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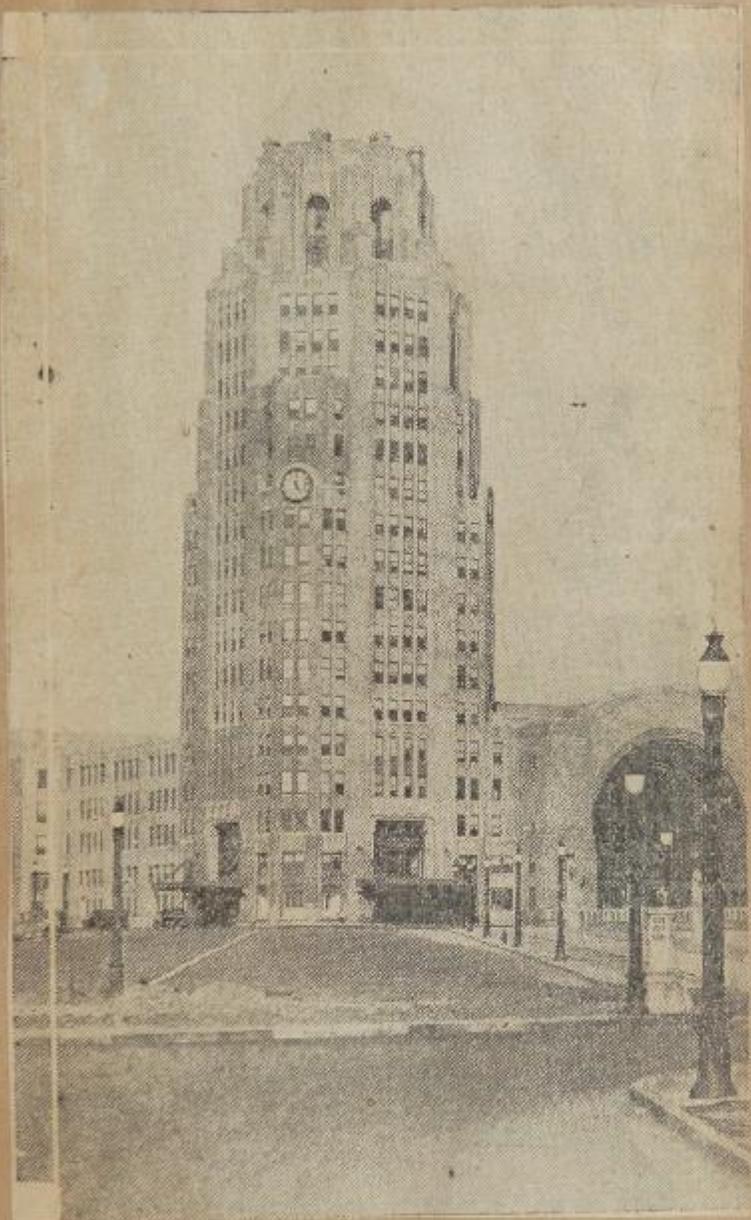
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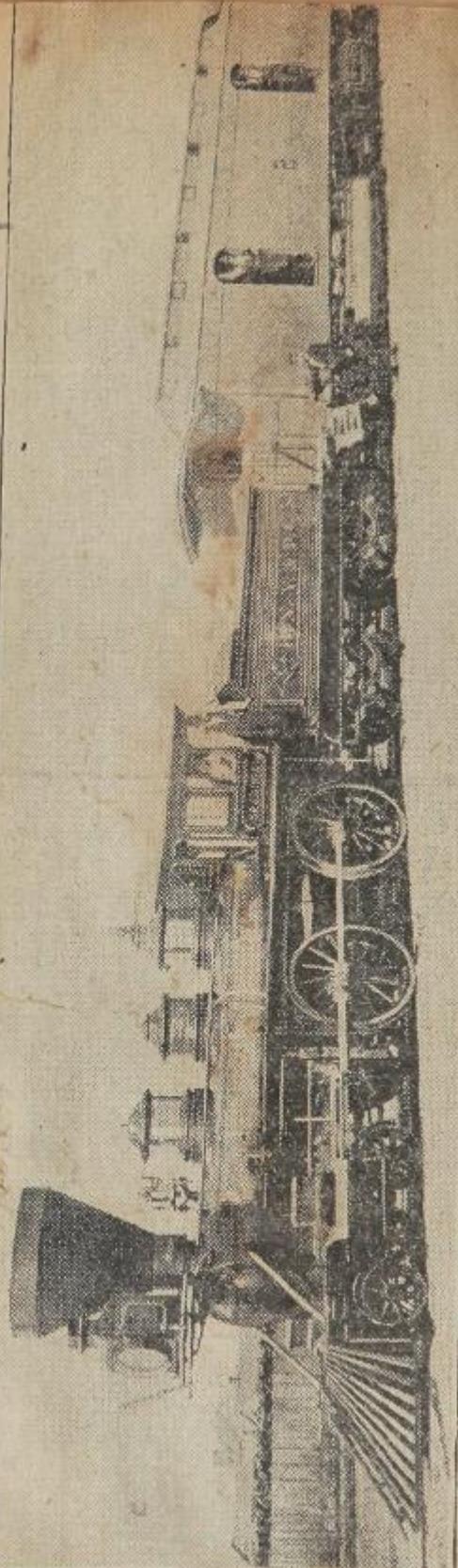








News 6-15-29



A passenger train operated from the Exchange street station in 1871 by the Buffalo, New York & Philadelphia railway, now merged w

**D**ISCOVERED—an obscure chapter of Buffalo's history.

The old Exchange street station of the New York Central Railroad lines, whose dismal quarters soon will be frequented by memories alone as the new Central terminal becomes the meeting place of travelers, has existed so long that the oldest of Buffalonians have forgotten the time of its construction and railroad records of its origin, if ever they were prepared, have been destroyed.

Voluminous historical documents, although containing accounts of railroad pioneering in this city, disclose nothing definite regarding the origin of the depot. The historians of Buffalo must have thought the erection of a small covered shed, from which the station developed to the form familiar to the present generation, unworthy of mention.

But, through the yellowed pages of the press of old Buffalo, a News reporter has traced the Exchange street station back to the chapter of its beginning, and found there a chapter of rare fascination, an extract from the history of American railroads.

The period from Erastus Corning, the first president of the New York Central railroad, to Patrick E. Crowley, now the leader of the great system, is a far stretch of time, but the Exchange street station spans that far stretch. If it could give only feeble utterance to the memories which it holds within its walls it would tell more faithfully the story of the romance of transportation which now has been assembled out of newspaper files, out of the reminiscences of a few survivors of long ago and out of a wealth of historical documents.

With even more evasiveness than is attributed to femininity, the Exchange street station somehow has guarded its age. But a report on the trade and commerce of Buffalo for the year 1853, published in the old Commercial Advertiser, reveals the purchase of land for the building of a passenger station by the New York Central railroad, which just had been created by consolidation of ten lines between Buffalo and Albany. The station apparently was constructed and opened for service in 1854.

Antiquated and dismal though the station appears to Buffalonians of today, who have been interested in it only from a standpoint of service to travelers and who will not regret its demolition after three-quarters of a century, its passing will be tragic for men who have shared their fortunes with its history during a large part of that long period.

Joseph Drexilius, now vision examiner of the New York Central in Buffalo; Isaac H. McEwen, a former su-

perintendent of the Buffalo division, and Charles H. Hogan, local manager of shop labor, worked as office boys in the Exchange street station during the years directly following the Civil war. On a green plot, at the west side of the station, which then was a one-end building, the boys often played baseball during noon hour.

So many years as have gone since their mid-day games on the green plot are difficult to bridge in memory, as Mr. Drexilius has said and the passing of the station will deprive the office boys of long ago of much of the reality of their recollections.

The original Exchange street station, these veterans recall, was nothing more than a frame covered shed. A single track ran in and out of the station from Chicago street.

**T**HERE were no tracks extending then across the Terrace to the Erie street station where trains from Niagara Falls entered. The Exchange street of that period was a "railroad row" where had been concentrated the ticket offices of all the leading railroads.

This is the earliest glimpse of the Exchange street station and its vicinity which is provided by the memories of the veterans. Beyond that, the records must be searched for the history of the Exchange street station.

The New York Central lines today include about 560 merged companies which aggregate 12,095 miles of road. The New York Central railroad, the parent stem of the New York Central lines, was developed from about 186 companies with their main lines between New York city and Chicago and with their branches totaling 6930 miles.

The pioneer link in what afterwards became the New York Central railroad was the Mohawk & Hudson railroad, a consummation of the vision of George W. Featherstonhaugh, an explorer, scientist and author of Duanesburg, Schenectady county. Featherstonhaugh began in 1812 to advocate railroads and applied eventually to the New York state Legislature for a charter for a railroad to be called the Mohawk & Hudson and to extend from Albany to Schenectady, a distance of approximately 17 miles.

Chartered in 1826 as the Mohawk & Hudson railroad company, Featherstonhaugh's line was opened to the public in 1831. The tiny De Witt Clinton, whose remodeled stage coaches still are preserved at West Albany, attained a maximum speed of 15 miles an hour on that 17-mile route. As the railroad achieved prosperity, other locomotives and larger coaches were placed in service.

An application made in the year of the opening of the Mohawk & Hudson line for a charter to construct a railroad from Schenectady to Buffalo was

rejected by the Legislature, which feared serious encroachment upon the trade of the Erie canal, built and fostered by the state.

In 1836 a line was permitted from Schenectady to Utica, but it was allowed to carry only passengers and their baggage. Restrictions placed upon the lines which gradually spread across the whole state were not removed until 1851.

A railroad from Batavia to Buffalo was opened in 1842 and in the following year there was a complete route from Albany through to Buffalo, but the route was under separate names, ownerships and managements.

An historian of those days wrote: "By the beginning of 1843 there was a rail route by which it was possible to travel from Albany to Buffalo in 30 hours without changing cars more than six times.

"There were no through tickets, no baggage checks. A ride over each of the seven independent roads was a complete transaction in itself. When the passenger reached the end of the road, he hunted up his baggage, if he had any, had it chalked to the next stopping place, bargained with expressmen and hackmen for transfer to the station of the next road in line, bought a new ticket and took a fresh start.

"By 1850, the science of railroading had progressed so far that the traveler could purchase through tickets between Albany and Buffalo for \$9.75, though he could not obtain, at any price, any information upon which he could rely about the movement of trains."

Notwithstanding the difficulties of the system, a great hope which had been expressed at a dinner in celebration of the opening of the Mohawk & Hudson railroad was moving toward fulfillment.

**I**N 1848 through trains made trips from the Hudson river to Buffalo in the previously unparalleled time of 22 hours. The hope had been that a traveler might "breakfast in Utica, dine in Rochester and sup with friends on the shore of Lake Erie."

The Empire State Express, traversing the distance in less than six hours, eventually was to surpass that hope.

Dean Richmond, a resident of Batavia, who conducted a commission and transportation business on the Central wharf in Buffalo and also was a director of the Utica & Buffalo railroad, participated with Erastus Corning and John V. L. Pruyn in effecting a consolidation of the lines between Buffalo and Albany.

The state legislature, in an act passed April 3, 1853, approved an application for permission to combine the lines. An agreement for consolidation into a

corporation to be known as the New York Central railroad was drafted by the various companies in May.

Operation of the lines according to the consolidation plan, with a capitalization of \$23,000,000, was begun Aug. 1, 1853.

Corning was the first president of the New York Central, Richmond was vice president and Pruyn was secretary. C. Vibbard was appointed general superintendent and T. W. Stockton, superintendent of the Buffalo and Rochester division.

Even before the consolidation had been perfected, large expenditures were made for renewal of tracks, numerous other repairs and general improvement of the statewide system. Shortly after the consolidation, apparently, land was acquired in the Exchange street district for the erection of a passenger station.

No information appears to be available regarding the cost of construction of the small station, from which the present structure is known to have evolved, or the date of its opening. The probability is that trains first operated from the depot in the latter part of 1854.

How the consolidated lines prospered and progressed is told best in an item published April 13, 1854, in the Commercial Advertiser:

"The returns of the Central railroad company exhibit an important increase for the first quarter of the present year, indicating that whatever evils may attend the consolidation principle it has at least the effect of swelling the coffers of the company . . . The local travel is increasing immensely . . . Season arrangements for the summer are now in preparation and by the first of May the new schedule of trains and running time will go into operation. Additional trains will be run, and time and space will be well nigh annihilated by the 'Express runs.'"

Possibly, little ceremony marked the actual opening of the Exchange street station, but a railroad reunion, a periodical event of the Niagara frontier, held the night of Feb. 27, 1856, in the American hotel, on the site of the present Adam, Meldrum & Anderson department store, has been described as a "dedication banquet and ball."

Representatives of the New York Central, Lake Shore, New York & Erie, and Great Western railroads had conferred previously on arrangements for the reunion and the Commercial Advertiser recorded that "it is to surpass anything even given in this city, the supper alone to cost nearly \$1000."

**I**N a report of the event, the Commercial Advertiser of Feb. 28, 1856, said:

"From the day of the announcement that a grand ball or festival was to be given, and the announcement

of the names of the projectors of the affair, there has been a perfect flutter of excitement among the ladies of all parts of the country which is intersected by a railroad, nor has the excitement been confined to the ladies.

"Gentlemen, too, have wished that the day of its occurrence might have been sooner. Ladies have been for several weeks busily engaged in getting dresses, etc., in readiness for the occasion, and we are informed that one of our large dry goods dealers has disposed of upwards of \$300 worth of goods, most of which has been in view of the 'reunion'."

The ladies and gentlemen arrived long before 8 o'clock in the evening and continued to come in large numbers until midnight. Poppenberg's full band and Dodsworth's cornet band provided music. One of the most popular phases of the merrymaking was dancing to the accompaniment of Dodsworth's celebrated "Railroad Quadrille."

The decorations of the occasion were elaborate. At the rear of the ballroom and in front of the gallery was a large transparency, brilliantly illuminated and bearing a design of a locomotive and tender with the name of "International." The transparency was 20 feet in length and about ten feet in height.

Upon the deck of the locomotive, at each end, hung American and British flags. Above the transparency, at the right, was an American eagle, at the left, a British lion, and, in the center, on panel work, letters spelling "Unity" with a star beneath. A massive gift frame enclosed the whole of the transparency.

All about the hall in front of the gallery were panels decorated with stars and designs in scrolls. Upon them, 20 in number, were inscribed the initials of the names of the railroads represented at the reunion: the Boston & Burlington, Albany & Northern; Western, Toledo, Norwalk & Cleveland; Ontario, Simcoe & Huron; Buffalo, Brantford & Goderich; Williamsport & Elmira; Michigan Southern; Lake Shore; New York & Erie; New York Central; Great Western; Michigan Central; Canandaigua & Niagara Falls; Chicago, Alton & St. Louis; Chicago & Galena; Illinois Central; Chicago & Burlington; Cleveland, Columbus & Cincinnati, and Mad River & Little Miami.

