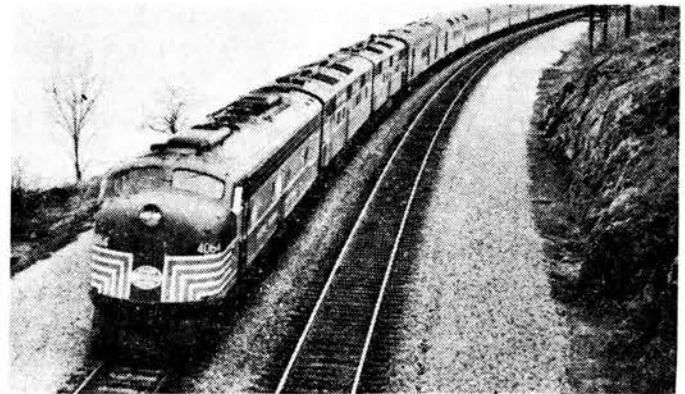
## Auburn Road, Freight - Only Branch

Traversing THE SCENIC FINGER LAKES REGION IN NATURE'S SPLENDOR

SPECIAL ATTRACTION: RIDE AN OPEN GONDOLA CAR ON FREIGHT LINES ONLY



**SUNDAY, OCT. 3, 1965**



**ROUTE: NYC MAIN LINE TO LYONS, FALL BROOK TO GENEVA, AUBURN ROAD TO SYRACUSE, MAIN LINE SYRACUSE TO BUFFALO.**

THE AUBURN ROAD was part of the original New York Central Main Line and passenger service has been discontinued since the spring of 1958.

PHOTO RUN PASTS AND PICTURE STOPS will be made at Seneca Falls bridge; Cayuga; Skaneateles Junction; Martisco Station and East Syracuse. NOTE: At Skaneateles Junction the equipment of the Skaneateles Short Line will be on display for photographing.

### FARES FROM ALL POINTS OF DEPARTURE

ADULTS — \$10.00

CHILDREN 5-12 — \$5.00

(fares from Jamestown see below)

### SCHEDULE — All Times Daylight Saving

| Going — Read Down   |                                  | Return — Read Up |     |
|---------------------|----------------------------------|------------------|-----|
| Lv. 9:30 A.M.       | Buffalo (Central Terminal) ..... | Ar. 8:05 P.M.    | 749 |
| Lv. 10:15 A.M.      | Batavia (NYC Station) .....      | Ar. 7:20 P.M.    | 737 |
| Lv. 11:05 A.M.      | Rochester (NYC Station) .....    | Ar. 6:35 P.M.    | 705 |
| Lv. 11:50 A.M.      | Lyons .....                      | Ar. 6:00 P.M.    | 628 |
| 1213, Ar. 4:45 P.M. | East Syracuse .....              | Lv. 5:05 P.M.    | 502 |

MEALS: A BAGGAGE COUNTER CAR will serve Hot Dogs, Hamburgers, Coffee, Soft Drinks, etc. It will be well stocked at reasonable prices by Cease Commissary. We urge that you patronize this counter car.

BUFFALO PASSENGERS: Tickets obtainable by mail only from Trip Secretary; NRHS Buffalo Chapter Inc., 111 Coronation Dr., Buffalo, N. Y. 14226.

ROCHESTER PASSENGERS: Tickets obtainable by mail only from Trip Secretary; Rochester Chapter, NRHS; P.O. Box 3091, Rochester, N. Y. 14614.

JAMESTOWN PASSENGERS: Buses leave Jamestown Greyhound Terminal at 4th and Prendergast at 7:15 A.M. Tickets obtainable by mail or in person from H. F. Beal, 131 Buffalo Ave., Jamestown, N. Y. 14701, Phone 483-8292. Fare \$12.00 Adults, \$9.00 children 5-12.



## 1965

The Chapter Officers for this year were:

President, John Clark..1st. VP, John Prophet III, 2nd. VP Harold Beal, Cor. Sect., Robert Wilson Jr., Record. Sect., Chales Wein, Historian, Maynard Fisher, Treasurer, Albert Kerr, Inter-chapter Coordinator, Kevin Mugidge, Nat. Director, Harold Ahlstrom.

The spring trip on March 6th was a repeat from last year of using the regular train on the Pa. RR to Renova and return. On June 6th. the CN furnished a special train starting at Fort Erie and to Hamilton, Brantford, and Paris Junction carrying 486 fares.

