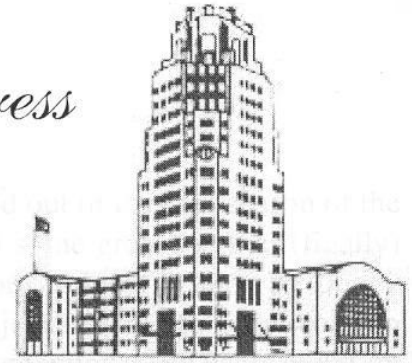


Empire State Express



November 2018

PUBLICATION OF THE NIAGARA FRONTIER CHAPTER NRHS, INC.

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

The meeting of the Chapter will be held on Friday, November 9, 2018 at 8:00 PM at the Degraff Community Center, 139 Division St., North Tonawanda, NY.

OLD ■ RARE ■ OBSCURE

Was this the largest object ever moved by railroad?

Where in WNY could a loaded flatcar be moved 265' without turning a wheel?

What major passenger railroad just celebrated its 50th year?

Where is the largest railroad station you never heard of?

What upstate NY railroad had 11,000v AC catenary?

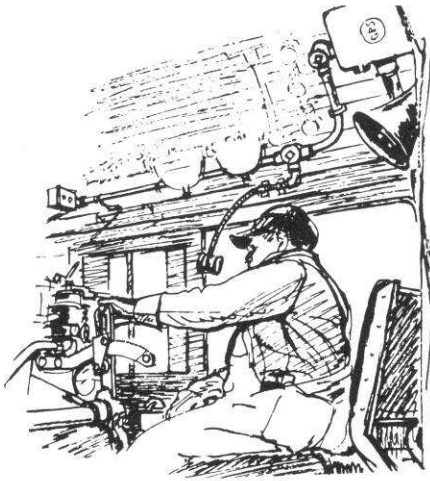
Running today: A 39-mile, third rail interurban with cars built in 1913

Where can dozens of 3-phase, third rail, locomotives be found?

Yes, it's a different kind of Chapter Program, but you will (probably) like it! Come to the November meeting and be amazed!

Join us as Tony Schill presents a program quite unlike any other we have recently seen. Bring a friend, let's fill the meeting room to capacity! It will be railroading fun for all....guaranteed!

MESSAGE FROM THE PRESIDENT



This time of year the calendar seems to be accelerating like the *20th Century Limited* leaving Chicago. The next thing you know that jolly guy in the red suit will be advertised.

Sunday November 11th is Veterans Day and on behalf of the Membership and the Board of Directors, to our Chapter members who are Veterans, **“Thank You for your Service”**.

Next month we will be publishing a list of Candidates for the Board of Directors to be elected at the December meeting. Becky will read the report of the Nominating Committee.

We will be going to the WNYRHS Train Show at the Fairgrounds in November, and for that we could use some help both at the table and hauling and carrying in our stuff in on Saturday morning. We have a cart, but it's very busy in there during that period and we have a lot to carry in. We have our 2019 Chapter Calendar, Gorge Books and lots of magazines to sell, but the more important thing is the public exposure. Talking to the public about our mission is the reason to be there.

Now that the season is less about mowing and more about talk of snowing, we are still making some progress on projects. The second group of digitized films are back now in our library, with a third set in progress. Thanks again to John Dahl for overseeing this. The January program will be from the films of Bill Kessel which were digitized as part of this project. You won't see those anywhere else.

The Museum will continue to be open whenever there are any of us there. Visitors continue to come in, even though we don't put the open sign out after the end of September. We will continue with our restoration work until we can't get in anymore because of the snow. Marcus is still working on the floor of NYC 21005. In the station, Dennis Hurley is rebuilding the window next to the south end door. We have also closed in door number four on the Oliver Street side of the station and will use the door on door number five. This will allow us to bring in materials for the Archive room expansion. We have engaged Niagara Construction of Lockport to install aluminum storm windows on EL-2. This is being done with grant money. They have also painted the upper crown molding where it meets the roof and done some interior structural work. Steve Frey and I rode up in their scissors lift and took some pictures. This also gave us a chance to look at the condition of the roof. It was redone early in 2004 and looks to be in good shape. Work continues and we anticipate this stage to be completed this year. We will keep you updated, with full coverage in the December ESX.