Above the panels, at the top of the pillars of the gallery, were the shield of the United States and escutcheons with the "unicorn" of the British coat of arms.

The ball proceeded amid these gorgeous surroundings while companies of guests alternated in the dining room, where "the eyes rested upon one of the most sumptuously and elegantly laid

tables ever spread in the city," in the testimony of the Commercial Advertiser.

Until 5:30 o'clock in the morning the celebration continued, and only then did the guests reluctantly depart with the sentiments expressed in the Commercial Advertiser that "all those who attended the reunion will ever cherish a happy remembrance of the 'merry time they had.'"

Thus was the Exchange street station dedicated, with the social opportunities of the occasion perhaps overshadowing for a night, at least, the significance of the opening of this depot for a continuous line of track from Buffalo to the Hudson river.

**I**N contrast with that celebration of Pioneer railroad days—although there will be a luncheon for 1000 persons in the concourse of the new Central terminal which will parallel the banquet of Feb. 27, 1856—the dedication of the successor to the Exchange street station will be less hilarious and more dignified, in keeping with the prestige attained by a great transportation system.

Speechmaking by railroad magnates and by representatives of the nation, state and city, will supplant Dodsworth's "Railroad Quadrille" in the program. Far beyond the Central terminal to millions of citizens the ceremony will be borne over a vast network of radio stations, unknown and unforeseen by the 2000 men and women who danced in the American hotel through many hours of a now long-vanished night in celebration of the opening of a one-end railroad station.

Through the years which have intervened, the Exchange street depot has remained. The railroads of the United States passed successively through periods of experimentation, expansion, Civil war disaster, readjustment, government control during the World war, and new and unprecedented progress. Trains and methods changed overwhelmingly. But the Exchange street station carried on, notwithstanding the construction of additions to the original buildings, failed to reflect the progress with which it was associated.

The New York Central railroad achieved leadership early in the railroad development of the United States. In 1855 the Buffalo & Niagara road became a part of the system. In 1869 a consolidation was consummated of the New York Central with the Hudson River railroad, which had been opened in 1847, and the system continued then as the New York Central & Hudson River road. By the acquisition of other roads and feeder lines, the railroad expanded into the New York Central lines, with which the Lake Shore & Michigan Southern companies were absorbed in 1914.

Isaac H. McEwen, one of the office boys who played baseball on the green plot on which later was built the west portion of the Exchange street station, remembers that the locomotives in use in 1868, when he entered upon his railroading career, were mostly wood-burners. The engineers were "all real engineers," he has said, "and many of them machinists, who could take an engine apart and set it up again."

In the recollection of Mr. McEwen, passenger cars then were about one-half the length of the cars in use today and many of them were illuminated by candles. Pullmans had been introduced only a few years before, when the first of them, the Pioneer, carried the body of the martyred Lincoln from Chicago to Springfield.

Until nearly 1870 trains over the Buffalo-Niagara Falls branch of the New York Central entered the Erie street depot. When the railroad was granted permission by the city to lay down tracks across the Terrace to connect the Niagara Falls division with the main line, the Exchange street station received added traffic, not only from Niagara Falls but also through abandonment of a William street terminal, where connections previously had been made with the Lake Shore and Canada Southern railroads.

**T**HE Belt Line of track and trains was established in 1883, when sanction was given to operation through the Terrace by tunnel under Washington and Main streets and then along the Niagara river shore to Black Rock, a route which permitted almost a complete circuit of the city.

The Exchange street station has been remodeled and enlarged several times. Following an accident sometime between 1878 and 1882, as the veterans remember, when a portion of the covered station collapsed beneath an accumulation of snow, the canopies which now exist were built. Joseph Drexilius, who is considered to be the oldest living employe of the New York Central in this city, retains strong recollections of that accident, for his brother Anthony narrowly escaped death.

Henry Waters, the chief clerk to George N. Burrows, then superintendent of the Buffalo and Rochester division, was killed in the crash of the roof, but Anthony Drexilius, who was walking to the telegraph office on the second floor, dragged himself out of the path of the falling timbers by only a few seconds. Mr. Burrows came quickly to the scene from his Rochester office and directed the work of clearing away the wreckage.

Fire, too, has visited the Exchange street depot. A spectacular blaze swept the office tower at the west side of the station Feb. 3, 1917. Travelers remained in the waiting room of the depot pending the arrival of trains, while the fire waxed furious in the tower only about 100 feet away. The wooden cupola on the top of the four-

stock brick tower was consumed rapidly and the flames, aided by a strong wind in weather at the zero mark, spread through the whole tower structure.

The remainder of the station was saved from destruction.

Agitation for a more adequate passenger terminal has embraced approximately half a century of the life of the Exchange street depot. In the beginning the discussion was directed towards a union of all railroads in a single centrally-situated station.

After repeated attempts to compromise the differences of the railroads over the plan had been in vain, the union station project was abandoned.

The Buffalo Grade Crossing and Terminal commission finally negotiated an agreement with the New York Central lines for the erection of a new terminal to succeed the historic Exchange street building. Old Crow street, which became Exchange street with the coming of the railroads, was forsaken in the new plan and a site about two miles farther out on the east side of the city was selected for the monument to railroad accomplishment.

More than simply a facility of a vastly developed transportation service,

the Exchange street station has shared in the unfolding of great human dramas. Of the episodes of happiness and tragedy enacted while travelers have paused in its waiting room, there was no record made except in the lives of the individuals. Other dramas, notional in scope, in which the station has been an element, are immortal.

**F**ROM the Exchange street station Abraham Lincoln continued his journey to Washington to assume mastership of a nation in crisis. He came to Buffalo from his Illinois home, Saturday, Feb. 16, 1861, and was accorded at the Exchange street depot a "tumultuously enthusiastic" reception. Following a week-end visit here, he resumed his journey.

When Lincoln's work of national preservation had been completed and an assassin had deprived him of life, Lincoln came again to Buffalo with the tumult and enthusiasm of his other visit transformed to solemnity and grief. Into the yard of the Exchange street station the craped locomotive "Dean Richmond" conveyed his funeral train and from the yard his casket was born to St. James hall, at Main and Eagle streets, where the body lay in state that Thursday, April 27, 1865, before it was forwarded to Springfield for burial.

By way of the Exchange street station, too, William McKinley entered Buffalo to attend the Pan-American exposition and departed from the city when he had become another martyred President.

Presidents and kings alike have treaded through the waiting room of the old station. Earl N. Blood speaks

Feb. 1881

of the coming to the depot of Presidents McKinley, Roosevelt, Taft and Wilson during the 40 years that he has been the ticket agent. King Albert of Belgium, a visitor of the post-World war days, perhaps has been most prominent among the many members of royalty and other distinguished foreigners who have come during those two-score years.

Theatrical celebrities, baseball stars and notables of every field of endeavor have found there a portal to Buffalo.

Legions of soldiers have gone forth from the station to the nation's wars; many of them never again to behold Buffalo and the familiar depot.

The history of the Exchange street station is written now. Histories frequently are lost when their subjects have become inane. Another generation of Buffalonians will have forgotten the Exchange street station and its history as completely as present-day Buffalonians have been unaware of the chapter of its beginning.

# Buffalo & Rochester Rail Road....Running of Trains.

EASTWARD.						WESTWARD.					
No. 1 Morning Express	No. 2 Morning Express	No. 3 Mail	No. 4 Emigrant	No. 5 Evening Express	No. 6 Freight	No. 1 Morning Express	No. 2 Way Express	No. 3 Freight	No. 4 Evening Express	No. 5 Freight	No. 6 Mail
7:00 A.M.	8:00 A.M.	9:30 A.M.	12:30 P.M.	5:00 P.M.	6:30 P.M.	8:00 A.M.	6:00	8:30	7:40	9:30	3:00
7:12	8:12	9:45	12:55	5:12	6:55	7:45	6:45	9:10	7:26	9:40	2:40
7:20	8:20	9:55	1:05 <sup>met</sup>	5:20	7:20 <sup>met</sup>	7:38	5:40	8:50	7:20 <sup>met</sup>	9:50	2:35
7:30 <sup>met</sup>	8:30	10:13	1:25	5:30 <sup>met</sup>	7:40	7:30 <sup>met</sup>	5:30 <sup>met</sup>	8:35	7:06	8:35	2:25
7:40	8:40	10:30	2:00	5:40	8:15 <sup>met</sup>	7:12	5:08	8:15 <sup>met</sup>	6:58	8:15 <sup>met</sup>	2:10
7:50	8:50	10:46	2:25	5:50	8:35	7:09	4:58	7:55	6:47	7:55	1:55
7:52	8:52	10:51	2:36	5:52	8:40	7:00	4:60	7:40	6:44	7:40	1:58
8:05	8:05	11:15 <sup>met</sup>	3:00	6:08	9:05	6:50	4:35	7:50	6:33	7:50	1:55
8:12	9:12	11:25	3:10	6:23 <sup>met</sup>	9:15	6:43	4:25	7:30	6:23 <sup>met</sup>	7:30	1:30
8:28	9:28	11:50	4:05 <sup>met</sup>	6:39 <sup>met</sup>	9:50	6:27	4:05 <sup>met</sup>	6:39 <sup>met</sup>	6:07	6:39 <sup>met</sup>	1:00 A.M.
8:45	9:45	12:10	4:30	6:54	10:20	6:07	3:50	5:47 <sup>met</sup>	5:47 <sup>met</sup>	5:47 <sup>met</sup>	12:54
8:55	9:55	12:20	4:50	7:00	10:30	6:00	3:20	5:25	5:40	5:25	12:22
9:02	10:02	12:30	5:10 <sup>met</sup>	7:07	10:50	5:53	3:10	5:10 <sup>met</sup>	5:31	5:10 <sup>met</sup>	12:10
9:08 <sup>met</sup>	10:08	12:40	5:25 <sup>met</sup>	7:13	11:05	5:45	3:00	4:40	5:25 <sup>met</sup>	4:40	11:55
9:18	10:18	12:50	5:40	7:21	11:20	5:37	2:45	4:20	5:17	4:20	11:45
9:25	10:25	7:04 P.M.	5:55	7:27	11:35 <sup>met</sup>	5:30	2:30	4:00	5:10	4:00	11:35 <sup>met</sup>
9:45	10:45	1:30	6:30	7:45	12:00	5:13 A.M.	2:30 P.M.	3:30 P.M.	4:57 P.M.	3:30 P.M.	11:15 P.M.

The figures set against Buffalo, Westward, and Rochester, Eastward, are the times to reach those stations; and the other figures represent the time of leaving the stations against which they are set. The word "met" set against a station, signifies a place of meeting of the Train in which column it is set. The Trains will commence running by the above time, on the day of the date below.

SUPERINTENDENT'S OFFICE.  
BUFFALO, MONDAY, MAY 19, 1851.

**HENRY MARTIN, Superintendent.**

An 1851 timetable of the Buffalo & Rochester railroad, which became a part of the New York Central syst.

By J. HENRY DOWD, M. D.

"All things come to those who wait," said the sage of old. The writer would add—if you set no definite time. Buffalo set no specific date but 30 years ago, if not longer, it was evident that the old Exchange street station had been outgrown. Buffalo now has a terminal of which it can be proud. But enough of that, I have been asked to write a little history of the men of 40 and 50 years ago who helped make the New York Central the great transportation line it is.

In 1880, close to a half century ago, the writer was a messenger boy in Batavia learning the art of telegraphy. After one year and four months of extra work along the line the following message was received:

"Report at G. H. Burrow's office, Exchange street depot for duty." It meant a jump from twelve hours a day, 365 days a year at \$15 per month to eight hours a day, every other Sunday off and \$75 a month but today no human power could give the thrill that message did.

#### Working for G. H. Burrows

George H. Burrows was superintendent from Buffalo to Syracuse, main line and branches. I am informed it takes ten men today to do the work he did, but it must not be inferred that in those early days, a great number of both freight and passenger trains did not move over the western division. He was a man of few words, about two or three, except when peeved, then one would think a rapid fire gun was in action. He had two great interests, one the New York Central railroad, the other in his son and daughter (now Mrs.

George E. Matthews of Buffalo). It was evident he sort of favored the daughter.

One day he asked where the pony was. Least one think this a Shetland, it might be explained it was a little engine with an observation compartment on the front that he used in going over his division. The pony was located at Clifton Springs. Bridge luncheons and teas were not known those days. His daughter had taken four or five girls there for a basket picnic. George H. never said a word.

Few knew that G. H. Burrows was superintendent of the Falls branch of the New York Central in 1853. He went west to the Wabash, but at the request of W. H. Vanderbilt returned in a few years.

Mr. Burrows never voted but once, that was for General Grant for President. He knew Grant well having taken him across Indiana with a troop train. Box and cattle cars were then Pullmans for soldiers.

#### Some of the Force

Let us be up to date and call the office force his personnel. John Crandall and John McCormick were the clerks. Crandall wrote most of the messages, but Mr. Burrows could say more in four words than he did in 99.

Hugh Battles was chief of detectives. His force consisted of one man, himself. But detectors were not necessary in those days. True it is, a broom might be missing some times from a car, but they did not take the whole car load.

Bill Moffatt was office messenger. He was called a messenger boy, not that he had not fought in the Civil war, and fought bravely, but Bill was like some of the messenger boys of today. Grass grew under his feet, except when "George H." was looking, then he outdistanced the Twentieth Century, for speed.

Joseph Drexelius familiarly known as "J. D." commenced railroading when they used strap iron rails, and "J. D." is alive and with the New York Central yet. He was chief train dispatcher between Buffalo and Syracuse, main line and branches and had charge of all the operators by whom he was worshiped for his fairness and honesty of purpose. "J. D." never believed in being sick, nor was he a spendthrift. Today he is reaping the rewards.

All trains, both freight and passenger were handled by him, and except some very trivial wreck at times, "J. D." never had a serious one to his credit.

#### Ganson Depew, Messenger

Ganson Depew would tell you he was a law clerk in the office of Green, McMillan & Gluck. Probably he was, but all that legal firm's free telegrams (they were the counsels for the New York Central were delivered by Ganson. Messenger boys did not have autos in those days. He walked to the depot.

Harry Parry, now assistant general traffic manager will tell that he was a ticket clerk at the uptown office in main street. Probably he sold a ticket once in a while, but he, like Ganson Depew, delivered all the messages to our office.

In the middle '60s, Charley Hogan was an engineman on the Union Pacific in the west. It was there he

cultivated his idea of speed; getting away from Jesse James and his gang was a necessity. He came east, and

was an extra engineer in the passenger service. A train was allowed 45 minutes to come from Suspension Bridge to Buffalo. No one ever made it in less than 40 minutes. Charley left there one day twenty minutes late, arrived in Buffalo on time. This made Charles H. Hogan. One day on leaving Syracuse with the Empire State Express was told to leave Rochester as late as possible and make Buffalo on time. He left twenty minutes late and this side of Crittenden made 112½ miles an hour, the fastest time that has ever been made with a passenger train. I am telling no secret, he was coming down a grade, but, of course, it was not as steep as some of those of the cog road on Pike's Peak.