A joint trip with the Rochester Chapter on October 3rd. started from Buffalo on a special on the NY Central to Lyons, then on the Auburn Branch to Syracuse. At Batavia an open gon car was attached for the branch line trip. The return was by the NYC main line. There were 673 on board and the chapter profit was \$760.00. On November 6th was what was becoming an annual trip on the Arcade & Attica RR.

The banquet was April 10th at the Continental Inn, and the convention was held in the North West for the first time at Portland, Oregon, which featured a run past by a river steamer!

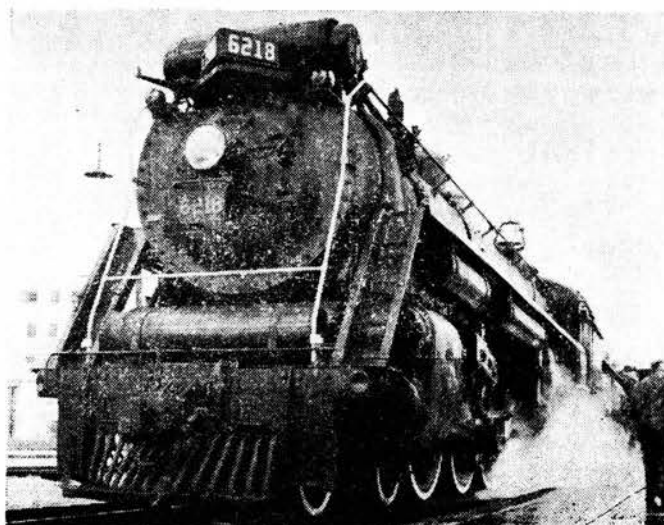
### THE AIR PUMP

The AIR PUMP was the Buffalo Chapter's publication for twenty four years. Started in 1948 to combine the meeting notice and news of the chapter and regional railroading. It was headed for many years by Bill Kessel. Usually a mimeographed four to six page news letter, it's purple color was apparent when you got it in the mail.

Bob Wilson was the next editor, and while we missed the colorfull prose of Bill Kessel, it became a larger and better publication. As members founnd their writings would be published, both as to trips and general comments on new cars and engines seen in the area, it developed into a creditable piece of work.

When Bob Wilson left town the job was turned over to Gary Youngberg. He improved the reproduction with a black and white readable paper, often with pictures of trolleys and trains as part of the masthead.

# STEAM POWERED SPECIAL TRAIN AND ELECTRIC TROLLEY TOUR FORT ERIE to TORONTO



*Sponsored by*

**NRHS BUFFALO CHAPTER, Inc.,  
and ROCHESTER CHAPTER**

NATIONAL  
HISTORICAL



RAILWAY  
SOCIETY

**SUNDAY, MAY 15, 1966**  
**Via CANADIAN NATIONAL RAILWAYS**

*No. 6218 to be Used*

**PLAN OF OPERATION:** STEAM-POWERED Special Train will leave Fort Erie, Ontario, CNR Station and proceed via Welland Jct. and Merritton to Hamilton. On the going trip the route will be over the new 25-mile freight line from Burlington to Georgetown, thence via the Stratford line to Toronto.

**PHOTO RUN-PASTS:** Photo run-pasts will be made, one over a trestle, and there will be ample opportunities for photography at stops for the servicing of the steam locomotive. For photographic, and sound recording purposes there will be a baggage car immediately behind the locomotive with protective bars across the doors, and the first coach will be one that is NOT Air-conditioned, and the windows may be opened. The coaches following will be Air-conditioned.

**MEALS:** At Toronto there will be a layover of 3½ to 4 hours, which allows ample time for eating in nearby restaurants prior to the trolley tour. Those who so desire may bring a picnic lunch.

**TROLLEY TOUR:** There will be a two-hour chartered trolley tour on lines of the Toronto Transit Commission for those who desire it. Fare: \$1.00. This tour is optional. Streamlined PCC type trolleys will leave from the corner of Wellington and York Streets, a short distance from Union Station. Directions will be announced on the train. Tour starts at 3:30 P.M.

## **SCHEDULE — All Times Daylight Saving**

### **Going—Read Down**

Lv. 9:30 A.M. — Fort Erie, Ont. (CNR Station).....  
Ar. 2:00 P.M. — Toronto, Ont. ....

### **Return—Read Up**

Ar. 8:30 P.M.  
Lv. 6:00 P.M.

