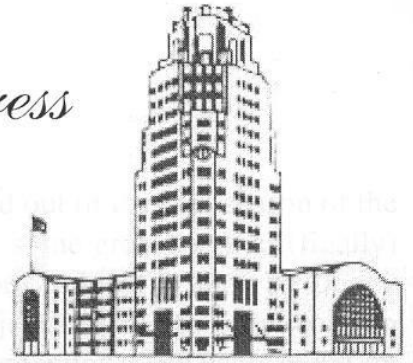


Empire State Express



October 2020

PUBLICATION OF THE NIAGARA FRONTIER CHAPTER NRHS, INC.

Editor: John C. Dahl nfcnrhs@gmail.com

The meeting of the Chapter will be held on **Friday, October 9, 2020 at 7:00 PM**
at the DeGraff Community Center, 139 Division St., North Tonawanda, NY

ED WEBER's LOOK at the Delaware, Lackawanna & Western in the 1950's

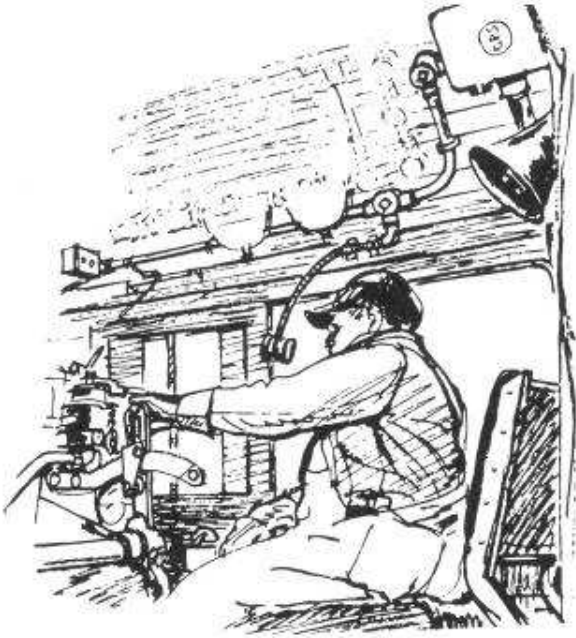
Our program will feature part 3 of Ed's landmark photo project which documented the DL&W mostly in the 1950's. We will view the stations, towers and other facilities which made up the *Route of Phoebe Snow* in the last decade of the railroad's existence. Join us for an extraordinary trip in now historic pictures from the Pennsylvania state line at the Delaware Water Gap to end of track in Hoboken, New Jersey.



Hackettstown, NJ with Lackawanna train 1054, eastbound, on June 4, 1949. Ed Weber photo.

NOTE: BECAUSE OF COVID-19 RESTRICTIONS, ATTENDANCE IS LIMITED TO A MAXIMUM OF 50 ATTENDEES. FACE MASKS AND SOCIAL DISTANCING ARE REQUIRED. HAND SANITIZER WILL BE AVAILABLE.
SIGN-IN WILL BE REQUIRED.

MESSAGE FROM THE PRESIDENT



Railroad signals have long fascinated me. They control the flow of traffic on the rails with nothing but colored lights, keeping things moving safely. Sitting here looking out at the trees, I realize that Mother Nature has a similar system. The trees which were all green a month ago are displaying fall caution colors in their yellow and orange leaves, telling us to check the snow blower and make sure we can get to it. Red leaves might be telling us to stop using the pool and close it up for the season. When finally there are no leaves, well the thought of that just leaves me cold. We have definitely turned a corner.

Thanks to Greg Gerstung, Lon Wilson and Bruce Becker for bringing the projection and sound equipment to Central Terminal for the program at the September meeting. Thanks to Bruce Becker for organizing and carrying out the procedures to comply with the State mandates for this kind of event.

We would like to especially thank Monica Pellegrino-Faix and Ben Hilts of the Central Terminal group for the warm welcome at our second home. The assembled faithful were charmed by Jacques Garcia, the new Program Manager for NY State's BCT project and his remarks.

On the Saturday following the meeting we were at Artpark in Lewiston to dedicate the two new historic markers that were installed there. The markers were provided by the William G. Pomeroy Foundation. A big "Thank You" goes out to Anton SchwarzmueLLer. He handled the entire project including from initial application paperwork to arranging the installation ceremony. There is also another marker to be dedicated for the Customs House at the Amtrak station in Niagara Falls. The schedule for this dedication is dependent on the contractor who is to install the marker post. We will let everyone know when that is to be.