It is said that Charley gave the engine quinine before he left the Falls on his run that day, so that he and his firemen would not be shaken off the engine.

**Vanderbilts Here Often**

Of course, we used to have frequent visits from the higherups in New York. Among them W. H. Vanderbilt and his uncle, the Commodore. Chauncey Depew was lobbyist at Albany, but Chauncey lobbied all along the line. He handed some of his stories to Alderman Jack White.

James Tillinghast lived in Swan street. He was president of the Wagner Palace Company and his vocabulary consisted of about three words. Calvin Coolidge could take lessons from him.

Byron Kring was station master, succeeded by Edward Fitzgerald and then by Gurdon R. Allen. Gurt Allen was later superintendent of the La Salle street terminal at Chicago.

The telegraph key opened an opportunity for many men to higher official positions. Tracy W. Niles, Duke Murray, Reuben Harris and the present superintendent of the Lake Shore, E. V. Brogan, all were operators for the Lake Shore in the old Exchange street station.

Patrick E. Crowley, the present president of the N. Y. C., began on the Erie at Cattaraugus. He moved over to the N. Y. C. many years ago.

John Bennett, a president of the Nickel Plate, Erie, and now of the Chesapeake & Ohio, delivered 4015 and dashes at night at Dunkirk for the Lake Shore. W. S. Randolph, assistant general passenger agent of the N. Y. C., was an operator at Medina.

The old boys wish the new ones all success.

# Honor Man Who Drove Engine 112 Miles Hour *Courier Exp - 6-23-1929*

Opening of new Central Terminal recalls feat of old 999, piloted by Charles H. Hogan

Probably the most famous veteran in the employ of the New York Central is Charles H. Hogan, superintendent of shop labor. He is familiarly called Old 999 by his associates, owing to the fact that he drove that wonderful locomotive when she pulled the Empire State Express and made the fastest time ever made by a locomotive anywhere. It was on May 10, 1893, that Hogan and 999 made that record time on the run between Syracuse and Buffalo. Hauling the famous Empire State Express, the world's fastest train, the engine attained a speed of 112½ miles an hour for parts of the distance.

News of this wonderful achievement was broadcast by telegraph to all parts and that same year the phenomenal engine was placed on exhibition at the World's Fair in Chicago.

**Hogan at Throttle**

Mr. Hogan was at the throttle when the Empire State Express made its first run into Buffalo, having driven engine 862 from Syracuse on that memorable trip. This was on October 26, 1891. The Empire was given an ovation on its arrival here, large crowds, including railroad and civic officials, having gathered to welcome the new train that was destined to become the world's most noted.

"We were cheered all along the route and the applause was deafening when the Empire pulled into the Exchange street station. George H. Burrows, then superintendent, was the happiest man in Buffalo that day," said Hogan.

Mr. Hogan drove the Empire for many years and carried many of the world's most distinguished men, all of who enjoyed the novelty of riding on the fastest train then extant.

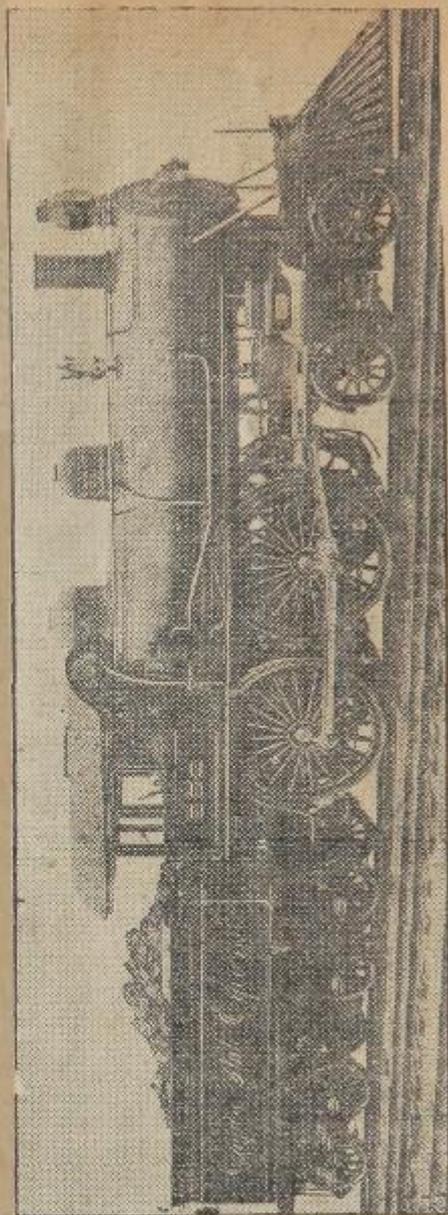
"Everybody of account wanted to ride the Empire," said he, "and who could blame them to desire such a treat."

#### Born in Cleveland

Charles H. Hogan was born in Cleveland, O., January 9, 1850. He attended the public schools, and at

the age of fifteen years his railroad career as a track worker on the old Lake Shore railroad, now part of the New York Central. From 1867 to 1871 he served as fireman and engineer on engines of the Union Pacific and later returned to the New York Central as engineer working in that capacity until 1893 when he was promoted to traveling engineer. In 1900 he was made master mechanic, and in May, 1904, he became division superintendent of motive power with headquarters at Depew. On April 1, 1910, he was made assistant superintendent of motive power at Albany, and in 1920 he was appointed manager of the department of shop labor at Buffalo, a position he still holds.

Mr. Hogan was proud of the Empire State Express when he was her engineer, for she was indisputably the fastest of her time, and he still is proud of her because she is today the fastest train between New York and Buffalo. Mr. Hogan lives with his family at 136 Oxford avenue.



Picture shows the old 999, once crack locomotive of the New York Central Railroad. Charles H. Hogan, superintendent of shop labor, familiarly called Old 999, because he drove the historic engine in the days when she pulled the famous Empire State Express and made the fastest time ever made by a locomotive any where.



Charles H. Hogan

# AGITATION FOR FINER STATION BEGAN IN 1879

*Council Exp.*

New York Central once considered  
union station project urged  
by Erie Railroad

## OLD STATION IMPROVED

6-23-1929

But demand for better passenger  
facilities suggested en-  
tirely new depot

By James F. Doyle

The story of the New York Central station at Curtiss and Lovejoy streets runs back beyond the memory of the present generation. There are residents of Buffalo, who will tell you that agitation over the railroad location and need for better stations in Buffalo, began somewhere about 1879, when tracks were put through The Terrace. That event caused the New York Central to locate its station in Exchange street and there was a provision in the agreement about always maintaining a station there.

In all subsequent agitation about stations in which the New York Central was concerned the Exchange street location figured. The new station, which was opened yesterday at Curtiss and Lovejoy streets, is considered a big step in straightening out the situation created by the location of tracks in The Terrace. A supplementary agreement to the Curtiss-Lovejoy station agreement calls for the removal of the tracks from The Terrace and a station for downtown passenger traffic, which will probably be provided by utilizing the Lehigh Valley station in Main street.

Negotiations are well under way towards the making out of a contract to carry through this agreement and when that has been done The Terrace location in Buffalo will be restored to something like what it was intended to be when the city was laid out.

Piecing together of the memories of Wilbur E. Houpt, attorney for the old terminal commission, and George H. Norton, engineer for the grade

crossing and terminal commission, gives some idea of station agitation in Buffalo. It seems that when the grade crossing commission started out some 40 years ago, the then chief engineer for the Erie railroad, suggested that the grade crossing problem might most easily be solved by getting the railroads to combine on a union station. He started something that caused conferences and discussion, but the railroads could not be got together.

Between 1890 and 1900, there were spasmodic movements concerning better station and terminal facilities, all having the idea of a union terminal. Indianapolis and St. Louis had union terminals and why not Buffalo. During those early stages, Engineer Wilgus of the New York Central seems to have made a study and prepared a suggestion of a union station about on the site of the new terminal. It evoked protests, whirled of them with a result that for the next 30 years no one dared as much as seriously propose an East Buffalo location. But conditions change with time and Buffalo takes pride in having the most modern passenger station in the world at Curtiss and Lovejoy streets.

Pan-American year opened an era for a demand for a Greater Buffalo and, as might be expected, stations and terminals again came to the forefront. The first definite program for a station deemed in keeping with the city and its needs was launched by George Cary during the administration of Mayor Knight. The plan was dazzling, but its enemies got busy and attacked it along the lines of what it would cost the city. The Cary plan called for the station location in the vicinity of The Terrace and Niagara square, the development of a civic center at the square and piers for passenger boats in the vicinity of the foot of Georgia street. The Cary idea is being carried out in part today by the development of the civic center and the waterfront at Georgia street.

### Business Men Active

Business men of Lower Main street and Seneca street, who wished passenger terminals to remain in their Exchange street location, got busy. Plans were evolved and hearings held all directed towards obtaining a first class station at the Exchange street location. To these demands the railroads countered with the claim there was not the space.

Then organized what was known as the joint terminal committee of the Chamber of Commerce and other business organizations. Mr. Houpt became attorney to that committee.

brought interviews with railroad officials and at one notable meeting in New York conferred with the executives of all of the railroads entering Buffalo. That meeting seemed to convince the committee that it could get nowhere without authority.

Along about 1908 the public service commission began to function in New York State and the joint terminal committee proceeded to try its luck with the new commission. It made complaint against the New York Central, charging it with having inadequate station facilities. The effort to compel the Central to improve its station, of course, had for its object the bringing about the building of a new station. The Union station idea still prevailed. The railroads still contended there was not sufficient ground for a station to meet future needs in the Exchange street location.

A hint thrown out by Chairman

Stevens of the public service commission determined the joint terminal committee to engage an engineer to make a downtown station layout. George H. Kimball was engaged. The Kimball plans were the center of controversy for several years. They met the requirements, providing for a station along Exchange between Michigan and Main streets and tracks for the handling of passenger coaches in the vicinity of Georgia street.

But before the Kimball plans were evolved, President Underwood of the Erie had declared his road would not join in a union station and President Truesdale of the Lackawanna had taken the same position for his road. The Lehigh Valley railroad had obtained possession of the old Hamburg Canal strip and the Lehigh seemed to prefer to go ahead with its own plans. There were hearings in the council chamber and efforts in many directions by the joint terminal committee and citizens, all of which got nowhere in particular.

In 1911, the Democrats got in control at Albany and John A. Dix was Governor. Members of the joint terminal committee conceived the idea of enlisting the services of William H. Fitzpatrick, local Democratic leader, and getting through at Albany a bill creating a body with power to deal with the station and terminal situation in Buffalo. There was opposition, but the movement was successful and the terminal commission was created. The commission had its difficulties and had to go through a period of litigation before the validity of the act creating it was established.

Mr. Houpt, who was attorney for the old joint terminal committee, became attorney for the commission. The unwillingness of the railroads to unite on a common passenger terminal caused the commission to deal with them individually. The popularity of the union station idea was also on the wane.

The first agreement put through by the commission was that with the Lackawanna, which resulted in the Lackawanna station and docks at the foot of Main street. Then followed the Lehigh Valley station agreement with its station in Main street. A third agreement brought about the new freight terminals of the Pennsylvania railroad. A new station at Black Rock for the Canadian roads entering Buffalo also resulted from the commission's efforts.

Negotiations with the New York Central were well underway when this country entered the World War and control of the railroads was taken over by the government. Not much could be done until the government relinquished control and but little more until the railroads began to recover their financial footing. The final stages of the negotiations, which led up to the building of the new New York Central station are too recent to call for review.

# DEPOT PLANS FAVORABLE

*Courier-7-7-1922*  
**No Intimation When Work  
 Will Start.**

The Buffalo Terminal commission is expected shortly to approve plans of the New York Central railway for two stations, the main one to be located in Clinton street at Emslie, with a substation on Exchange and Wash-try. The style of architecture of the commission approved the plans yesterday and Mayor Schwab and the council found them favorable, at a session with New York Central officials and engineers.

When the Central will commence the construction of the terminals is a question which G. A. Harwood, assistant to President A. H. Smith failed to answer yesterday, intimating that it would take at least a year for the company and the city to agree on plans and at least two more years for the construction. Commissioner Perkins said he was getting along in years, but hoped to see the new station before he passed to a better world. No promise was made that he would.

In a statement issued at the close of the conference last evening the following outline of the plans and an agreement was given out by the Central officials:

The erection of a large station in Clinton street, in the vicinity of Eagle and Emslie, with the widening of arteries leading to the station.

The erection of a smaller station at Washington and Exchange streets, between the New York Central and Lehigh Valley tracks, with a plaza approach from Main street. The Empire state express and through trains of the Michigan Central, as well as local and commuters' trains would be run to this secondary station, the lat-

ter making their first stop at the East Buffalo station. The New York Central through trains which never have run into the down-town district would stop at the East Buffalo station only.

The New York Central may provide for both the Erie and the Pennsylvania lines in its station facilities if it so desires.

The widening of Quay street north of the Lehigh Valley road.

The expected acceptance of the plans by the terminal commission will mark the culmination of years of effort to secure a New York Central terminal here. The committee which will recommend acceptance of the plans includes William H. Fitzpatrick, chairman; W. H. Crosby, chairman of the commission; W. R. Robertson, W. W. Reilly and Commissioner of Public Works Kreinheder.

The statement describes the proposed buildings as follows:

"The new Buffalo passenger station, will, in architectural beauty, quality and practical utility, take its place with the modern stations of the country. The style of architecture of the main building is modernized classical type which has become popular in recent years for public buildings of imposing size and gives a singularly striking effect of massive beauty. The design provides an exterior front elevation having three large entrances and the arrangement of interior appointments combines with spaciousness the utmost of convenience and utility. The Clinton street location provides an ample area for sufficient tracks and platforms to accommodate expansion of business with broad and easy approaches that will make for the maximum of comfort and speed in the movement of passengers to and from trains.

"The secondary station in Exchange street also will be thoroughly up-to-date, the plans providing for an office station, set slightly back from the building super-imposed upon the street frontage. Here the railroad plans to cut through a second diagonal approach street, as an extension of The Terrace."

# Central to Provide Two New Stations, Move Terrace Tracks to Old Canal, in Three Years

Railroad and Terminal Commission Make Public Plans for \$10,000,000 Improvement Project—Company Agrees to Begin Work on East Side Terminal by September 1, This Year, Completing It in 1927—Downtown Station by 1928—President Crowley Sets Forth Program—Council Hearing Tomorrow.

*Courier 6-21-1925*

Removal of New York Central tracks in the Terrace to the abandoned Erie canal, erection of a downtown station in Main or Washington street, between Exchange and Scott streets, unless use of the Lehigh Valley terminal can be obtained by the Central, and start of actual construction of the main terminal, Curtiss and Lovejoy streets, not later than September 1, this year, are included in the scope of plans being carried forward by the New York Central railroad, and the grade crossing and terminal commission, it was announced yesterday.