## **FARES**

| From            | Adults  | Children (5 to 12) |
|-----------------|---------|--------------------|
| FORT ERIE ..... | \$ 9.00 | \$ 4.50            |
| ROCHESTER ..... | \$11.00 | \$ 8.00            |
| JAMESTOWN ..... | \$11.00 | \$ 8.00            |

**NOTE:** Bus transportation between Buffalo and Fort Erie leaves from Niagara St. and Porter Ave., at 8:45 A.M. for the CNR Station. Please indicate on Reservation Coupon if you desire this service costing \$1.00 per person for the round trip. For those driving there is plenty of parking space at the CNR Station on Bridge St. near the International Railway Bridge.

**ROCHESTER PASSENGERS:** Buses provided between Rochester and Fort Erie, leaving Trailways Bus Terminal at Midtown Plaza, Broad near Chestnut St., at 7:30 A.M. Tickets obtainable by mail from Trip Secretary, Rochester Chapter NRHS; P.O. Box 3091—Rochester, N. Y. 14614.

**JAMESTOWN PASSENGERS:** Buses leave Jamestown Greyhound Terminal at 4th and Prendergast at 7:15 A.M. Tickets obtainable by mail or in person from H. F. Beal, 131 Buffalo St., Jamestown, Phone 483-8292.

**BUFFALO PASSENGERS:** Tickets obtainable by mail from Trip Secretary, Buffalo Chapter NRHS—55 Meadow Rd., Buffalo, N. Y. 14216 or in person at Canadian National Railways Passenger Dept.—800 Liberty Bank Bldg.—Phone TR 6-1140.

1966

The season started with a trip to Renova on the regular Pennsylvania train on March 6th. The banquet was held at the Hotel Styvestant on April 23rd.

Over 800 were carried on a special Canadian National train out of Fort Erie on May 15th. Busses were run from Rochester and Jamestown to connect with the train. Outbound the special ran via Burlington to Georgetown on a freight route and then to Toronto. Here was a four hour layover and the chance to take a chartered PCC trolley trip on the TTC. Steam engine 6218 was used on the first leg of the trip.

On October 23rd, a special Erie-Lackawanna train was run from Buffalo via Attica, River Junction, and Wellsville to Hornell, with the route back via the regular passenger line.

Nationally the BULLETIN had started to be published six times a year instead of four in 1965. There were 61 chapters in the Society. The convention was held at Richmond, Va. and the speaker for the dinner was W. Graham Claytor, then Vice-President, Law, of the Southern Railroad. This was the first occasion for seeing and meeting the man who did so much for the NRHS in the years to come as he went up in the Southern management to President and Chairman of the Board.



E.L. engines at Cuba N.Y. on the Oct. 23 chapter fantrip.

# AUTUMN LEAF RAIL EXCURSION

(21st Annual Russell H. Shapley Memorial Trip)

*Traversing*

## PENNSYLVANIA'S GRAND CANYON

*Via*

### ERIE-LACKAWANNA RAILROAD SPECIAL TRAIN

With Reclining Seat Air Conditioned Coaches

*Sponsored by*

THE NATIONAL RAILWAY HISTORICAL SOCIETY



PINE CREEK GORGE

NRHS, BUFFALO CHAPTER INC.

ROCHESTER CHAPTER



# Sun., Oct. 8, 1967

**PENNSYLVANIA'S GRAND CANYON**—50 miles long and 1000 feet deep, embracing some 300,000 acres in the north central section of the Keystone State. A ride through **Pine Creek Gorge** over the NYC's Fallbrook Line is an awe-inspiring sight, in this wild and beautiful country. Truly a trip to be remembered!

**OUR ROUTE**—Via E-L RR Buffalo to Hornell (crossing Portage Viaduct at Letchworth Park); thence E-L Main Line to Painted Post, and New York Central Fallbrook Line to Cammal, Pa. south of the Gorge.

**TOTAL MILEAGE COVERED: 402 miles.** A worthwhile value for this trip!

### FARES

| From:                                       | ADULTS  | CHILDREN<br>(All ages under 12) |
|---|---------|---------------------------------|
| Buffalo, Lancaster, Attica and Hornell..... | \$14.00 | \$11.50                         |

**PICTURE STOPS:** Photo run pasts are planned. Baggage car with protective bars across open doors will permit photographing the spectacular scenery.

**NOTE — BUFFALO PASSENGERS:** Train will leave from Niagara Frontier Food Terminal located on Clinton St. one block west of Bailey Ave. Use main entrance north off Clinton St. Plenty of parking space for those driving, also NFT Clinton St. and Bailey Ave. bus service. Proceed straight north off Clinton St. to loading platform.