We held our 80th annual banquet on Saturday the 26th of September. We waited some six months until the Covid-19 situation began to settle down a bit. We had 40 plus in attendance. The staff at Ilio DiPaolos Restaurant did an excellent job given the restrictions. Chairperson Nancy Andrycha and her committee made it a special afternoon. Jerry Bertoldo, our program speaker, took us inside the workings of the New York Central Railroad dining car service. I was honored to be able to contribute my two cents worth to that based on my father's career with the NYC.

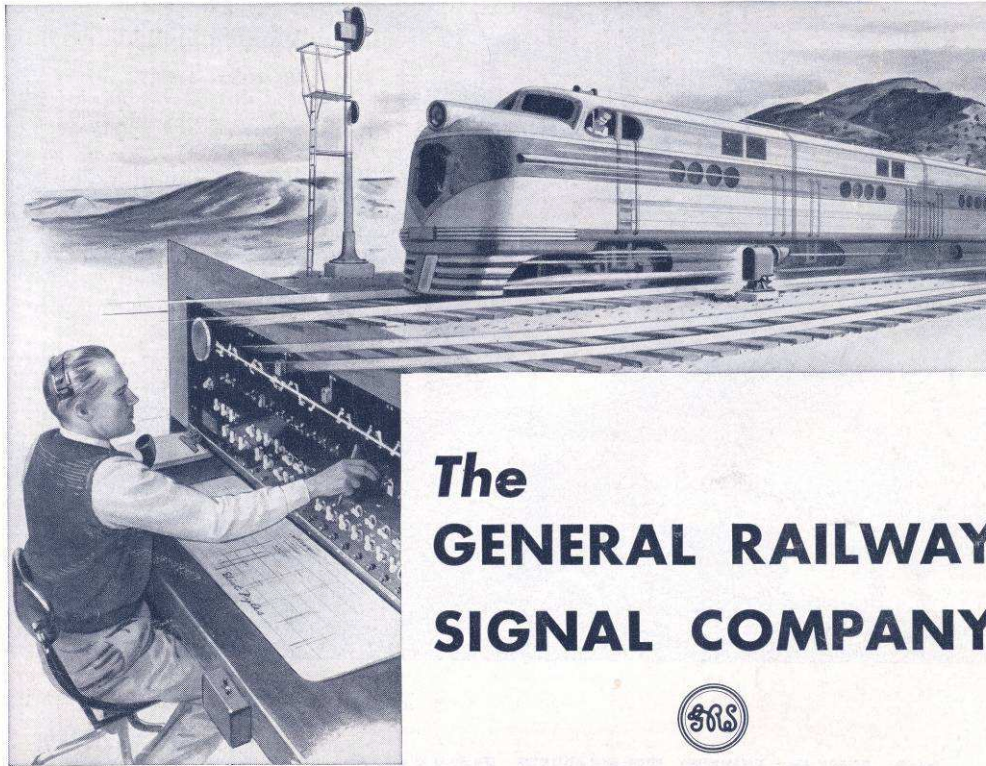
The 2021 edition of the Chapter Calendar will be on sale again at the October meeting.

Speaking of meetings, we will be in need of some programs for next year. The return of what we hope to call normalcy is going to require some planning. I for one will be happy to engage in that activity.

Until then, I hope to see you at the meeting, In the meantime, stay safe, and stay healthy.

Jim Ball

"SCENE" ON THE LINE



The GENERAL RAILWAY SIGNAL COMPANY



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Interlocking



2011

Perhaps hard to believe, but CTC has been with us now for over 70 years. Its predecessors in manual blocking and various semi-automated mechanical and electric interlocking schemes can be traced back to at least 1857 from an initial installation in England. *General Railway Signal advertisement, 1957.*

“SCENE” ON THE LINE LYNTON & BARNSTAPLE RAILWAY



Woody Bay, Devon, England August 28, 2018.