The entire \$10,000,000 terminal project will be completed by September 1, 1928, the grade crossing and terminal commission states, in making public a letter from Patrick E. Crowley, president of the New York Central Railroad company, which sets forth arrangements for completing the detailed plans.

## Agrees to Track Removal.

With a definite agreement concluded as to the plan for the east side station, Mr. Crowley in his letter of April 18, released for publication yesterday, told the grade crossing and terminal commission that his communication was to be considered as an agreement to continue the present active co-operation to consummate a final contract for removal of the tracks from the Terrace to the Erie canal.

This development provides for elimination of the grade crossings of the tracks west of Main street. Mr. Crowley wrote regarding this phase of the plans:

"The New York Central is in sympathy with that program and will co-operate actively with the city of Buffalo to that end."

Previously he wrote: "We feel that your commission and the sentiment of Buffalo is distinctly in favor of that plan."

The grade crossing and terminal commission in statement appended to Mr. Crowley's letter announced plans will be continued for the work necessary to removal of tracks from the Terrace and Church street for public street crossings of such relocated tracks by viaducts or subways together with plans for the downtown station.

The commission announced that these plans, supplemental to the general plans, will be completed not later than July 1, 1926. Upon adoption of supplemental plans, the detail plan will be developed to permit work of construction to proceed, beginning with track changes west of Main street not later than November 1, 1926, the downtown sta-

tion structure to be completed for convenient occupation not later than September 1, 1928.

Mr. Crowley, in his letter, says the New York Central is ready to proceed with erection of the new station at Curtiss street, pending agreement as to the downtown station so as not to hold up the entire terminal project unnecessarily.

**Wishes Not to Delay Work.**

On this point he wrote: "Obviously it will be necessary to continue operations at the Exchange street station until the new station at Curtiss street can be made ready for service, and operation on a new

line west of Washington street therefore must await completion of the proposed Curtiss street development.

"If the agreement covering the Curtiss street plans and work to be done thereunder are to be held in abeyance until details of the downtown improvement have been worked out, the entire improvement will be unnecessarily delayed."

Plans call for the completion of the station, streets, approaches and track facilities of the east side station not later than September 1, 1927.

Regarding the downtown station and improvements Mr. Crowley wrote:

**Would Use Lehigh Valley.**

"Various suggestions for dealing with the so-called downtown station have been under consideration with your commission. It seems to us that the most satisfactory arrangement from the standpoint of the public would be to utilize the existing Lehigh Valley railroad station, with such rearrangement as would provide for joint service of the two companies. If the co-operation of the Lehigh Valley railroad in working out an adequate arrangement of the station for joint service can be secured we would propose that plan; otherwise we propose to construct a new station of suitable character on Washington street or Main street.

"At such station as may finally be agreed upon we propose to originate and terminate the six New York Central trains, Nos. 50 and 51 (Empire State Express in both directions) and Nos. 30, 33, 42 and 59, New York trains, and to stop the Michigan Central and New York Central Falls branch trains."

This schedule details forty-seven east and west-bound trains that will stop at the downtown station, including several trains of the Toronto, Hamilton & Buffalo and Canadian National railways.

**Central Eager to Begin.**

That the New York Central is anxious to begin this huge development, Mr. Crowley's letter states that: "If the foregoing program meets with the approval of your commission, I shall immediately open negotiations with our tenant lines at Exchange street concerning the operation of their traffic and with the Lehigh Valley railroad insofar as our mutual interests hereinbefore outlined may be concerned. Further, the New York Central is prepared promptly to enter into an agreement in accordance with the attached memorandum and thereafter will take immediate steps to complete the detailed plans and to proceed with construction."

Relative to expense of the Curtiss street terminal Mr. Crowley said: "From the attached memorandum, you will note that our proposition embodies a minimum of expense to the city of Buffalo as compared with any other site previously discussed. Your attention also is directed to the fact that there is no interference with or disruption of the street system.

**Saves One to Two Years.**

"In fact the necessary street changes, indicated on the plans, effect decided betterments to the city. It may be noted that we will be enabled to give Buffalo a new station development in from one to two years less time, at least, than would be possible with other plans."

The plans as announced by Mr. Crowley in his letter and the statement of W. H. Fitzpatrick, as chairman of the grade crossing and terminal commission, announcing dates of the proposed construction and continuance of work on the detailed program, will be presented at a public hearing tomorrow morning in the council chamber.

The letter of Mr. Crowley and the statement of the commission were made public after a conference between Seymour P. White, president of the Main Street association; Maj. George H. Norton, engineer for the commission, and De Witt Clinton, counsel for the commission, in which Mr. White sought definite data on the entire terminal project.

The Central Labor council of Buffalo will present a resolution to the council at Monday's hearing asking the city not to sign a contract with the New York Central that does not provide for a downtown station.

## Major Norton Gives Reasons Why Commission Approved Plans—Emphasizes Desirability of N. Y. Central Using Lehigh Valley Terminal as Downtown Station.

A statement giving the reasons which guided the grade crossing and terminal station commission in approving plans for the New York Central terminal in Curtiss street and the downtown station project was issued yesterday afternoon by Maj. George H. Norton, chief engineer of the commission. He declared negotiations are under way between the Lehigh Valley and the New York Central for use of the former's station, and added this combination would be the most desirable.

The downtown canal lands, Maj. Norton said, are not suited for any use other than a right of way for New York Central tracks, thereby clearing the Terrace for a great highway. Any separation of the east side terminal and downtown projects would weaken the latter, he is convinced.

### Text of Statement.

His statement follows:

"The public generally has accepted the solution of the complicated New York Central railroad terminal problem as logical and fair in view of the changed conditions in both street and railroad traffic.

"A great and adequate terminal is to be erected at Curtiss street for which the railroad pays the entire cost, including the provision of a million dollars worth of street improvements in approaches, the city bearing only the cost of necessary adjustments of its sewers and water mains to meet the new conditions.

"This station will be nearer and on better lines of approach for a large portion of our population than the Exchange street location and will tend to relieve street congestion. It is equally necessary to have a station in the downtown location to serve business traffic and for stopping the nearly fifty trains which enter from the north. It must also be kept in mind that there are other railroads entering Buffalo but having no adequate passenger terminals and who may desire some use of these terminals.

"For the downtown terminal it is generally conceded that some combination with the Lehigh Valley station is the most desirable and negotiations between the two roads are in progress. The whole question of street crossings, etc., is most complicated. These conditions have made it impossible to yet adopt the detail plans. The contract provides that such shall be worked out by December 1 of this year.

### Briefly Outlines Facts.

"The facts should be briefly stated that correct conclusions be drawn.

"1. Combination downtown terminal with Lehigh Valley railroad is desirable.

"2. For such object the New York Central tracks must be located near it or farther south than now.

"3. The New York Central has a legal franchise for Terrace tracks.

"4. Most desirable to remove tracks from the Terrace.

"5. Such Terrace would then be restored as a great highway.

"6. Previous downtown station plans have been abandoned because canal lands were not available.

"7. Canal lands now are available for this use.

"8. They are not suited for other use.

"9. They cannot be given away, as so often asserted, but may be sold on a valuation fixed by a court commission.

"10. A street on these lands is needless as it parallels the Terrace, near by, and would end in Montgomery's lumber yard.

"11. Other railroads cannot use it without entrance over New York Central tracks.

"12. It has no bearing on rail access to the Erie basin water front as the railroad freight houses and yards lie between this canal and the water front.

"13. An independent switching railroad is desirable along River street, not in the canal lands.

"14. Railroad track connection must pass over slip No. 3, at canal clearance or with tracks about twenty feet above mean water level.

"15. For above reason they cannot be materially more depressed at street crossings.

"16. Tracks will be placed as low as possible without flooding at times of high water in the harbor, due to gales.

"17. The alternative to leaving tracks in the Terrace or placing them in the canal is to expend a very large sum to purchase and destroy existing wholesale and industrial property.

"18. Such action would leave the canal without visible use and as a continued blight on this whole territory.

"19. The New York Central railroad has favored a separate contract for downtown; the commission has opposed it.

"20. Any separation of the two projects would materially weaken the downtown situation.

"21. If this most complicated situation is taken from the control of the commission and thrown into new hands, there must be a material delay.

"22. Neither the council or any of its departments have available time to give the problem careful consideration. They are too busy.

"23. State departments will be swamped with the immense grade elimination program and have no time for this complicated problem at present.

"Do not the above facts demand the completion of this improvement under the present contract and methods?"

### City Council Hearing Tonight on Terminal Commission Matters

A public hearing will be held this evening before the city council in the council chambers on grade crossing and terminal station commission matters. Members of the commission stated yesterday afternoon they would press for action by the council on two important matters to come up for discussion tonight.

The first deals with the report by Corporation Counsel Frederic C. Rupp on the contract with the New York Central regarding disposal of downtown canal lands owned by the city. The contract provides these

lands be sold to the railroad for use as a right of way. Rupp seeks instructions from the council as to whether he should start court action.

Mayor Schwab declared again yesterday he was opposed to turning over the canal strip to the New York Central, and added the "peace bill" must be drawn up so it will take away from the commission any authority to deal with the Terrace situation.

The second matter deals with the two bills drafted by Gregory U. Harmon, city legislative counsel at Albany, by direction of Mayor Schwab. One bill would restrict authority of the commission to completing work now under contract and in course of construction, and the other would limit the commission to representing the city in the matter of the New York Central terminal only so far as the east side station is concerned.

The commission's power would be halted at Main street, leaving negotiations over the proposed Terrace terminal and its attendant acquisition of abandoned canal lands in the hands of the council, the bill further provides.

Delegations from the following association will attend the hearing to advocate the commission be permitted to function under its present powers: Chamber of Commerce, Real Estate board, Main street association, Downtown association, Niagara Frontier Traffic league, City Planning association, Buffalo Business federation, Retail Merchants' association, West Side Business Men's association, Black Rock Business Men's association, South Buffalo Citizens' association, Broadway Business Men's association, Jefferson avenue Business Men's association, North Fillmore Business Men's association, Italian-American Business Men's association and the Polish Business Men's association."

*Courier Express 8-5-26*

### Terminal must be near Main and Exchange streets

Although no decision has yet been arrived at in the matter of the New York Central's proposed downtown station, indications point to the use of the Lehigh Valley's terminal as a combined station by the two roads. In the opinions of officials of the roads, and men connected with the grade crossing and terminal commission.

It was announced nearly a year

ago that a plan had been proposed looking to the use of the Lehigh station by the New York Central instead of the latter building a new station downtown, and both roads have since been working along these lines. It is understood that the officials of the railroads have been quite favorably disposed toward the proposition, and that they have been working on plans with a view to bringing about this culmination to the proposed combination station.

#### One of Several Plans

Major George H. Norton, chief en-

gineer for the grade crossing and terminal commission, said yesterday: "There has been no decision in this matter as yet, but in a general way the proposed combination station for the two roads would be a good solution. We have been working on this for a long time, and the railroads have been from time to time submitting sketches and otherwise working to bring about a settlement of the problem. The roads appear to view with considerable favor the idea of both using the Lehigh terminal, and while nothing has yet been agreed upon so far as the commission is concerned, this plan is one of the possibilities on which we have been working; another, of course, is the new station.

#### Location is Definite

F. M. Barker, superintendent of the Buffalo division of the Lehigh Valley, said: "Plans have been going back and forth for several months between the two railroads and the Terminal commission; changes have been made from time to time in the sketches, and they have been boiled down considerably, so that it begins to look as if the thing might work out in the use of the Lehigh station by both roads. I believe the roads are closer together on that proposition now than ever before."

It was pointed out yesterday that under the terms of the New York Central's contract with the Grade Crossings and Terminal commission, it is to have a downtown station located at a point bounded by Main, Washington, Exchange and Scott streets, and by using the Lehigh Valley station this provision in the contract would be fulfilled.

the downtown station of the New York Central was made at yesterday's Chamber of Commerce forum luncheon by Ellicott C. McDougal, president of the Marine Trust Company.

Mr. McDougal stated that in his opinion the railroads will lose interest in the downtown station project once the Curtiss street station is completed. He also urged that the Chamber of Commerce interest itself in the disposition of the Terrace tracks.

#### Held to Formulate Program

The forum luncheon meetings are being held to formulate the chamber's 1928 program. Mr. McDougal's recommendations were among many urged upon the chamber at yesterday's meeting. J. Jay Fuller was chairman. Today other Buffalo business men will attend the third meeting when additional suggestions for Chamber of Commerce activities will be made. The closing forum meeting will be tomorrow, following which chamber officials will prepare, in referendum form, a questionnaire composed of the suggestions received. This referendum will be submitted to the entire membership for action.

In addition to Mr. McDougal, the speakers at yesterday's meeting included Justice Samuel J. Harris, Walter H. Johnson, Tyler Kay, Maj. George H. Norton, Thomas S. A. Fairburn, Wilbur F. Groom, E. D. Martin, John J. Herman, Robert W. Gallagher, John Herman, Ashley McNeil, John N. Fleer, A. J. Elias, Roland Lord O'Brian, Ernest G. Jarvis, Chauncey J. Hamlin and A. D. Graves.

The development of Buffalo as an attractive place in which to live was advocated by Mr. Hamlin.

Ernest G. Jarvis urged the publication of a buyer's register in which the names of every firm located in Buffalo, its trademark, its product and the names of its purchasing agent and sales manager would be listed.

#### Favors Research Bureau

That the Chamber of Commerce take over the activities of the Buffalo Business Bureau, and the establishment of a municipal research bureau were suggested by Mr. O'Brian.

Efficient aid to the industries already established here was advocated by Mr. Elias. He also urged the chamber to take an active interest in politics as a means of lowering taxes.

Justice Harris urged against an entry into politics unless it could obtain the co-operation of the employees of the members.

### Elliott C. McDougal fears roads will lose interest in downtown project

### SPEAKS AT LUNCHEON C. Express 12-8-1926 Forum meeting receives many suggestions; another gathering today

A recommendation that Buffalo business men, through the Chamber of Commerce, center their efforts to secure the letting of contracts for

Courier X - 12 - 21 - 26

Schwab declares he has right in interests of city to view commission's proposals

## ROBERTSON REFUSES

Vice-chairman of grade crossing body says no agreement reached in projects

Refusal by the grade crossing commission to permit him to have a copy of the plans for the downtown terminal and track arrangement of the New York Central last night aroused Mayor Schwab, who instructed Gregory U. Harmon, assistant corporation counsel, to proceed at once with a mandamus action.

Mr. Harmon will serve the commission officials with legal papers as soon as they are completed and will appeal to the supreme court for an order to compel the commission to let the mayor have a copy of the plans.