Winter walk is coming early in December, we will be open for the day and decorated in the Holiday Spirit. The Lionel layout at the Museum has been refurbished by Bob and Nancy Andrycha and some new equipment has been added. We hope the experience of seeing and running the trains will encourage the next generation of railfans to join us. Come and see it, bring the kids.

Please call Becky at 434 5665 if you can help out, either with the train show or Winterwalk or both.

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

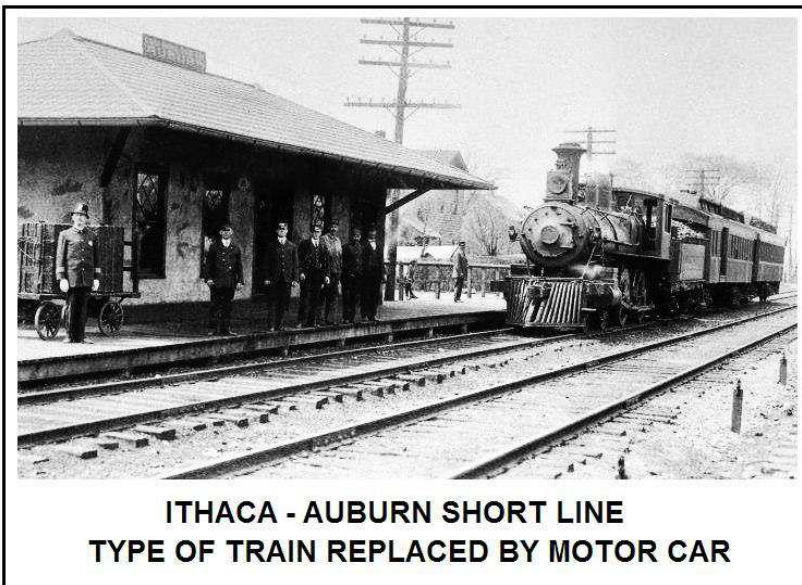
Jim Ball

A WHOLE TRAIN IN ONE CAR !

Tony Schill
PART 4



The fourth and final railroad in New York to operate a McKeen car was the Central New York Southern, which extended from Ithaca to Auburn. A predecessor company, the New York, Lansing & Auburn, also known as the Ithaca-Auburn Short Line, was opened for the entire 37-mile distance between Ithaca and Auburn in 1908.



Originally planned as a third rail interurban, the railroad was effectively divided into two parts by the formidable grade up the very steep hill just north of Ithaca. The southern part was between Ithaca and South Lansing, seven miles, which was electrified with overhead wire and operated with streetcars leased from the Ithaca Street Railway. The other section, between South Lansing and Auburn, was operated with steam locomotives. Through passengers had to change at South Lansing.



ITHACA-AUBURN SHORT LINE.

CENTRAL NEW YORK SOUTHERN RAILROAD.

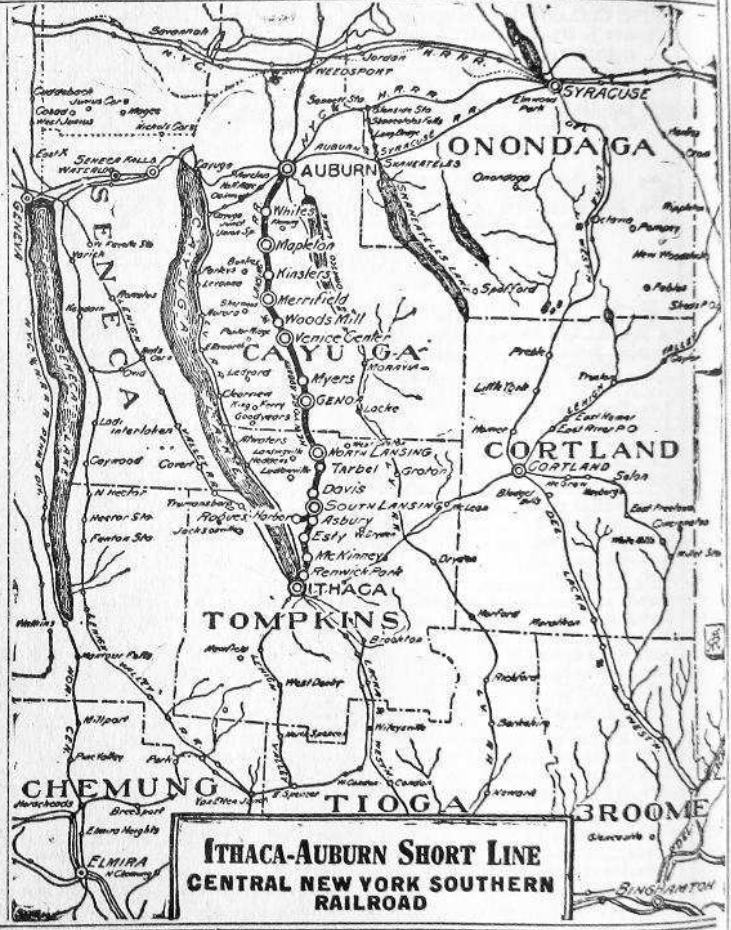
ROGER B. WILLIAMS, Jr., President, Ithaca, N. Y.
 CHAS. E. HOTCHKISS, Gen. Counsel, 34 Nassau St., New York, N. Y.
 H. A. CLARKE, Secretary and Gen. Manager, Ithaca, N. Y.
 T. P. CLANCY, Treasurer and Purchasing Agent, " "