Southern #762 at Woody Bay, Devon, England August 28, 2018. *All photos, John C. Dahl*

The Lynton & Barnstaple Railway (L&B) in England opened as an independent railway in May 1898. It was a single track, 1 ft 11 1/2 in narrow gauge railway and was slightly over 19 miles long running through the rugged and picturesque area bordering Exmoor in North Devon. Although opened after the 1896 Light Railways Act came into force, it was authorized and constructed prior to that act. Therefore, as with all other railways, it was authorized under its own Act of Parliament and built to higher (and more costly) standards than similar railways of the time. In the United Kingdom it was notable as being the only narrow gauge line required to use main-line standard signaling. For a short period the line earned a modest return for shareholders, but for most of its life the L&B made a loss. In 1923 the L&B was taken over by the Southern Railway, and eventually closed in the midst of the Depression, September 1935.

The Lynton & Barnstaple Railway Association was formed in 1979; and a short section was reopened to passengers in 2004. This was extended in 2006; and the following year plans were announced to open 9 miles of track, linking the station at Woody Bay to both Lynton (at a new terminus on an extension to the original line, closer to the town) and Blackmoor Gate, and to a new station at Wistlandpound Reservoir. The present track is now 1 ft 11 5/8 in narrow gauge (600 mm in metric units). When it was abandoned in 1935, a retired naval officer Thomas Alfred Wolfe wrote a prophetic (and very British) statement on the eventual rebirth as a heritage property over 40 years later. He said of the much loved little railroad: ***“Perchance it is not dead, but sleepeth”***.

**Oh! Little Train to Lynton:
no more we see you glide
among the glades and valleys
and by the steep hillside.**

**The fairest sights in Devon
were from your windows seen
the moorlands purple heather
blue sea and woodland green.**

**And onward like a river
in motion, winding slow
through fairy lands enchanted
thy course was meant to go.**

**Where still the hills and valleys
in sunshine and in rain
will have to wait forever
the coming of the train.**



The above poem by A. Fletcher, appeared in the North Devon Journal (UK), September 1935

A TOWN HALL STATION

North Brookfield, Massachusetts

was bypassed during the construction of the Western Railroad (1839) with its mainline a few miles to the south. Post aboriginal settlement in the area dates to 1665, making it one of the older of towns in what was then the limits of colonial New England. Local legend credits Brookfield township as the first place in America to raise asparagus. The Western Railroad was incorporated into the Boston & Albany by 1870 and within 30 years B&A had been leased by



the mighty New York Central. The B&A however enjoyed a wide degree of independence within the Central's corporate structure. Locomotives and other rolling stock would continue to be lettered for Boston & Albany well into the mid 20th Century.

By the later years of the 19th Century, not being located on a railroad was a detriment to progress and prosperity. A shoe manufacturer had located in the town and they employed some 1,100 workers, about one-quarter of the population at that time. Hauling materials and finished goods by wagon to and from the nearest station on the mainline at East Brookfield became an economic issue. The town fathers thus formed their own railroad company, received a charter and opened a four mile connection to the B&A on January 1, 1876. The large station featured a second floor assembly room, variously used by the Sons of Temperance movement, and a Farmers Club. Immediately leased by the B&A, the branch soon proved its worth and other industry soon located in North Brookfield. Yankee thrift had the line's \$100,000 cost paid off in a decade. Up to seven round trips per day to Worcester made the comfortable country village within commuter range of the larger city.

The little branch saw perhaps its greatest day with a special excursion on July 10, 1934 with baseball hero Connie Mack. He had been raised in the Brookfields and trained as a catcher. By 1934, he was both owner and manager of the Philadelphia Athletics who had won nine pennants and five World Series. A special train brought a group of his players for a baseball game attended by some 5,000 fans, many of whom also arrived by train. The A's faced a local team, the Quabaug Armor Treads. Master of Ceremonies was none other than George M. Cohan, famous writer of American popular music, whose family owned a summer home in North Brookfield. Later that same year, Cohan arranged for Eugene O'Neill's then new play *Ah, Wilderness* which had received great acclaim on Broadway to open in the auditorium on the second floor of the station. The branch line became home to the last stand of B&A's 4-4-0 steam locomotives as an era ended in New England. Freight service lasted into the late 1960's under Penn Central but the line would be abandoned and track ripped up by 1972. Seen on a beautiful late afternoon of October 14th, 2013 substantial Yankee pride in the station is still evident. *John C. Dahl; photo by the author.*

HISTORIC MARKERS PLACEMENT COMPLETED

All photos by Becky Gerstung

William G. Pomeroy Foundation®

Niagara Gorge Railroad & Bridge Ruins NYS Marker Dedication
Lewiston, NY | Saturday, Sept. 19, 2020

On behalf of the William G. Pomeroy Foundation, we would like to thank you for being here to commemorate the history of the Niagara Gorge Railroad and the bridge ruins that remain on these grounds. We wish we could be with you for today's special occasion dedicating these historic markers, and send you our best wishes from Syracuse.