**BUFFALO PASSENGERS:** Tickets obtainable by mail from Trip Secretary, NRHS, Buffalo Chapter Inc., 111 Coronation Dr., Buffalo, N. Y. 14226.

**ROCHESTER and BATAVIA PASSENGERS:** Drive to Attica, plenty of parking at E-L Station. Tickets obtainable by mail from Trip Secretary, Rochester Chapter NRHS, P.O. Box 3091, Rochester, N. Y. 14614.

### INFORMATION ONLY — TELEPHONE

|                |                      |
|----------------|----------------------|
| BUFFALO.....   | TF 4-7809, 759-6189  |
| ROCHESTER..... | TU 9-3744, BU 8-2649 |

**MEALS:** Full sized Erie-Lackawanna Diners will be provided for Breakfast and Dinner Service. You **MUST** indicate on Reservation Coupon the number of meals desired in the Diner. Pay for meals on the train. **This may be your last opportunity to eat in a railroad diner which are rapidly disappearing.**



## 1967

In the National picture, Harold Calukins of the Rochester Chapter was elected Vice President and Secretary. He replaced Jim Myers who became Assistant to the President, Lew Pardee. The convention was held at Albany with many interesting trips including a special train on the West Shore from Albany to Utica.

On April 1st: the chapter ran what was to be the last trip on the Pennsylvania day trains to Renova and return. The banquet was on May 7th. at the Continental Inn.

One of the largest and probably last large fan trip on U.S. railroads for many years was the special train on the Erie-Lackawana jointly run with the Rochester Chapter. A 13 car consist including two diners ran to Attica where the Rochester group boarded, then to Hornell and south through the hills and mountains to Cammel, Pa. 574 fares were collected and many turned away for a profit of about a thousand dollars. Doug Smith, then of the Buffalo Courier Express wrote a large and glowing article after riding the train. Unfortunately with such a large train ending in such a remote spot, the switching necessary to turn the train resulted in the trip getting back to Buffalo at 1:05 AM instead of the 9:15 PM schedule.

## 1968

The first trip of the season was on May 23rd., using bus to Burlington and regular scheduled CN trains to Chatham, Ont. The next trip is a puzzle as Richard Ganger's valuable trip list shows another trip on the CN on May 26th. The chapter chartered a train on the Lakeville & Livonia RR on November 3rd.

The banquet was held at the Holiday Inn on Delaware Ave. on April 27th with Gordon Davis of West Winfield giving the program. During the year members of the chapter produced a slide show on the trolleys of the IRC and NS&T for the National Film Library.

The National Society passed the 5,000 mark in membership with 78 chapters this year. The convention was held in Baltimore.

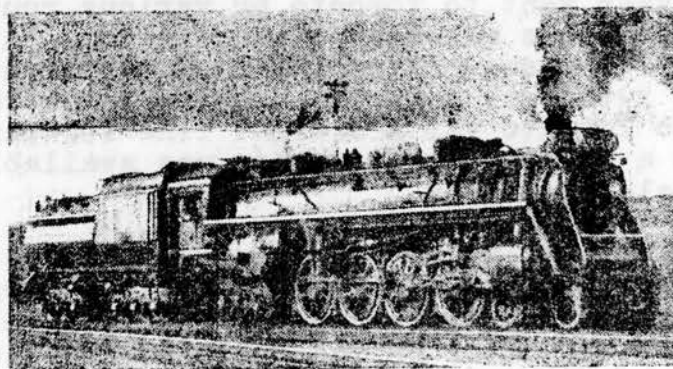
# STEAM POWERED RAIL RAMBLE AND CIRCLE TOUR TO TORONTO, ONTARIO

(CONTINUING NORTH TO HAGERMAN, ONT.)

Sponsored by

## BUFFALO CHAPTER • ROCHESTER CHAPTER NATIONAL RAILWAY HISTORICAL SOCIETY

VIA  
CANADIAN  
NATIONAL  
RAILWAYS



VIA  
TORONTO TRANSIT  
COMMISSION  
TROLLEYS

No. 6218 to be used October 19th

### Sunday, October 19, 1969

**PLAN OF OPERATION:** Diesel powered Special Train will leave Niagara Falls, Ontario CNR Station and proceed to Hamilton, Ont. There we will change from diesel power to STEAM POWER (No. 6218) and proceed to Toronto via Burlington and Georgetown with TWO photo run pasts included. At Toronto passengers will either take a 2½ hour trolley tour on chartered streamlined trolleys of the Toronto Transit Commission for a sightseeing trip in and around Toronto OR continue on ANOTHER steam excursion with No. 6218 to Scarborough, Hagerman and Doncaster, Ont., again with a minimum of two photo run pasts. The return trip from Toronto will be via the CNR Main Line to Hamilton and Niagara Falls, Ont. with diesel power.