### Contends Right to Plans

Replying last night to a statement by William E. Robertson, vice chairman of the commission, that the commission does not intend to "permit its work to become a political football," and that "it would be a farce to let every Tom, Dick and Harry go poring over the studies," Mayor Schwab stated that by reason of his office and the interest of the city in the proceeding, the commission should permit him to see the plans.

As showing the vital interest of the city in the plans, it was pointed out that the city must spend about \$4,000,000 under the tentative plans, that it is proposed to run tracks at grade in the canal bed, that it is proposed to change the level of Main and Washington streets and that it is proposed to change Genesee street, impeding traffic to the canal terminal.

### Says Public Property

James Smith, grade crossing commissioner, who was one of the Mayor's party demanding to see the plans last night made this reply to Robertson:

"The maps are public property and any taxpayer has the right to inspect them. The commission has no authority to hide them, especially from the Mayor and the city council-

men, as the interests of the city are involved. If the plans are honest, there is no reason why they should not be made public or that Mr. Robertson should deny the Mayor the right to have a copy."

"Until this commission adopts a plan or set of plans, they will not be released to be kicked around by politicians," said Mr. Robertson in refusing Mr. Harmon, Mr. Smith and Frederick K. Wing, engineer, the right to examine the tentative plans. "If this matter goes to court we will be prepared to defend our position."

### Not Yet Agreed

"Inasmuch as these are studies and that no agreement has been arrived at with regard to any particular plan, it would not be right to release them. We are proceeding in an orderly manner to get a sane, sound solution of the station and terminal problem."

News - 1 - 8 - 27

## Smith Charges N. Y. C. Plans No Such Station, But Contemplates Enlarging Freight Facilities There — Hearing Adjourns for Three Weeks.

The New York Central railroad is not planning now, and never has planned, to build a downtown station in Buffalo.

Such was the charge repeated at the meeting held by the City council Friday evening to hear the arguments of the opponents of the terminal commission's plans.

It was also charged that the railroad is contemplating greatly to increase its freight facilities in the downtown section. With the terminal commission's approval of this arrangement, the taxpayers, it was said, will stand 35 per cent. of the expense of this improvement of the railroad's property.

Following the hearing, the subject was held over for three weeks and in the meantime the mayor announced that he will continue his efforts in the courts to compel the terminal commission to permit copies of its plans and studies to be made by city officials.

James Smith, member of the commission and a champion for a downtown station, charged that William E. Robertson, vice chairman of the commission, "did not tell the truth" when

20  
and that the body had no definite plans. The plans are on file with the commission, have been considered and discussed and have not been changed.

"All we want are their studies up to date," interjected Mayor Schwab.

#### Smith "Describes" Plan.

Mr. Smith gave what purported to be an outline of the plans which he says the terminal commission will ultimately adopt. Instead of providing for a downtown station they look to the building of five trashed east of Washington street with an entrance through the Lehigh Valley station, then over a bridge and through a subway, he said.

"If that's the kind of a station Buffalo wants downtown, then I've been talking through my hat," Mr. Smith continued.

"The terminal commission is not bigger than this council, the Chamber of Commerce or the business men of the city. Its members should sit down with this council and see what the people want. If they are going to spend from \$2,000,000 to \$5,000,000 of the people's money, ruin thousands of dollars' of property and not give us a downtown station after all, I don't think it is fair and I don't think the majority of the commission are representative of the people of Buffalo. They have outlived their usefulness.

"You want a downtown station, don't you?" queried Mr. Smith of Fred M. Renshaw, Chamber of Commerce representative at the meeting.

"I don't think there is any question of it," Mr. Renshaw replied.

#### Don't Know Details, He Says.

Mr. Smith took the position that many of those who are supporting the majority members of the terminal commission have not gone into the details of the plans. They are of great importance, affecting closely the values of property in the downtown section and affecting the welfare of the entire city, in his opinion.

The plans call for the removal of the company's present tracks in the Terrace to the filled-in canal lands which were obtained from the state. The company has two tracks in the Terrace, but the plans call for the laying of six tracks. Thirty-five per cent. of the cost of this expansion would be borne by the taxpayers. Such were arguments made by John J. Griffin, real estate promoter, who acted as leader of the opposition.

Mr. Griffin went into details regarding these plans. He told of the streets in the section from Main street to Erie street which would be affected. Ramps would have to be built and in one instance an ele-

vated passageway for pedestrians which would cut off the district from vehicular traffic. The entire program would cost upwards of \$10,000,000, would depreciate the value of much property for which no compensation would be paid, and the city of Buffalo would pay 35 per cent. of the expense, he said.

"This contract calls on us to pay \$3,500,000 for what," Mr. Griffin said, "so that the New York Central can make freight connections with its freight houses. By what power, by what legal act, has the terminal commission the right to tell us how we are going to spend our money?"

Mr. Griffin told of the acquisition of the canal lands from the state. In all, the city paid \$550,000 for the properties. If they are used at all, a tunnel should be put through them so that they could be covered over and used as playgrounds by the more than 1000 children living in the neighborhood of Commercial street, Dante place, Malden lane, Peacock street and the entire water front, Mr. Griffin argued.

Joseph J. Lughino, Italian banker, member of the charter revision committee, criticized Ellicott C. McDougal for his recent statement characterizing opponents of the terminal commission's plans as "obstructionists."

## Courier X-1-11-27

### Maj. Norton served in suit brought to compel furnishing of station maps

Papers were served yesterday on Maj. George H. Norton, engineer of the grade crossing and terminal commission, in the mandamus action brought by Mayor Schwab to compel the commission to furnish him with plans for the downtown station project. The papers are returnable in special term of supreme court on January 18th. Maj. Norton said that he turned them over to DeWitt Clinton, attorney for the commission.

At a meeting, called for 10:30 o'clock Thursday morning, it is expected that plans for the downtown station and terminal improvements will come before the commission. A model of the grade changes that will result in Washington and Main street, Maj. Norton said, will probably be presented.

Several matters are to come up at the meeting. One of these will be the annual estimates. The division of costs of the elimination of the Colvin avenue grade crossings at the

tracks of the Erie and Lackawanna railroads will also be brought up. This work was done under the state act, whereby the state is expected to share in 25 per cent. of the expense.

Plans have been prepared for the elimination of the crossings at grade over a number of railroads in Tiftt street, William and South Ogden streets and at the tracks of the Buffalo, Rochester & Pittsburgh in Hopkins and Marilla streets. The commission will be expected to order this work to proceed.

Supervisor John C. Stiglmeier, also chairman of the town board of Cheektowaga, called on Maj. Norton yesterday to say that he was thoroughly in accord with the proceeding to eliminate the Lehigh Valley railroad crossing at grade in William street, just east of the city line. It is proposed to carry on this crossing elimination in conjunction with the elimination of the South Ogden street crossing at grade over the tracks of the Erie. Mr. Stiglmeier said that the clearing up of conditions there should enable the city to have access to the new garbage destruction plant from William street.

conditions. There was an alternative plan, which continued Main street, as it is, in a straight line, but did not provide the facilities for vehicular traffic and street access offered by a curve that is made by swinging Main street slightly to the left and removing the structures now lining that side of the street opposite the Lehigh station. This bend in Main street was said by Major Norton, engineer for the commission, to be slightly less than the curve which Main street takes at Ferry street.

**To Use Canal Bed**

A picture of the model gives an idea of the open space and street layout in front of and surrounding the Lehigh Valley station, which is to be used for the New York Central's purposes as a downtown station. The tracks of the Central will cross Main street, north of the Lehigh station and there will be access to trains by covered ways. Ultimately, it was indicated at the offices of the commission, the Erie, Nickel Plate and other roads may also make use of these downtown facilities.

The plan adopted covers development west from Washington street. The area to the east of Washington street and along Exchange street is intended for development by the New York Central and other roads for freight purposes. Regarding The Terrace, it was pointed out yesterday, the removal of tracks to the old canal bed will result in abolishing the crossings at grade at Seneca, Erie, Church and Genesee streets. For that reason the commission believes the state may participate in the cost of the improvement under the act for the abolishment of grade crossings.

**No-Tracks in The Terrace**

The Terrace will not only be freed from tracks, but Pearl street will be extended to the south side of The Terrace, giving a new outlet to the north and south traffic that now only finds its course through lower Main street. There will be a short new street, or diversion of Commercial street, into Main street that, the commission claims, will give better access to the docks and excursion boats and permit the bringing of a street car loop close to the boat landings.

Dante place, Hanover, Lloyd and lower Commercial streets are among streets south of The Terrace, which, it was said, will have widened and better access to Main and Pearl streets. Dante place will have direct connection through Lake street with Scott street. The design is such Major Horton stated, that all traffic

*CommerX-1-14-27*

**Orders public hearing to be held on project at city hall January 27th**

**TO COST \$8,000,000**

**Scheme proposes placing of New York Central tracks in bed of old canal**

Plans for the downtown station and The Terrace track removal were approved by the grade crossing and terminal commission yesterday and a public hearing was ordered to be held in the council chamber at the city hall on the morning of January 27th. No contract can be entered into until after the hearing. The cost of the project is estimated at \$8,000,000 and may prove less. In that respect it is not of the magnitude of the Curless-Lovejoy station, which is now in course of construction.

A model of the street layout, immediately in contact with the station area, was before the commission yesterday and served to convince the members that the plan approved was the best designed to meet downtown

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be handled with righthand turns this part of the city, when construction reaches a point where such a rule will be demanded.

#### Genesee Street Viaduct

Streets that will be carried across The Terrace to serve the district between the canal and lake are Pearl, Erie and Genesee streets. Evans street will be provided with a foot-passenger crossing over the tracks. The most extreme grade on any ramp or viaduct crossing will not exceed 5 per cent., it was said yesterday by the engineers. The Genesee street viaduct will probably have the greatest grade. Because of switch tracks, serving manufacturing plants, Genesee street will be diverted, where it is to be carried across the railroad.

The extent of canal bed, which the Central will use for the relocated right of way, is about 3,000 feet. This it will buy from the city at a price to be determined. The plans show provision for six railroad tracks. Four of these will be used for passenger purposes and two for freight. The number of the trains of the Central that will stop at the downtown station was placed at 45. Two tracks are to be placed alongside the Lehigh Valley tracks for the Empire State Express and such other trains of the Central as run directly between New York and Buffalo.

#### City's Share In Expense

While the railroad bears all expenses that are classed as railroad improvements there are expenses such as the continuation of Pearl street, the carrying of Erie and Genesee streets above grade across the new track locations, in which the city will share. The tentative basis for sharing such costs was said at the office of the commission yesterday to be 35 per cent. to the city and 65 per cent. to the railroad. But in the matter of the street crossings, it was stated, the city bears only 35 per cent. on the estimate of what it would cost to cross two tracks. All cost in excess of the two track basis will be borne by the railroad.

Major Norton and F. B. Hank, representing the commission and the railroad, said yesterday that the problem of the division of costs had not been worked out. Rough estimates place the city's share in the cost of the whole improvement at around 20 per cent.

Nine of the thirteen members of the commission attended the meeting at which a hearing on the plans was ordered. The attorneys and engineers for the commission and railroad

were directed to draw up the advertisement, describing the plan and announcing the hearing. The advertisement will be published tomorrow.

The commissioners present were William H. Fitzpatrick, H. M. Gerrans, William P. Northrup, William T. Roberts, William E. Robertson, Paul E. Strelch, James Smith, William H. Ryan and John J. Love, commissioner of public works. The absentees were Alfred A. Berrick, John W. Robinson and Harry D. Kirkover and Mayor Schwab.

## *Times* - 1-27-27 - **Public Hearing on Tentative Plan for Main St. Improvement Held in Council Chambers.**

The public hearing in the council chamber today by the Grade Crossing and Terminal Commission on the proposed plans for the downtown station of the New York Central Railroad, found the city of Buffalo, as represented by Mayor Schwab, the State Department of Public Works, represented by Charles R. Watters, division engineer, and property owners in the vicinity of Dante and Commercial streets, represented by John J. Griffin, lined up against the program.

After the reading of the plans by Daniel J. McKenzie, secretary of the terminal commission, Mayor Schwab took the floor and explained that the city would not present its objections today, due to the force of the Supreme Court order of Justice Larkin which made it impossible for anything binding to come out of the hearing. He said that his understanding was that the hearing would be in the nature of a friendly chat. William E. Robertson, vice chairman of the terminal commission, who presided at the meeting, agreed with him.

He asserted that the meeting was purely informal, but that the commission desired to get the opinions of the people present as to whether they approved or disapproved of the plans and what suggestions they have to offer. He asserted that the commission represents the city and

that it wants to get the best possible terminal facilities that will be to the interests of the entire community. He said that the commission is one in its locality to serve the interests of the city.

Cause of much comment was the fact that Mayor Schwab, who is a member of the commission, refused to sit with that body at the hearing but took his place among the "plain people" in the council chamber. He sat in the second back row. Commissioner William F. Schwartz also occupied a seat in the council chamber. Commissioner John J. Love, member of the terminal commission, sat with the commissioners.

The fireworks at the meeting were provided by John J. Griffin who had several sharp tilts with Chairman Robertson. Gusts of applause swept through the council chamber at these clashes.

"I desire to state," said Mayor Schwab, "why the city is not entering its objection to the plans this morning. It is due to the order of Justice Larkin which specifically says that formal action on these plans will have to be adjourned for four weeks. The effect of this meeting has been modified and it is just a friendly chat. No binding action can be taken. I am here representing the people of the entire city. I want to get what is best for all of them and not what is best for a few. We want the very best we can get for our money.

"The city wants a downtown station and not a train shed. But there will be no downtown station. The New York Central promised the mayor there would be a downtown station. In fact, certain plans were made for it so that it can be readily seen that my statements are no idle dream. I am here to safeguard the interests of the public and the city. I want to eliminate the danger of disease and any unsafe conditions that may arise. The wall on the east side of Main Street now is like the walls of Rome. I do not think the people want a similar wall on the west side of Main Street."

Division Engineer Watters caused to have read a letter setting forth that representing Colonel Frederick Stuart Greene, state superintendent of public works, and Major Thomas F. Farrell, commissioner of canals and waterways, that there are two aspects in which the proposed plans do not meet with the approval of the state department of public works.

They are that the present plans do not provide for a four-foot clearance of the New York Central bridge over Slip No. 3 and certain details on the proposed overhead bridge which is to be substituted for the present Genesee Street bridge crossing.

In keeping with the Barge Canal and terminal laws, it is necessary that the bridge over slip 3 have a four-foot clearance. The plans of the terminal commission do not provide for this. The suggestion that

plans may cure for this are frowned upon due to excessive cost and realignment of tracks and other features connected with them.

The other objection is the proposed change in Genesee Street which would make it difficult to get at the Barge Canal terminal. Mr. Watters suggests that these alleged defects be remedied.

Mr. Griffin objected to the wholesale changing of streets and the erection of ramps which would bottle up the Dante-Commercial section.