(Operated by steam from Auburn to South Lansing; from South Lansing to Ithaca operated by electricity.)

American Express Company.

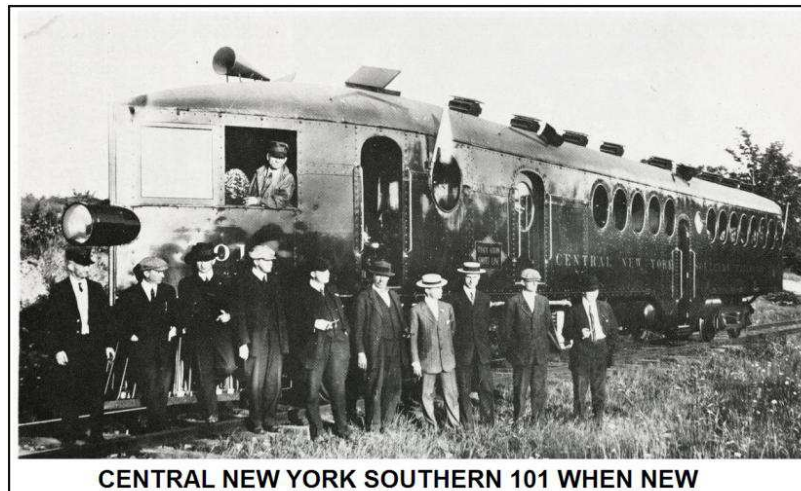
27	23	21	31	Mls.	November 11, 1915.	32	22	24	28	
P M	P M	A M	A M	.....	LEAVE	[ARRIVE	A M	A M	P M	P M
*6 40	*1 50	†8 30	†6 45	0	..... Auburn	.....	9 20	11 27	5 00	9 00
6 49	-	-	6 54	3.5	..... Whites	.....	9 11	-	-	8 51
6 55	2 04	8 43	7 00	6.6	..... Mapleton	.....	9 05	11 14	4 45	8 46
7 00	-	-	7 06	9.2	..... Kinslers	.....	8 59	-	-	8 40
7 05	2 14	8 53	7 11	11.2	..... Merrifield	.....	8 53	11 04	4 35	8 36
7 09	-	-	7 16	13.4	..... Woods Mill	.....	8 48	-	-	8 32
7 12	2 22	9 01	7 20	14.7	..... Venice Center	.....	8 44	10 56	4 27	8 28
7 19	-	-	7 28	18.4	..... Myers	.....	8 36	-	-	8 21
7 24	2 33	9 12	7 33	19.9	..... Genoa	.....	8 29	10 45	4 16	8 15
7 28	-	-	7 38	22.4	..... Sils Crossing	.....	8 23	-	-	8 10
7 33	2 41	9 21	7 43	24.2	..... North Lansing	.....	8 18	10 36	4 06	8 06
7 35	-	-	7 46	25.2	..... Tarbel	.....	8 15	-	-	8 03
7 41	-	-	7 53	28.4	..... Davis	.....	8 08	-	-	7 57
7 45	2 50	9 32	8 05	29.3	..... South Lansing	.....	8 05	10 26	3 55	7 55
.....	*2 35	.....	.....	29.8	ive.. Rogues Harbor arr.	.....	10 33	.....	.....	.....
7 48	2 54	-	8 08	30.2	..... Asbury	.....	7 55	10 25	-	7 40
7 53	2 59	-	8 13	32.2	..... Esty	.....	7 47	10 19	-	7 32
7 56	3 02	-	8 16	33.4	..... McKinney	.....	7 42	10 15	-	7 27
7 59	3 04	-	8 19	34.5	..... Renwick	.....	7 39	10 12	-	7 24
8 10	3 15	9 56	8 30	36.5	..... Ithaca	.....	†7 30	†10 00	*5 30	*7 15
P M	P M	A M	A M	.....	ARRIVE	[LEAVE	A M	A M	P M	P M