We commend your efforts to recognize this history and send our appreciation to the Niagara Frontier Chapter NRHS, Inc., New York State Parks Recreation & Historic Preservation, as well as to all those who have been involved with obtaining these historic markers.

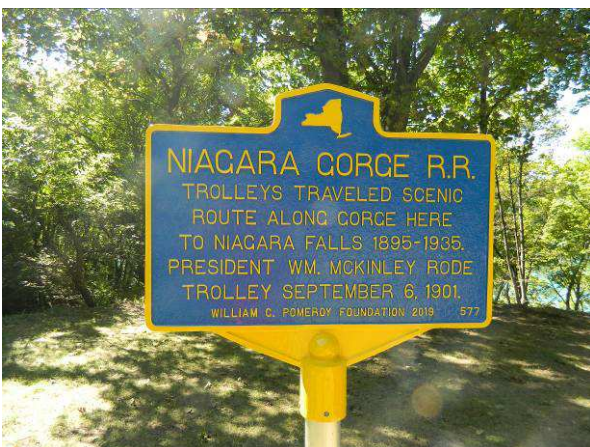
At the Pomeroy Foundation, one of our main initiatives is to help people celebrate their community's history. Since 2005, when Bill Pomeroy established the Foundation, we have funded over 1,200 roadside markers and plaques nationwide. We believe markers educate the public, encourage pride of place, and promote historic tourism, economically benefiting the communities in which they are placed.

In addition to our NYS historic markers, we have several other marker grant programs. We offer a nationwide program commemorating public properties and districts on the National Register of Historic Places, which you can apply for at any time. We also have a national program commemorating women's suffrage and another celebrating the history of transportation canals. Lastly, in a growing number of states, including New York, we offer our Legends & Lore marker program to commemorate folklore. Both the historic canals and Legends & Lore grant rounds are currently open. You can learn more on our website: WGPFoundation.org.

Today, we know that your new historic markers at the Artpark will stand as a testament that history happened here for generations to come. Congratulations!

Warm regards,

Paula Miller
Executive Director
William G. Pomeroy Foundation



Marking the Great Gorge Railroad and the suspension bridge that once carried it across to Canada, Chapter member Anton Schwarzmuller headed a project to obtain two historic markers for these sites in Lewiston, NY on the grounds of Artpark. The markers were formally unveiled on September 19, 2020. Thank you Anton, the Pomeroy Foundation and all at Artpark who assisted for a job very well done! *Editors note: As the marker states, on September 6, 1901 President Wm. McKinley rode the Great Gorge RR. This was during his visit to Buffalo for the Pan American Exposition. He was shot later that day in the Temple of Music at the Pan Am and died September 14, 1901. History indeed occurred here!*

HISTORIC MARKER – cont'd



From left: Tom Collistrer, Curator of the Historical Association of Lewiston. NF Chapter Marker Project leader, Anton Schwarzmuller, NF Chapter President, Jim Ball

ARCADE & ATTICA SPECIALS NOW OPERATING FOR THE FALL SEASON



With the glorious summer weather of 2020 soon to be but a memory, we look at A&A's 80 tonner #113 switching at Currier's depot for the return to Arcade. With autumn colors already starting to appear, it's a reminder to get out and savor these fleeting days of sunshine. *John C. Dahl September 19, 2020.*

LAST RUN

Sadly, we have learned of the passing of Jim Brown, a well respected Canadian rail historian who was very active in several rail preservation societies. Becky Gerstung remembers that Jim was “instrumental to the success of the Chapter’s 1980 NRHS National convention held in Toronto, Ont.” In recent years his assistance to author Ian Wilson resulted in the very high quality series of books chronicling the end of the steam era in Ontario. Jim was 83 and passed after a recent brief illness. John Freyseng eloquently recalls: “Ever since we met in Feb 1959, Jim was a very close, supportive dear friend, a fellow traveler in the railway enthusiast world, sharing so many railway adventures. Jim was such a larger-than-life leader, whether it was in Canadian railway photography, railway preservation projects or telling the story of Canadian railway history. Jim, you will be sorely missed, and never forgotten. Rest in Peace my friend.”