**Griffin Objects.**

The first flareup at the meeting came when Major George H. Norton, engineer of the Grade Crossing and Terminal Commission, was called upon to explain the plans of the downtown station.

"Just a minute," shouted Mr. Griffin, arising from his seat in the rear of the chamber and approaching the chair. "I object to Major Norton making any statement. That is not what this meeting has been called for. Mr. Norton is on the other side of the proposition."

"You are out of order, Mr. Griffin," said Chairman Robertson.

"In what way?" came back Griffin.

"We are here to give everybody a clear idea of what this entire program is about and it is only fair that Major Norton be allowed to explain it," replied Mr. Robertson.

"The people do want a clear idea," retorted Griffin, "and I can give a better explanation than Mr. Norton."

"Major Norton has the floor and when he finishes you can talk," insisted Mr. Robertson firmly.

"That's very clever," said Griffin ironically. "Do I get a chance to cross-examine Major Norton?"

"You do not," said Mr. Robertson. "There will be no cross-examination of anyone. We are here to get information and it would not be in keeping with court procedure to subject people to cross-examination."

"Very well," said Mr. Griffin. "I bow to the court but not to you."

Applause swept through the room. Major Norton then entered into a technical description of the plans, explaining the changes in streets, the erection of ramps and the widening of Main, Exchange and Washington Streets.

He was interrupted once by Vito V. Christiano, former supervisor of the 27th ward, who wanted to know about certain ramps in Dante Place and Commercial Street. He was requested to await Major Norton's finishing and then he would be allowed to question him.

Division Engineer Watters' objection was the first one read against the plan. In addition to the objections already set forth he pointed out that the Barge Canal is an essential element in the industrial life of the city, having a capacity of 20,000,000 tons a year. The terminal

is easy to reach at present but it would be more difficult if the changes in Genesee Street and the erection of a ramp, as proposed in the grade commission's plans are carried out, he said.

Chairman Robertson said that his objections would be given careful consideration by the commission.

**Griffin Explains.**

"There has been much criticism of my interest in these station plans," said Mr. Griffin, prime mover in the storm of protest which has arisen against them. "Fortunately or unfortunately I am owner of Nos. 82-84 Main Street below Lake Street. I rented this property for five years at \$5,000 a year. Since the agitation over this station these premises have been empty. However, I am here in the interests of the people living down there below the Terrace. I represent them and their children. Thus I represent \$5,985,000 worth of property below the Terrace. If this plan is carried out that property will not be worth \$2,000,000.

"In the first place I object to the raising of Washington Street 11 feet. I object also because there is no intention of building a downtown station. That is all camouflage and—"

Here the gavel of Chairman Robertson fell.

"Please, Mr. Griffin," said Mr. Robertson, "if you don't want your remarks to be antagonistic, please do not use such terms. Give us constructive thoughts and criticism. We have no objections to those."

"Would you mind then," queried Mr. Griffin, leaning forward, "if I called it window dressing?"

Mr. Griffin then launched into a long series of objections to the closing of several streets, the widening of Main and Exchange streets and the raising of Main Street 11 feet. He also cited the numerous ramps that will be erected which he said would bottle up the Dante-Commercial section.

One of his main objections, he said, was the closing of Genesee Street and rendering it almost impossible to get to the terminal of the barge canal for freight purposes. He asserted that if such a program was proposed in front of a business man's door there would be a riot. He charged that the whole plan, which he said would react with benefit to the Central, will cost about \$10,000,000, of which the taxpayers will have to pay \$3,000,000 in consequential damages.

He spoke for the interests of the children of the section, whom he said would be deprived of playgrounds and be subject to ill health, due to the smoke and gases from the trains that would pass through the canal lands on the six tracks proposed by the Central.

"It is not fair to the people and their children," he asserted. "The poor man down there is entitled to

his day in court and should not be scorned by the rich man who sits in the throne of the mighty and scorns him."

Chairman Robertson objected strenuously to this and said that the commission is fair in its dealings and does not consider the subject of wealth.

Mr. Griffin suggested some alternative plan be worked out. He desires the placing of a subway in the canal bed through which trains can be run and playground and boulevard facilities placed on top.

**Money Discusses.**

The question of the amount of

money to be paid by the New York Central for the abandoned canal lands which would be used for tracks in the plan arose. Chairman Robertson said that it has been agreed to allow an appraisal commission, appointed in Supreme Court, fix the value, and that the railroad is willing to pay whatever is determined as a fair figure.

Vito V. Christiano, former Supervisor from the Twenty-seventh Ward, scored the plans for the station in heated fashion. He had several tilts with the chairman. At one time, someone said:

"Oh, rats!"

Mr. Christiano evidently thought the expression came from one of the members of the terminal commission.

"There," shouted Mr. Christiano, "that shows exactly the attitude of the commission towards the people down there. They think we are only ignorant foreigners instead of citizens and taxpayers. But, beware, the day is coming when the sons and daughters of those people will be engaged in business alongside the sons and daughters of the commissioners."

The remark came when Mr. Christiano was scoring the commission for not answering a letter calling attention to the objections of the people of the district to the plans. He asserted that the letter should have received the courtesy of some recognition.

The former supervisor objected to the closing of Evans Street. He said that this would make it exceedingly difficult for fire engines and ambulances to get to the section quickly. He said the people of the district would rather have the two tracks in the Terrace than six in the canal lands through the congested district. He declared that this would make it dangerous for the children and would make it a breeding place for crime. He charged further that the taking of the canal lands would result in the depriving of the children of playground facilities.

He said that four of the tracks would be used for freight purposes.

**Over to February 24.**

The terminal hearing was finally

adjourned at 1:30 o'clock until February 24th pending the settlement of the litigation now going on over the plans for the station. The hearing lasted exactly 3 1/2 hours.

Frederick G. Bagley, former member of the city council, said the city cannot stand such capital expenditures as are tied up with the new station program.

Sylvester B. Egan, head of the Hotel Broedel, stated he was disappointed with the passenger facilities outlined in the plan. He said he had hoped for an adequate downtown station. He said that the New York Central owns plenty of land for passenger facilities and said he did not believe it is good civic policy to have the freight brought up to the main street to the exclusion of passenger facilities.

James Smith, former sheriff and member of the terminal commission, said that if the business men want a downtown station they should get together with the Central and that in that manner they probably will get their wishes fulfilled. He asserted that from the lack of interest shown thus far he did not think that they desire a downtown station. He said that the city spent more money in the relocation of streets and water mains in connection with the Curtiss Street station than the Central will pay for the downtown station.

He said that Patrick E. Crowley, president of the Central, had promised Mayor Schwab that if after the Curtiss Street station is finished the city wants a downtown terminal, it can have it. There is no downtown station provided under the present plans but only five train sheds, he said.

mission for a deficiency appropriation of \$19,800. Commissioners Love, Moore and Schwartz voted for the appropriation, but Mayor Schwab and Commissioner Perkins objected. The motion was lost because deficiency appropriations require three votes. It is expected that the commission will sue to get the money.

### Contrasts in Salaries

In voicing his opposition to the deficiency appropriation, Mayor Schwab pointed out that the commission's chief engineer gets \$10,000 while the city engineer's pay is \$5,000, that the commission attorney gets \$7,000 and the secretary \$4,000. He contended that the commission should have kept salaries within the budget allowance.

Details of the Buffalo City Planning Association plan and plans prepared by Frederick K. Wing and Charles W. Getman for a downtown station were not discussed at the meeting. The Wing and Getman plans provide for stations at Exchange and Washington streets. The other plan proposes an office building at Main and Exchange streets. The Getman and planning association plan provide for six tracks in the bed of the canal. The Wing plan provides for tunneling two tracks along the Terrace, but diverted to meet the canal at Erie street instead of the existing curve of tracks along the Terrace to Church street.

### Clinton Opposes Plans

George Clinton yesterday sent a letter to the council in opposition to the plans of the grade crossing and terminal commission for the downtown station on the ground that they could be better arranged to provide access to the Erie basin terminal of the barge canal. As drawn, he said, the plans seem to have more regard for railroad operation than for the interests of the city.

His communication was as follows:

Having seen the plan prepared for the removal of the New York Central tracks from The Terrace and putting them in the bed of the canal, I am addressing this letter to you in opposition. Permit me to say that it is apparent that the entire survey was made with a view to adjusting grades to the convenience of the New York Central and that it ignores the interests of property owners and in general, of the citizens of Buffalo, but what more particularly interests me is that it effects a direct blow at the convenient and efficient use of the Erie basin canal terminal. This is accomplished by providing railroad grades that require a change in the elevation of any bridge existing or constructed across the canal bed.

Careful examinations of the plans entirely satisfies me that while this plan

*Cowlin Exp. 2-10-27*  
Plans to be submitted are designed to eliminate objections raised against project

## CLINTON FOR CHANGES

### Writes letter to council urging access be provided to Erie basin terminal of canal

Three plans for a downtown station of the New York Central Railroad, designed to eliminate objections to the plan of the grade crossing and terminal commission, will be considered at a special meeting of the city council on Saturday morning. Decision to hold a public hearing at which the plans will be explained was reached by the city council yesterday.

"The council also turned down the request of the grade crossing com-

would be extremely convenient for the railroad, it is unnecessary, because the grades can readily be reduced so as to be entirely workable from the railroad point of view, without any inconvenience, taking into consideration the elevation of the bridge over slip 3 and what that elevation will be, if, in accordance with law, it is raised three or four feet to give a headroom of 15½ feet. In addition to this, the grade of the railroad yards westerly of the canal can be somewhat reduced and a lift bridge put in over the slip.

**Advantage to Railroad**

This reduction of the yards' grade would be an advantage both to the railroad and any plan which might be adopted giving to it the canal bed and putting its rails therein, and would be an advantage to the Erie Basin canal terminal. I have written about the plan for a lift bridge across the slip to the state superintendent of public works, but even if the yards' grade is not reduced and the bridge over the slip is raised three or four feet, the grade in the canal bed can be kept down to less than 1 per cent. This lowering of the grade would make it feasible to construct a new bridge across the present canal at an elevation and at a location which would not interfere as seriously with the use of the Erie basin terminal as the present plan does; nor would it interfere with the station terminal east of Main street. It also would make it unnecessary to have the 5 per cent. grades at the approaches to the bridge across Main street and across Washington, and also would make it unnecessary to change the location of Main street itself.

From every point of view it is plain to me that the plan should be abandoned and a new one prepared, keeping in view the full efficiency of the Erie Basin terminal and the best interests of traffic on our streets and the interests of our citizens so far as safety, expense, the effect on the value of property and the convenience of street traffic are concerned. The feasibility of the operation of the railroad must of course be considered, but the railroad's desires and interests must be made entirely secondary to those of the people of the city.

the only written agreement providing for a downtown station," said Major George H. Norton, engineer of the terminal commission, at the weekly meeting of the Exchange Club of the Buffalo Chamber of Commerce yesterday.

"The city then will have to rely on a verbal goodwill agreement," said Major Norton. "If the downtown station goes through, it will be completed in 1930."

**Pictures Splendid Terminal**

A Main street railway terminal that will rival any similar building in this part of the country was pictured for members of the Exchange Club by Major Norton in describing the plans of the terminal commission.

Major Norton also told of plans for the new New York Central station in Curtiss street and announced that work on the main station building in this vicinity will be begun in two months. The whole station will be completed by January 1, 1929, he said.

Plans for a downtown terminal of which the Lehigh Valley station will be a part, were detailed by Major Norton and illustrated with a plaster plaque.

"The downtown station will be a boon to business men and industries interested in quick freight shipping," said Major Norton. "Scott, Lake, Main and Exchange streets will be widened so there will be no traffic congestion in lower Main street caused by taxicabs and other vehicles. Pedestrians will be able to alight from street cars and cross into the station by means of subways so they will not have to breast Main street traffic and there also will be a subway for passengers going from the station to cars. The New York Central tracks, which will be laid in the canal bed, can be reached directly without going into the station and passengers from these trains can reach the street without going through a waiting-room crowd.

"Entry also can be made to the freight station without going on or near Main street and a widened street will enable trucks to load and unload without trouble or congestion."

**To Be Finished in 1930**

Major Norton declared that the Main street terminal would be completed less than two years after the Curtiss street station is finished or in 1930.

*Courier* X-4-13-27  
**City council seeking to void only written agreement for terminal, says Major Norton**

**BOON TO BUSINESS MEN**

**Pictures vast improvement to city, if plan goes through; speaks before Exchange club**

"Should the city council be successful in declaring the contract made between the New York Central railroad and the terminal commission in 1922 illegal, it will remove

Major Norton told of difficulties incurred in selecting a site for the east side station.

"Great consideration was used in

selecting the Curtiss street site," he said. "As for its being out of the way—as a matter of fact its nearer three-quarters of the homes in Buffalo than the old Exchange street depot."

Major Norton made a plea for use of the railroad in shipping, explaining new freight methods which safeguard shipments against theft and breakage and deliver to the door.

As a result of yesterday's conference between the engineers, representing the city council, city planning committee and City Planning Association, and Major George H. Norton, engineer for the grade crossing and terminal commission, regarding making changes in the downtown station plans, the city representatives asked for an extension of time to May 18th, in which to make a report.

Frederick K. Wing, chairman of the committee of six engineers appointed by the council, reported in a letter to Mayor Schwab last night that there are indications that the conference will reach a harmonious conclusion.

The mayor will send a communication to the council today urging that the request for time extension be granted.

In comparison with the plans prepared by engineers for the council, the report points out that those of the terminal and grade crossing commission are better in that they provide for wider traffic in Main street below Exchange by diversion into The Terrace and Pearl street and that they will permit business development south of The Terrace with ample freight facilities.

Regarding the opposition plans, the report says that to locate the passenger station at Main and Exchange streets, instead of making use of the Lehigh Valley station, would have the effect of precluding the establishment of freight shipping facilities along Exchange street between Main street and Michigan avenue. These plans, it is stated, would also prevent the widening of The Terrace between Main and Erie streets.

Other features pointed out are that the original plans give the city an additional width of 34 feet on the south side of Exchange street, 42 feet on the south side of Scott street and fourteen feet on the west side of Washington street, south of Exchange, all of which is to be deeded to the city without cost.

Other points made in favor of the original plans are that they contemplate ample room for vehicular and taxi service and that this service about the station will be below the grade of Main street, leaving Main street free for normal traffic. The bend in Main street is found to have advantages.

One suggestion is made in regard to the terminal and grade-crossing commission plan and that is that assurances should be received that the railroad company, in carrying out its work, will develop the property at Main, Washington and Exchange streets to be in general keeping with the terminal improvements.

#### To Resume Hearings

It was announced by the grade crossing and terminal commission yesterday that the hearings on the downtown station plans, as prepared by the commission, will be resumed on Tuesday morning at 10.30 o'clock. The hearing on that date will be held at the office of the commission in Ellicott Square.