Additional Sunday Trains—Leaves Auburn 8 30 a.m., arr. Ithaca 10 15 a.m. Returning, lvs. Ithaca 9 20 a.m., arr. Auburn 11 09 a.m.
Additional Trains—Leave Ithaca \$12 15 noon, *2 00, *4 40, †9 30 p.m., arrive Rogues Harbor 12 48 noon, 2 55, 5 15, 10 05 p.m. Returning, leave Rogues Harbor †10 40 a.m., \$12 50 noon, *5 15, †10 05 p.m., arrive Ithaca 11 10 a.m., 1 20, 5 45, 10 35 p.m.
 *Daily; † daily, except Sunday; ‡ Sunday only; § Saturday only.
Connections.—† With Lehigh Valley R.R. and New York Central R.R. STANDARD—Eastern time.



Due to steep grade at Ithaca the railroad was unable to effectively compete for freight traffic with the roughly-parallel line of the Lehigh Valley. It did somewhat better with passenger service, since it offered more frequent service than the Lehigh, but nevertheless financial success was never achieved. The company failed in 1912 and was succeeded by the Central New York Southern in 1914.

The CNYS was able to improve the alignment up the hill at Ithaca to reduce the grade to the point where trains could operate over the entire line, thereby eliminating the change of trains at South Lansing. The railroad also purchased two McKen cars to replace steam-hauled passenger locals (steam continued to be used for freight trains).



CENTRAL NEW YORK SOUTHERN 101 WHEN NEW

Unfortunately for the CNYS, the grade change and use of McKen cars did not change the basic issue it faced, which was that of a small, financially weak company directly competing with the mighty Lehigh Valley. The CNYS was not helped by the difficult winter conditions common to the Ithaca area. In any case, the Central New York Southern became insolvent and the last trains operated on October 31, 1923. In 1925 the railroad, including the two McKen cars, was scrapped.

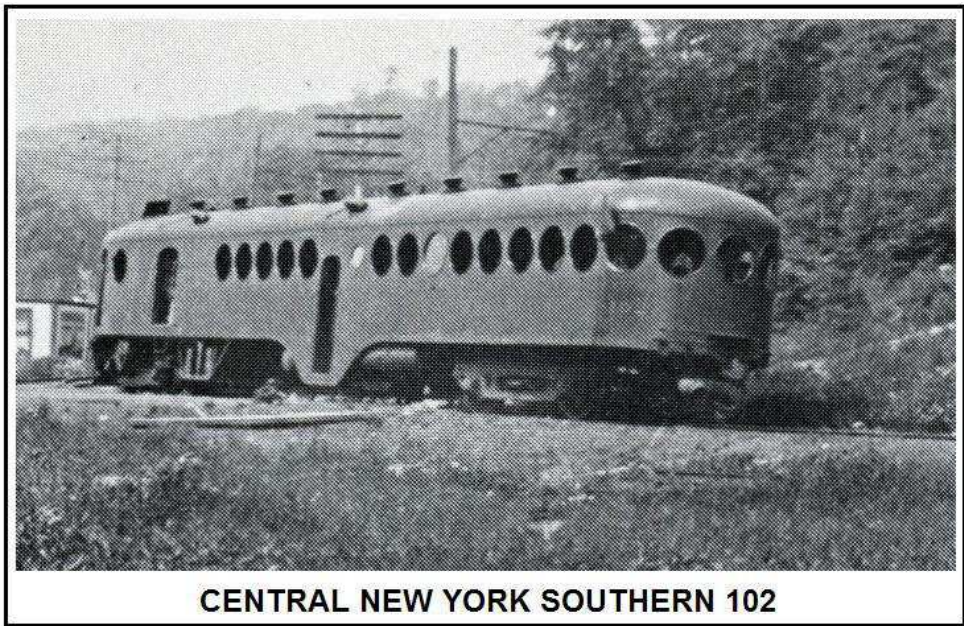
One might think that the two McKen cars, then only 10 years old, would have found a home elsewhere. But by then the country was awash with used McKen cars of dubious reputation, and no buyer came forward.