**PHOTO RUN PASTS:** The trip committee has picked a minimum of FOUR photo run pasts at desirable locations. Bring your cameras and plenty of film. A baggage car with protective bars for tape recording will also be on the train.

**MEALS:** Snack Bar service will be available on train, and time is planned in Toronto for those desiring to eat there.

#### SCHEDULE (All Times Daylight Saving)

| GOING      |                                     | RETURN  |
|------------|-------------------------------------|---------|
| Lv 9:30 AM | Niagara Falls, Ontario, CNR Station | 8:30 PM |
| Ar 1:30 PM | Toronto, Union Station              |         |
| Lv 2:30 PM | For Circle Tour from Toronto Union  |         |
| Ar 5:30 PM | Toronto, Union Station              | 6:30 PM |

#### FARES

| From                                      | Adults  | Children (5 to 12) |
|---|---------|--------------------|
| NIAGARA FALLS, ONTARIO                    | \$12.00 | \$7.00             |
| TROLLEY TOUR AROUND TORONTO — Fare \$1.00 |         |                    |

**Notes:** Bus transportation between Buffalo and Niagara Falls, Ontario leaves from Greyhound Terminal, Main Street, Buffalo at 8:15 A.M. Please indicate on the reservation coupon if you desire this service costing approximately \$0.25 per person for the round trip. For those driving there is plenty of parking space at the CNR station on Bridge St. near the Suspension Bridge at Niagara Falls, Ont.

**ALL PASSENGERS:** Tickets obtainable by mail from Trip Secretary, NRHS Buffalo Chapter, Inc.—360 Rudle Road, Lewiston, N. Y. 14092 or in person from the Canadian National Railways Passenger Dept. at 800 Liberty Bank Bldg., Buffalo, N. Y. and CNR Station at Niagara Falls, Ont.

1969

This was a year of change for both the chapter and the national, in that many officers were changed. In the chapter John Clark, who had been an officer for 21 years, stepped down as President to be succeeded by Albert Kerr. The rest of the officers were:  
VP, Finance, John Prophet III  
VP, Publicity, Harold Beal  
Cor. Secretary, Robert Wilson  
Rec. Secretary, Charles Wein  
Historian, Maynard Fischer  
Nat. Director, Harold Ahlstrom

Both trips this year went to Toronto by various routes. On March 8th. a charter bus was used to Burlington, Ont., then on scheduled trains to London, returning by a different route via Toronto. October 19th. saw a special train on the CN operating from Fort Erie to Toronto via a freight line for part of the way. At Toronto a charter trolley ride was available. The convention was held at Denver.

The changes in national officers were:  
Osborne Taylor took over the VP Membership from Carrel Todd.  
V. Allan Vaughn succeeded Frank Alston as VP Public Relations.  
William Wagner became editor of the Bulletin in place of Alan Hunn.



Runpast on chapter special on trackage  
between Hamilton and Toronto Oct. 19th.

## 1970

The 1970 operating season started with a group going on regular Penn Central trains to Cleveland and riding the rapid transit there. The big trip was on May 24th with a special train on the Canadian National headed by steam engine 6218 to Stratford, Ont. Some of our members partook of an Upper Canada Society trip out of Toronto with a special coach for the NRME passengers on Sept. 20th. The last trip was on the Lakeville, Avon and Livonia RR on Nov. 1st. with a five car consist behind their steam locomotive.

The annual banquet was held at the Lord Amherst on May 2nd. The first joint Buffalo-Rochester dinner was held in Batavia on Nov. 7th., a custom which lasted until 1982.

The Publications Committee of the chapter headed by Geoff Gerstung was hard at work producing the first Buffalo Chapter calendar. This was very successful and still continues, producing a good source of income.