The first hearing on the plans was heard on January 27th. At that time but the opposition was heard. By action of the city council, a restraining order was obtained in supreme court against the holding of further hearings. The council brought suit to have the commission declared without authority to make a contract. The restraining order was dismissed by Justice Larkin two weeks ago.

**Courier-6-23**

**Directors give unanimous endorsement to special committee's report on downtown terminal**

## OPPOSE OTHER PROJECTS

**Suggestions by city experts labeled unfavorable from traffic and other viewpoints**

Vigorous approval of the terminal commission's plans with respect to a downtown station, as opposed to the alternate plans fostered by city experts, was voted yesterday by the board of directors of the Buffalo Chamber of Commerce.

The Chamber's stand was in the form of unanimous endorsement of a report of its Special Downtown Terminal Committee of which Henry I. George is chairman. In approving the report, the endorsement was made the action of the board of directors.

*Times 7-14-27*  
**Asst. Corporation Counsel  
 Hurley Represents Mayor  
 or Schwab at Terminal  
 Commission Hearing.**

Under a drug fire of objection and protest from Assistant Corporation Counsel Jeremiah J. Hurley the city terminal commission at a public hearing session held today advanced its procedure towards a contract for a downtown New York Central passenger station to the stage of taking testimony of engineers on the sufficiency of its plans.

It was quite evident that the city council is laying the foundation for a lawsuit in opposition to the contract that is proposed. This calls for a Central sub-station downtown which will be served through the Lehigh Valley station at Main and Scott streets, carrying six railroad tracks for Central freight service under Main Street to the abandoned Erie Canal and removal of tracks from the Terrace.

At the very outset of the hearing Mr. Hurley objected to its continuation. He stressed three points—that the commission has no jurisdiction to handle terminals for interstate commerce; that it has no jurisdiction for grade crossing structures that will be required west of Main Street because the Public Service Commission now has control under the state aid law and that the commission now has no right to allow the Central to increase its tracks under Main Street from two to four because it will be granting franchises for the additional tracks, a right, he contended, it does not hold.

**Over Rules Hurley.**

Acting Chairman William H. Ryan overruled all of Hurley's objections and tried to expedite the taking of expert testimony by calling Engineer George H. Norton of the commission's staff to explain the downtown station plan.

This moved John J. Griffin, an opponent to remonstrate.

"I am objecting as an individual and taxpayer to this plan and also to the alternative plan proposed by council engineers," said he. "They are both wrong. This downtown station proposition is going to cost the taxpayers \$4,000,000. Go ahead with your hearing and when you get around to signing a contract I'll be back here with others and we'll have bells n."

When Engineer Norton got going, Assistant Corporation Counsel Hurley interposed objections until Chairman Ryan told him to stop his "nonsensical heckling."

"You are representing nothing and nobody," said Mr. Ryan. "Let us proceed."

Mr. Hurley said he represented the city. Mr. Ryan said the terminal commission represents the city. Mr. Hurley said it didn't. With that the examination of Major Norton as the first of several engineers proceeded. It was a technical discussion on the merits of grades and track layout.

The so-called Wing plan, prepared by a group of engineers named by the council to deal with the downtown Central station, was not presented to the commission. It was stated that this plan will remain sidetracked in the council. It contains, as does the terminal commission plan, provision for six tracks in a subway under Main street. It is reported the council was advised not to adopt this plan because if it should do so it might countenance the construction of four new tracks and waive any control it has in franchises. Then the terminal commission might be in better shape to defend a lawsuit brought by the council.

There will be one or more additional sessions of the commission before final action is taken.

*Course-Exp-10-9  
1927*  
**Schwab wants federal board to  
 take hand in disagreement over  
 Central downtown terminal**

A renewed plea by Mayor Schwab for intervention by the interstate commerce commission in the preparation of plans for the downtown station of the New York Central Railroad was transmitted yesterday in a letter to Charles D. Mahaffie, director of the finance bureau of the federal commission.

Mayor Schwab is opposed to the tentative plans as outlined by the terminal and grade crossing commission and wants the interstate commission to take jurisdiction over the location of the downtown terminals and tracks.

His recent letter, containing an informal request that the federal government take charge of the affairs, was followed by receipt of a letter from Mr. Mahaffie enclosing a letter expressing the opinion of President Crowley of the New York Central.

The mayor said that he disagreed with some portions of the Crowley letter and sought a personal interview with the interstate commerce commission members for a frank discussion of the case.

The mayor is opposed to the plan of laying six tracks in the canal bed, of not providing a downtown station and of street changes provided for in

the terminal commission plan.

Neither the interstate commerce commission nor Mr. Crowley in their letters took a definite stand in the matter.

The mayor's letter follows:

"On September 9th I sent to the interstate commerce commission an informal complaint relating to the proposed construction of certain new tracks across lower Main street in the City of Buffalo by the New York Central Railroad Company. I now desire to thank you for your letter of September 29th, enclosing the reply which you received from President Crowley. Some of the conclusions contained in his letter and the arguments on which they are based I am compelled to disagree with.

"I appreciate that it is burdensome to you to handle the numerous details of this matter entirely by correspondence and I feel that if I could meet you we could more readily and more fully discuss the matter. I would like to go to see you at your office in Washington some time during the week of October 17th or the following week, provided that it is convenient for you to see me during that period.

"I appreciate the interest that you have shown in this matter and I desire to impress upon you that all I have in mind in regard to the same is the best interests of the people of this city."

erick K. Wing. They call for tracks in The Terrace, instead of removing them to the bed of the old Erie Canal. Major George H. Norton, engineer for the grade crossing and terminal commission, has, during the course of questioning by Mr. Hurley contended that the canal location best meets conditions and that substitutes, such as keeping tracks in The Terrace, had been all considered before the commission ordered a hearing.

Major Norton said yesterday that good progress is being made on the new New York Central station at Curtis and Lovejoy streets, and that the footings for the columns of the main building soon will be completed. Steel construction, he said, will be begun in a few weeks.

The power house is almost enclosed. Other construction work and the track layout has been far advanced. The contract calls for the station to be ready for occupancy by April 21, 1929, but it is hoped to have the event take place in January, 1929.

*Courier-Express*  
Says council must be consulted before six tracks can be placed in old canal bed

*Courier-Express* = 10-27-27 -  
Terminal commission takes up downtown project, in hand since March

### N.Y.C. BUILDING ADVANCED

Major Norton says steel construction to be started in few weeks

The grade crossing and terminal commission will meet this morning at 10.30 o'clock to resume the hearing on the downtown station project. The plans have been before the commission since last March.

At recent hearings, Jeremiah J. Hurley of the corporation counsel's office has been conducting an inquiry into the plans in detail. It is expected that he will resume his line of questioning today.

The council has proposed an alternative set of plans, which were submitted by Engineers Harry J. March, Charles G. Getman and Fred-

GOING TO WASHINGTON  
11-13-1927  
Schwab says he will present objections to interstate commerce commission

Declaration last night by Mayor Schwab that he will fight against the carrying out of the downtown New York Central station plan as approved by the terminal and grade-crossing commission followed closely the formal approval of the plans by a majority of the commission.

Major features of the plan, as approved by the commission, are to have an enlarged Lehigh Valley station serve as the downtown terminal of the New York Central Railroad, the removal of the Central tracks from The Terrace to the bed of the abandoned canal and diversion of Main and other streets in the vicinity.

May Start Lawsuit  
"The fight has only begun," was the comment of Mayor Schwab. He is an ex-officio member of the com-

mission, but was not present at the meeting. He was represented by Jeremiah J. Hurley, assistant corporation counsel, who filed twenty objections to the plan. It is thought that these objections will be made the groundwork for a lawsuit to block the project.

"They can't get away with it," continued the mayor. "The commission has no power to put six tracks in the canal bed when they only had two tracks in The Terrace. They've got to come to the council and to the interstate commerce commission for approval of their plans.

"There is no question that this is a bad deal for the city and I will fight it to the last ditch. If they were going to put the tracks in a tunnel in the old canal bed and let the citizens have use of the surface, that would be a different matter and I would not object. But to place a wall around that section of the city is preposterous.

"I am satisfied that the action of the commission carries no legal weight. They've got to come to the council. I am sure that the council never will approve such a plan that is not for the best interests of the city. I am surprised that Commissioner John J. Love voted for this plan, if the reports that he did are correct. I think that he ought to be ashamed of himself.

"As I said, the fight has just started and this thing will not go through. I am going to Washington on November 29th with Gregory U. Harmon and Mr. Hurley of the corporation counsel's office. We have an engagement with the interstate commerce commission at which time the entire matter will be presented. I have invited the railroad people there so that we can settle on some definite plan."

Action by the terminal and grade crossing commission was taken yesterday after an executive session lasting more than two hours. It is estimated that the cost of the project will amount to \$8,230,000, of which the city's share will be about \$2,000,000.

"The result of studies leads to the conclusion that the plan herewith presented is deemed to be the best solution of a complicated problem," read a report of the executive committee and special terminal committee of the grade crossing commission.

This report was signed by William H. Fitzpatrick, William E. Robertson, William H. Ryan, William T. Roberts, Alfred E. Berrick, H. M. Gerrans and Paul E. Streich. Nine commissioners were present at the meeting. John W. Robinson, William F. Northrup and John J. Love, not members of the special committees,

voted for the plans. James Smith cast the sole negative vote.

A brief hearing preceded the committee session at which the plans were approved. Mr. Hurley appeared at this hearing. He was given an opportunity to speak after the commission had heard the report of the special committees and a report by Major George H. Norton, engineer for the commission, in favor of adoption of the plan.

Stating that he had twenty objections to offer, Mr. Hurley did not get far. He started out with an assertion that the plan was not for a downtown terminal, but for a new main freight line from Michigan avenue to West Genesee street, and then charged that it is the greatest joke ever put over on the city.

Commissioner Robertson replied that the commissioners resented the statement by Mr. Hurley as they had given much time to consideration of the problem and felt that they had arrived at a fair and safe plan that would promote the progress of the city.

"I don't think the commission cares to hear me further," then commented Mr. Hurley.

Mr. Smith, who voted against the plans, urged him to proceed with the discussion, but Mr. Hurley chose to withdraw.

Features of the plan, as approved by the commission, are:

Removal of the tracks from The Terrace to the bed of the abandoned canal and elimination of grade crossings at West Genesee street, Erie street, Church street and Genesee street.

Abandonment of the station in The Terrace and the passenger station in Exchange street and joint use of the Lehigh Valley station by the Lehigh Valley and Central railroads.

In urging adoption of the plan, the special committees reported that it makes possible the ultimate use for commercial purposes of the territory adjacent to the abandoned canal lands; that it makes possible the ultimate development for freight purposes by the New York Central of the property in Exchange street now used for passenger, mail and express purposes; that the traveling public will be better served by a joint station than an independent Central station; that the future growth of railroad traffic demands provision for six tracks and that it is unwise to limit the use of the canal property to two tracks because additional facilities will be needed in the future.

The commission decided that execution of the Genesee street por-

tion of the plan shall be held in abeyance because of the divided sentiment regarding a re-arrangement of the railroad, canal and street occupation from Genesee street, northerly to Porter avenue.

## CENTRAL STATION PACT

*Courier X-12-1-27*  
Two or more months before it will be ready, says Norton

Maj. George H. Norton, engineer for the grade crossing and terminal commission, said yesterday that it will be a matter of two or more months before a contract has been prepared to cover the downtown station project. Consultations with representatives of the engineering department of the New York Central are expected to begin this week on the detail features of a contract.

The plans for the downtown station were approved by the commission a few weeks ago. Maj. Norton pointed out, however, that the making of a contract involves a large amount of study and an apportionment of costs to be borne entirely by the railroad or the city and of costs in which each is to share. It will also require agreement on portions of the undertaking, which each shall undertake separately.

He said that fully six months elapsed from the time of the approval of the plans for the Lovejoy-Curtiss station and the entering into of the contract. More intricate problems are stated to be involved in the downtown situation than were at East Buffalo.

## COMPLETE FORM OF DOWNTOWN STATION PACT

*Courier X-4-18-28*  
Contract is on lines of agreement for Curtiss-Lovejoy streets terminal

## CONFERENCE ARRANGED

Commission may ask views of councilmen before formal submission of document

The form of contract for the downtown station project practically has been determined, it was said yesterday by Major George H. Norton, engineer for the grade crossing and terminal commission, and will be subject of a conference today between him and DeWitt Clinton, attorney for the commission; Fred B. Hank, engineer, and William S. Rann, attorney for the New York Central. The contract follows the lines laid down in the agreement entered into for the building of the Curtiss-Lovejoy streets station at East Buffalo.

One of the questions that will come up for discussion today will relate to the procedure to be followed in entering into the contract. Recent legislation requires the approval of the council, and, should state aid be sought, the approval also of the public service commission.

### May Confer First

The grade crossing and terminal commission, it was said, may take the procedure of entering into a contract and then submitting it to the council. Another proposal is that the members of the council be first invited to talk over the contract, so that they will be familiar with the questions involved, and thus eliminate the chances for friction when the document is submitted for formal action.

The public service commission will come into the program under the present intent of the grade crossing and terminal commission, to ask that the removal of tracks at grade at Seneca and Erie streets in the Terrace, and the removal of tracks at grade in Church street be held to

abolishment of grade crossings under the state act. If the public service commission so decides, the cost of this portion of the work will be allotted 50 per cent to the New York Central, 40 per cent, to the state and ten per cent to the county of Erie.

Some amendments to the form of contract now drawn up will have to be made to meet this situation, it was said yesterday by Maj. Norton. The county representatives will not have to be consulted directly on any features relating to having portions of the work declared grade crossings eliminations in order to procure state aid. The public service commission, under the law, it is said will represent the county in fixing the allotment, and all that will be required will be for the grade crossing and terminal commission and the city government to be in accord in making a request to the public service commission to act.

#### Mayor Member of Commission

If the council is invited to meet with the grade crossing and terminal commission in a discussion of the contract, Mayor Schwab will not be included in the invitation, because, by virtue of his office, he is ex-officio a member of the commission. Should he be present, it will be as a member of the commission.

The amended state law makes more complicated the procedure in Buffalo on the matter of carrying out railroad projects in which grade crossing eliminations are involved. It will cause a delay of several weeks in getting the Black Rock crossing eliminations under way. Major Norton is to confer on Friday with George R. Vanneman, engineer for the public service commission, on matters pertaining to the extent of lands to be taken in the vicinity of Austin and Amherst streets.

1st next, it was stated yesterday, although the contract time for the completion of the work will not expire until April 21, 1929.

Decision to invite the council to go over the proposed contract with the Central on the downtown station was reached yesterday at the conference between Maj. George H. Norton, engineer for the grade crossing and terminal commission; DeWitt Clinton, attorney; Fred B. Hank, engineer, and William S. Rann, attorney for the railroad company. Maj. Norton said that the request will be presented at the next meeting of the council.