The fact is, the first-generation internal combustion motor cars, produced mainly by two major builders, McKen and General Electric, never lived up to railroad expectations. After WWI the new motor car business more or less disappeared for about five years, until the first second-generation cars were rolled out

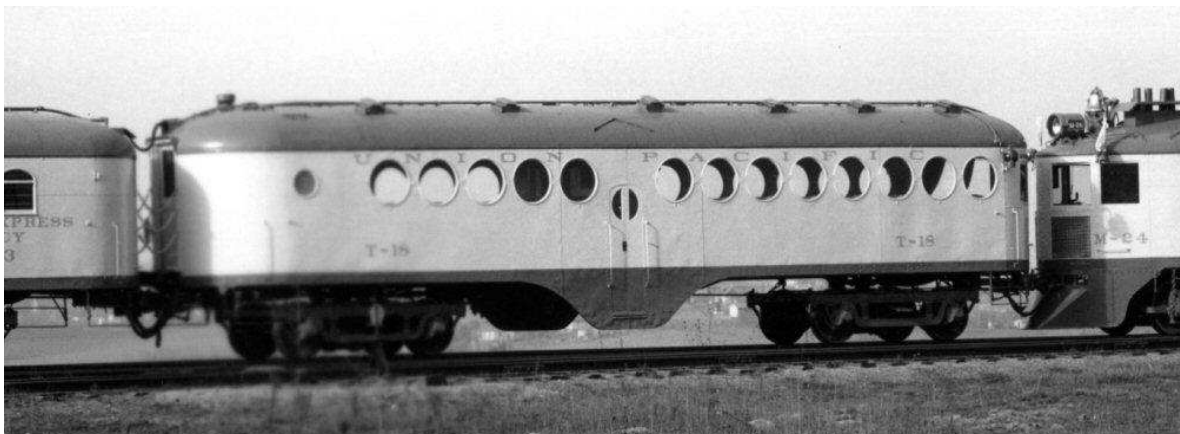
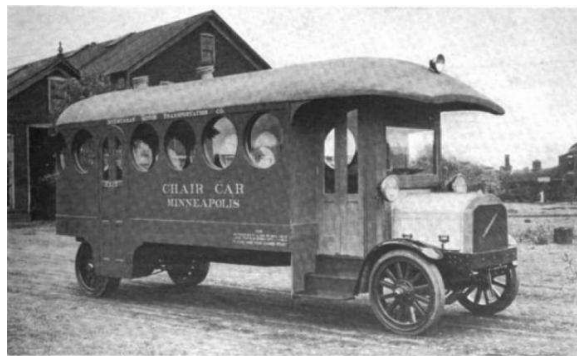
by the new Electro-Motive Corporation. By the late 1920's the newer, more-reliable products of EMC and other builders were being purchased in increasing numbers by railroads still eager to solve the economic problem of the steam-hauled local passenger train. And that problem would indeed be eventually solved, once and for all—but by discontinuing the service.

McKeen's other offerings

In addition to motor cars, the McKen company built unpowered trailer cars of various types, locomotives and even highway coaches and weed-burners. Here are some examples.

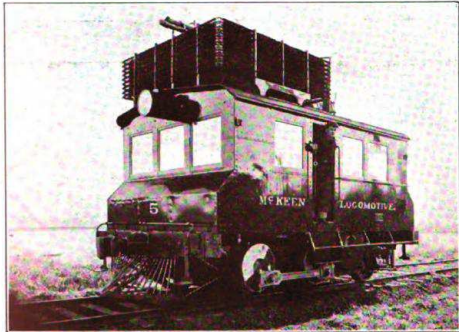


CENTRAL NEW YORK SOUTHERN 102



Gasoline LOCOMOTIVES

200, 300 and 500 Horsepower



FREIGHT

SWITCHING

McKeen Motor Car Co.
Omaha, Neb.