EMAIL AND WEB SITE ADDRESS change for EMPIRE STATE EXPRESS

The Chapter has phased out its old web site and old email addresses. Please note for all future submissions direct to the ESX editor, to use jcdahl@twc.com You can also use the email nfcnrhs@gmail.com on the Chapter’s website page nfcnrhs.org. Be sure to also check our Facebook page for news & Chapter information.

ON THE TRACK AHEAD

Decades ago Al Kerr, Harold Ahlstrom, Larry Burke, and John Prophet provided the NRHS National with a trolley and interurban program featuring Western NY and Southern Ontario lines. Greg Gerstung has digitized this great collection of now historic material. Join us in November for “Trolley Legacy”.

LAST OF THE SUMMER WINE on the ARCADE & ATTICA RR



An idyllic late summer day on the A&A is enjoyed with #113 pulling an excursion across Cattaraugus Creek in Arcade, NY. September 19, 2020. *Photo by Jon Rothenmeyer.*

CHAPTER CALENDAR

- OCT 9 Regular meeting, at DeGraff Community Center, 7:00 PM. Program Part 3 of Ed Weber's "Look at the Delaware, Lackawanna & Western RR in the 1950s".
- NOV 13 Regular meeting, at DeGraff Community Center, 7:00 PM. Program by Greg Gerstung, "Trolley Legacy".

NO TRAIN SHOW IN HAMBURG, NY in NOVEMBER 2020 due to Covid-19 restrictions.

STATION REMAINS CLOSED TO THE PUBLIC

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

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

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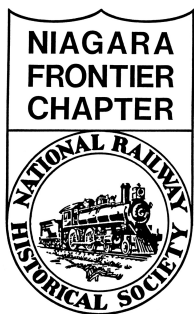
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2021 Western New York Railroad Calendar

Another Fine Publication Of The Niagara Frontier Chapter -
National Railway Historical Society

Outstanding Color And Black & White Photographs Are Featured In A Limited Edition Printing Of The Chapter's Annual Railroad Wall Calendar. This High Quality Publication, A Tradition Since 1972, Contains 12 Photographs of Steam, Diesel And Electric Railroad Action. All Scenes Were Recorded In And Around Western New York, Northwest Pennsylvania And Nearby Southern Ontario. The 2021 Photographs Were Carefully Selected From The Chapter Archives And From The Collections Of Chapter Members.

- **CSX** - Slug #2349 & GP38-2 #2502 Switching Cars At ADM Milling On Ganson Street In Buffalo
- **Canadian National Railway** - Steam Locomotive #6218 Backing Into A Stall At The Spadina Roundhouse In Toronto
- **Delaware & Hudson Railway** - G38-2 #202 Coming Under The Former DL&W Bridge Near William Street In Buffalo
- **New York Central System** - E8 #4073 Leads A Mail & Passenger Train Across Southern Ontario
- **International Railway Company** - IRC Car #4009 Parked At The Gratwick Carhouse In North Tonawanda
- **Lehigh Valley Railroad** - Three C-40 Locomotives At The LVRR Tift Street Yard In Buffalo
- **Buffalo Creek Railroad** - 0-8-0 Locomotive #26 Switching Cars At Toronto's CNR Bathurst Street Yard
- **Niagara, St. Catharines & Toronto Railway** - Electric Motors #14 & #17 At The St. Catharines Car Barn Near The End Of Service
- **Amtrak** - GE P32AC-DM #711 Pulls Eastbound Train #64 As It Takes A Detour On The CSX Beltline On Route To Depew
- **Pennsylvania Railroad** - 2-8-2 L1s Class Steam Locomotive #137 Leads An NRHS Excursion Trip Near Caneadea, NY
- **Republic Steel Corporation** - SW900 Locomotive #373 In The Baltimore & Ohio Railroad Yard In Buffalo
- **New York & Lake Erie Railroad** - A FPA2 Crossing Church Street In Dayton, NY



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