Chapter special on LA&L RR, Nov. 1, 1970



1971

This was another year of change of officers both in the chapter and national. The slate for the chapter was:

President, Albert Kerr  
1st. VP, James Van Brocklin  
2nd. VP, Geoffrey Gerstung  
Cors. Sect. George Forman  
Record. Sect., Charles Wein  
Treasurer, Harry Dreifus  
Inter-chap. Cor, Maynard Fischer  
Historian, Richard Ganger  
Nat. Director, Harold Ahlstrom

In the national, Harold Ahlstrom replaced Harold Caulkins who had passed away, as Secretary. Robert Hasek became a Vice-President.

Ex-President, John Clark passed away February 14 of this year.

The first trip was a piggy-back on an Upper Canada Society Canadian National trip to Guelph Junction using steam engine 6218 on March 21st. On October 17th the chapter ran a special bus to ride the Bath & Hammondsport private railroad line.

What was to become an annual project started in the Christmas season with the chapter erecting a railroad display in the exhibition area of the downtown main building of the Erie County Savings Bank.

The annual banquet was held at the Lord Amherst Motel on May 1st. and the joint Buffalo-Rochester dinner was on October 2nd. at the Holiday Inn at Batavia.

1972

1972 was a year of revitalization of the Buffalo Chapter. Under the supervision of George Forman the By-Laws were changed and updated. In February the last issue of the chapter's newsletter, the AIRPUMP was published to be followed in March with the first issue of the EMPIRE STATE EXPRESS under the editorship of David Smith. This new publication with superior printing and layout, and with regular columns of information each month was a vast improvement in communications for the club. In September the meetings were moved to the spacious club room of the Buffalo Savings Bank at Sheridan and Harlem branch office. Buffalo Chapter now ranked between 10th. and 12th in size among the total of 107 chapters of the NRHS.

The annual banquet was held at the Lord Amherst Motel on April 29th and the joint dinner with the Rochester Chapter was held at the Holiday Inn in Batavia on September 23rd.

On March 4th, a trip was run via chartered bus to Burlington, Ont. and then by regular train on the CN to London, returning via another line to Toronto and a third train back to Burlington.

In a joint operation with the Rochester Chapter an unusual trip was made on a special train of the Arcade & Attica RR, using the steam engine to Curriers but then going to the end of the line at Java powered by the diesel. It was our first ride north of the excursion terminal at Curriers. October 22nd. saw the chapter riding the Genesee and Wyoming RR for the first time.

1973

Dick Ganger's trip list ended in 1972 and it is more difficult to pinpoint trips from here on in. On March 24th the chapter went by chartered bus to Burlington and we rode regular trains to London then Toronto and back to Burlington. We had a two hour trolley trip while in Toronto.

May 26th to 28th Harry Dreifus took a group for some high class riding on the CP CANADIAN, the transcontinental train. First by RDCs from the Falls to Toronto, then out on the CANADIAN to Sudbury, Ont. for an over night in a motel. The next morning on the eastbound train to Montreal, a night there and back to Toronto on a Rapido and RDCs to Niagara Falls.

In conjunction with the Rochester and Syracuse (now Central NY) Chapters a trip on the Genesee and Wyoming RR was operated, with a lunch stop at the Bethany Fire Hall. The minutes mention a CN steam train from Fort Erie to Toronto, but I can't prove it.

The trolley fans had a good day on November 25th when a chartered bus was run to the Halton County Trolley Museum for rides on some of the cars, then the bus took us to Toronto for a four charter trip on a TTC Witt car.



London & Port Stanley interurban no. 8 at  
Halton County Trolley Museum, Nov. 25th.

1974

The trip year started on March 23rd. with what had become an annual ride on the regular trains of Canadian National, using a bus to Burlington and the triangle trip to London and Toronto. There was ample time in Toronto to ride trolleys, visit steam round houses and have dinner.

On May 12th in cooperation with the Rochester Chapter and the Ontario Rail Assn. a fan trip was held on the Toronto, Hamilton & Buffalo RR using CP steam engines 136 and 1057 in the Welland-Brantford area.

There is mention of a 6060 steam engine trip from Niagara Falls, Ont. to Hamilton and Strathroy but don't know if it was sponsored by the chapter or some Canadian fan group.

On March 12th. Edward Hooper, Chairman of the Board and former President passed away, working hard on NRHS projects to within a few days of his death.

This concludes the history of the Buffalo Chapter in this book. Starting in 1976 the National Bulletin published a special issue each year of chapter activities of the previous year, thus recording 1975. The chapter since has been well represented in prose and picture in these issues.

Harold J. Ahlstrom  
1986