The Union Pacific owned 89 McKeen cars, including the first one built and the last one to operate in railroad service. Many UP cars (and those of other railroads as well) were rebuilt in the 1920's and 30's with upgraded engines (such as those made by Winton) and with the original mechanical drive replaced with electrical drive. These improvements helped some cars to have very long lives. UP M-16, built for the Oregon Short Line in 1911, was bought by the UP in 1917 and re-engined as a gas-electric in 1926. It survived through WW2 and was still working prairie branch liners in 1948. The M-16 was stricken from the roster in September, 1952—the very last McKeen



UNION PACIFIC M16, LAST McKEEN CAR IN RAILROAD SERVICE. SEEN HERE IN KANSAS IN 1948, SCRAPPED IN 1952.

Motor Car Service.
Daily to Callaway and Return.
 Leave Kearney at 7:10 a. m. Arrive Callaway at 10:30 a. m.
 Leave Callaway at 12:25 p. m. Arrive Kearney " 3 25 p. m.
Via Union Pacific
 For Information Inquire of
 E. M. WELLMAN, Agent.

Want to ride a McKeen car today? Head west to Carson City, Nevada, and the Nevada State Railroad Museum. It's worth the trip! In 1910 the Virginia & Truckee Railroad in Nevada purchased a 70 foot gas powered McKeen motor car to provide twice-a-day passenger service between Minden and Carson City.

In 1932 the McKeen car was rebuilt in the shops with expanded mail and express space, and placed in service all the way from Reno to Minden, making a round trip once per day. The car made its last run in September 1945.



In 1946 the body was sold to become a diner, and later a plumbing supply office. It was donated to the Nevada State Railroad Museum in early 1996. The official unveiling of the restored car (now with a new engine and electric drive) was on May 9, 2010, one hundred years exactly from the date it was delivered to the Virginia & Truckee Railroad. The car is now operated for rides on a regular basis-check the NSRM website for details. V&T 22 in service (left) and as it appears today at the Nevada State Railroad Museum (below).



ELECTION OF OFFICERS

The list of officer candidates for 2019 will be published in the December 2018 ESX with the election occurring at the meeting. New volunteers are always welcome, contact President Jim Ball if you are interested in serving on the board or on any aspect such as program, restoration, calendar / publications, etc.

ON THE TRACK AHEAD

December will feature our annual Member's Photo Night. Everyone is welcome to show photos. Please limit to about 15 minutes per person so that all will have time to participate. We will have both a 35mm slide projector available as well as a digital projector with sound. Digital users should bring photos / video on a memory stick (USB thumb drive). This show is always fun and will close out the 2018 program season.

SOME RAILWAY STATION VIEWS IN LONDON, ENGLAND - Part 2

Photos by Jon Rothenmeyer



Paddington Station, London August 23, 2018 - trains of the Great Western Railway



SOME RAILWAY STATION VIEWS (continued)



Didcot Railway Museum is located in a former Great Western Railway engine-shed and locomotive stabling point located in Didcot, Oxfordshire, England just a 45 minute ride by train from Paddington. Home to the Great Western Railway Society, the museum features several operable steam locomotives, including a rare “steam-motor” a steam-propelled coach and trailer from 1912. Below, the fireman has the daunting task of filling the tank of engine #3, “Captain Baxter” with a garden hose as it simmers between short runs on the museum loop track. A set of beautifully restored vintage 3rd class carriages made up its train. Both photos August 25, 2018.



CHAPTER CALENDAR

- NOV 9 Regular meeting, at Degraff Community Center, 8 PM. Tony Schill presents Old – Rare – Obscure
- NOV 10 & 11 0-4-0 T Viscose #6 will haul passenger excursions from Hamburg, NY to North Collins, NY. Sponsored by Buffalo, Cattaraugus & Jamestown Scenic Railway. Ticket info online at <https://www.bcjrailroad.com>
- NOV 17 & 18 WNYRHS holiday Train Show Hamburg, NY. Chapter table needs volunteers.
- DEC 14 Regular meeting, at Degraff Community Center, 8 PM. Member’s Photo Night. Traditional slides and also digital photos / digital videos are welcome.

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

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

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

The Empire State Express is mailed free to all members of the Niagara Frontier Chapter NRHS, Inc. Anyone who is not a Chapter / NRHS member may receive *The Empire State Express* by mail at a subscription rate of \$35.00 a year postpaid, e-mail rate \$25.00. Please contact the Chapter at PO Box 1043, North Tonawanda, NY 14120 for details.

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