The form of the request will be such that the council will be at liberty to fix the time for going over the contract and plans, and to decide whether it shall do so as a body or individually. The purpose in view is to give the members of the council an opportunity to have a thorough understanding of the station program, since any contract entered into must have the council's approval.

#### Downtown Work in 1929

The intention is to have the work downtown follow immediately upon the Curtiss-Lovejoy station improvement. This arrangement was anticipated in the agreement signed regarding the East Buffalo station.

The plans on which the contract now before the grade crossing and terminal commission are based call for the removal of tracks from The Terrace and Church street and their relocation in the bed of the old Erie canal. The estimated cost of the downtown project is \$8,250,000. The investment at Curtiss-Lovejoy streets totals \$14,000,000. The city's proportion of the outlay has been only \$150,000.

Included in the \$14,000,000 being spent by the railroad company, it was said yesterday, is about \$1,500,000 for the purchase of lands and the deeding to the city of lands by the railroad for new streets and for paving them. The division of cost on the improvements to be made down-

town were estimated at \$6,500,000 to the railroad and \$2,000,000 to the city. This proportion, it was said by Maj. Norton, will be changed, because of the prospect that a fair amount of the work may be classed as grade crossing elimination. If the public service commission rules that portions of the improvement come under the state grade crossing

*Courier* 4-19-28  
Curtiss-Lovejoy terminal probably  
finished three or four months  
before time limit

## DOWNTOWN WORK NEXT

To follow immediately on completion of major construction; council to go over contract

The new Curtiss-Lovejoy street station of the New York Central Railroad may be ready by January

act, then the city's share of the cost will be lessened.

The council and the grade crossing and terminal commission will have to co-operate in the demand for state aid on the portions they believe to be grade crossing eliminations. That also accounts for the desire for the meeting of the council with the commission.

#### Settlement Timely Now

Maj. Norton said that it is not too soon to arrange for settling the downtown situation. He considers it important to the city to have the work follow on the heels of the East Buffalo station. Besides the crossings at Seneca and Erie streets and the tracks in Church street, Maj. Norton said that he believed the extension of Pearl street and the change in the underground crossings in Washington and Main streets may be brought under the heading of grade crossing work.

Besides a map and data showing the general downtown layout, maps and data covering special features, such as Main, Pearl, Washington and Church streets, have been prepared for the study of members of the council.

## SEES CENTRAL ELECTRIFY ROAD IN TEN YEARS

*Courier-Exp-*

**William E. Robertson of terminal commission makes prediction to council members**

**5-2-1928**

Prediction that the New York Central railroad lines in Buffalo will be electrified in ten years was made by William E. Robertson, vice-chairman of the grade crossing and terminal commission, at a meeting with council members on the downtown station plans yesterday afternoon.

This forecast and two sharp clashes between Mr. Robertson and Council President Frank C. Perkins featured the session, which wound

up with a decision to have the finance committee of the council make a thorough study of the plans as approved by the commission and the New York Central railroad.

#### Robertson Resents Insinuations

Aroused by statements by President Perkins which he construed as an attack upon his personal honesty as well as the integrity of the commission, Mr. Robertson heatedly resented the insinuations.

Various features of the downtown station plan were discussed at length by the five councilmen who attended the conference and the representatives of the commission. Present were President Perkins and Councilmen George A. Davis, Jr., Frank E. Freedman, John C. Montana and Victor B. Wylegala. For the commission were Mr. Robertson, Attorney Dewitt Clinton and Engineer George H. Norton.

Councilman Montana was the innocent instigator of the first clash between Robertson and Perkins. The latter several times had declared himself against the proposition on the ground that it will cost the taxpayers millions, and will bring in return only three train sheds. Mr. Robertson had explained that this statement is incorrect, as the maximum cost to the city will be less than \$1,000,000.

Speaking of the Michigan Central Railroad freighthouse near Erie street, Councilman Montana turned to Robertson and said: "You own that, don't you?"

Other councilmen realized that Montana was referring to ownership of the Michigan Central freighthouse by the New York Central, and hastened to explain that Robertson was connected with the commission and not the New York Central.

Councilman Montana started to explain that he had meant the New York Central, but President Perkins cut him short with a laugh.

"Ha! Ha!" he said, "You hit it right. He's working for the railroad."

#### Resents Remarks

Resenting this remark, Mr. Robertson said that his honor and integrity never have been subject to attack, and that he would not suffer such remarks from Mr. Perkins.

"I don't say that you're dishonest," said Mr. Perkins, "but I do say that you and this whole commission are carrying out this development, that is, for the benefit of the New York Central Railroad, and not for the benefit of the citizens."

"You're a damned fool," replied Mr. Robertson, disgustedly. "I know better than that. This commission has been working in the interests of the city and the citizens."

After the flurry Mr. Robertson explained that the commission has prepared a plan which it regards as for the best interests of all. It invites the council to study the plans and is willing to hear suggestions for changes. He suggested that the council name a committee to study and act upon the plans.

## RANN DENIES N. Y. C. KEPT LEHIGH STATION PLAN SECRET

William S. Rann, attorney for the New York Central railroad, spoke on the downtown station plans at the luncheon of the Marshall Club at the Statler yesterday. He made it clear that the intention to use the Lehigh station was contained in the letter of President Crowley in April, 1925, and there was no secret about the matter.

Another point dwelt upon by Mr. Rann was the use of the old Erie Canal to relocate the tracks that will be taken from The Terrace. He said that the railroad was not to be given the canal bed, but was to pay for it, the valuation to be fixed by a commission. *Courier-5-15-28*

*Courier - 5-15-28*

Finance group fails to reach decision on downtown terminal after long discussion

## MAY FILE REPORT SOON

*5-21-1928*

Conference brings civic committee, commission nearer to agreement

Progress was made by the finance committee of the common council in its consideration of the downtown station plans of the New York Central Railroad, but no decision was reached after a lengthy discussion yesterday afternoon.

William E. Robertson, vice-chairman of the grade crossing and termi-

nal commission, explained the tentative plans. He did not urge the council committee to go on formal record in the matter. From the discussion it appeared that the committee and the commission are not far apart.

### May Report in Two Weeks

As a result of the hearing, the commission will continue negotiations with a view of getting the New York Central Railroad to agree to sign a downtown terminal contract. It also will continue informal conferences with the public service commission to find out to what extent the state will share in the cost of the improvement.

When these negotiations and conferences have been concluded, the commission will report to the council a tentative contract for consideration and approval. It is said that a report may be available in about two weeks.

The question of what state aid will be available was one of the chief points raised by Councilmen Frank E. Freeman and George P. Keating. It was explained that Maj. George H. Norton, engineer for the terminal commission, is conferring with engineers for the public service commission in this regard.

### Costs of Project

Under no circumstances, said Mr. Robertson, will the city's cost exceed \$1,000,000. This does not include the cost of improving The Terrace after the tracks are removed. From it, however, is not deducted the amount the city will be paid by the railroad for sale of the abandoned canal lands, estimated at \$350,000 to \$450,000. The estimated total cost to the railroad is \$6,000,000.

By how much the cost to the railroad and to the city will be reduced depends upon what portion of the work is considered by the public service commission as grade crossing elimination work. The cost of this share will be paid 50 per cent. by the railroads, 40 per cent. by the state and 10 per cent. by the county. Some of the terminal work will be paid entirely by the railroad. Other portions of it will be paid 65 per cent. by the railroad and 35 per cent. by the city.

Councilmen are desirous of knowing what sum must be paid by the city before approving a contract.

### Protest Steam Locomotives

Another major point raised was that of electrifying the railroad. President Frank C. Perkins urged that electrification of the belt line be made one of the conditions of

The contract. Councilmen Victor B. Wylegala and Joseph W. Becker also protested against the smoke and noise of steam locomotives. Vice-Chairman Robertson, however, explaining that the lines probably will be electrified in ten years, doubted that the railroad will agree to electrify the lines in Buffalo until it is ready to proceed with electrification on other portions of its lines.

A third point brought up was payment of the cost of improving The Terrace after the tracks have been removed. President Perkins thought that as part of the contract the railroad should be made to bear this expense. Other councilmen enquired if the railroad could not be required by contract to pay an amount for the canal beds that will offset the cost of improving the Terrace as a major thoroughfare.

**Robertson's Views**

In response, Mr. Robertson explained that the commission could not make this a part of a contract as it is within the sole province of the city to determine how The Terrace shall be improved. He added that concessions had been made by the railroad to bear the cost of widening portions of Exchange, Washington and Main streets and that the terminal commission had struck as good a bargain as possible. He expressed a fear that the completion of the plan might be delayed two years if the city insists on the railroad bearing additional costs, as it probably, then will seek to have wiped out other concessions tentatively agreed upon.

The proposed diversion of Main street also was discussed. Councilman Frank E. Freedman indicated he is not entirely satisfied that this is the best plan. Mr. Robertson and Maj. Norton said it has been decided as the soundest plan to facilitate traffic and to cut down consequential damages to property south of the Lehigh Valley railroad terminal.

**To Benefit City**

In explaining the plans, Mr. Robertson urged that they be considered in their whole aspect. He stated it will be to the benefit of the city to have the tracks removed from the Terrace and will open a large section for industrial development. Councilmen John C. Montana and Joseph W. Becker agreed that property values will be vastly increased if the plan is carried out.

During the discussion, Dewitt Clinton, attorney for the commission, said the railroad is satisfied to let things stand as they are and that it is to the benefit of the city to have

the improvement made as soon as possible. He and Mr. Robertson explained that if tracks are permitted in the canal bed, much of the nuisance of freight trains operating over the belt line will be eliminated.

**News-5-24-28-**

**Desire to Have Central Pay for Terrace Reconstruction Is Seen at Conference.**

At a conference between the Grade Crossing and Terminal commission and the finance committee of the Council Wednesday it seemed apparent to observers that the councilmen, on the whole, believe the plans for the downtown station of the New York Central railroad as prepared by the commission should be approved and a contract entered into with the railroad.

This belief did not develop until after several of the councilmen had questioned members of the commission as to the possibility of the New York Central might be forced to reconstruct the Terrace after its tracks had been shifted from that location to the old canal lands, could be compelled to electrify its system in Buffalo and should be asked to pay a large price for the canal property.

**To Confer With P. S. C.**

The confereres adjourned after the commission agreed to continue informal sessions with the Public Service commission, with a view to determining how much of the work might be construed as purely grade crossing elimination and to what extent, as a result, the state would share in the cost of the proposed work.

At the conference Wednesday the city was represented by Council President Frank C. Perkins and Councilman Victor B. Wylegala, chairman of the finance committee; Frank E. Freedman, George P. Keating, Jacob L. Davis, Joseph W. Becker, William R. Jones and John C. Montana, William E. Robertson, vice chairman; DeWitt Clinton, counsel; Maj. George H. Norton, chief engineer, and Daniel J. McKenzie, secretary of the Grade Crossing and Terminal commission, explained the commission's plans and proposals.

**Classification is Point.**

Mr. Robertson made a lengthy explanation of the events and studies that led up to the adoption of the plan to use the Lehigh Valley terminal as a downtown station for the New York Central after its new main depot is opened in Curtiss street and to abandon the tracks in the Terrace and cross main street, below grade, by way of the old Erie canal channel.

It was explained by Mr. Robertson the city would have to pay about \$1,000,000 as its share of the elimination of the Pearl street, Church street, Seneca street and Erie street grade crossing eliminations under the plans as approved by the commission, but that in the event the state commission held the entire project came under the head of crossing elimination, the city might not have to pay a cent of the cost.

#### City May Get \$450,000.

The New York Central, the vice chairman of the city commission stated, would pay the city for the canal lands. In his opinion an appraisal would give the city between \$350,000 and \$450,000 for the property, or, in the judgment of engineers, sufficient to reimburse the city for the work involved in re-paving the Terrace for traffic purposes.

The city paid the state \$23,000 for the canal lands.

## STATION PLANS VETOED

*Carrier-Exp-*  
Schwab says N. Y. C. proposal too expensive for city

8-10-1928

Action of the common council in approving the new downtown station plans of the New York Central railroad, was vetoed yesterday, by Mayor Schwab. The council, it is expected, will speedily override the veto.

In submitting his veto to the council, the mayor will explain that his action was taken because the proposed plans do not guarantee a downtown terminal and because of the enormous expense to the city if carried out.

The mayor also vetoed approved salary increases in the department of public works.

X-2-14-1926

## Work at Curtiss street site to start in April; will confer on grade crossing plans.

The contract between the terminal commission and the New York Central railroad for the new stations has been formally executed. DeWitt Clinton, attorney for the commission, yesterday received the contract with the railroad's official seal attached. Under the terms of the contract work on the Curtiss street station is scheduled to start in April.

Mr. Clinton and Corporation Counsel Frederic C. Rupp will confer on Monday morning to agree upon the legislation that will permit Buffalo to share in the \$300,000,000 bond issue for elimination of grade crossings. Mr. Clinton yesterday completed drafting the bill which will be submitted to Mr. Rupp for approval and then sent to the legislature.

The bill will provide for the elimination of crossings under the grade crossings and terminal commission which may apply to the state to pay 25 per cent. of the cost. Under the constitutional amendment the state will pay 25 per cent., the city 25 per cent. and the railroads 50 per cent.

According to Mr. Clinton, the terminal commission will have the

power to proceed with grade crossings law as it now exists. Under the state law or under the grade crossing law as it now exists. Under the grade crossings law, the commission and the railroads agree as to the share of cost.

It is said that the cost to the city under the agreement plan might, in certain cases, be less than the cost to the city under the fixed division of the total cost as provided for in the state law. As a result of the bill now being drafted, the commission can ask for state aid when it appears that it will be less costly and it can work under the provisions of the grade crossings law when it appears that money can be saved the city by agreement upon the division of the cost.

**Courier-12-22-26**

**Question of whether Central shall be allowed to lay rails in old waterway bed**

**DESIRES CITY TO KEEP IT**

**Schwab believes title to canal land should remain with municipality**

Mayor Schwab today will ask the city council to approve a recommendation that a referendum be held on whether the New York Central railroad shall be allowed to place tracks in the abandoned canal bed, as proposed by the grade crossing commission, or whether the city shall retain title to the canal lands.

In event that the voters favor retention of ownership of the lands by the city, the Mayor urges that the city place a railroad subway in the canal bed for municipally owned railroad tracks which may be leased to private companies and that the surface of the canal lands at the present level be used for playground and other public purposes.

**Asks Council to Join**

In his communication the Mayor does not specify the wording of the question which he proposes to place before the voters but asks the council to join with him in directing the corporation counsel to prepare the proper referendum resolution.

Stating that "the attempt to divest the city of ownership of the canal lands conveyed to it by the state for public purposes appears to be persisted in, notwithstanding the entire disapproval of such action by a large number of the people," Mayor Schwab's resolution takes the grade crossing commission to task for regarding downtown station plans "as private property," and for denying taxpayers, who later will be called upon to pay a portion of the expense, the right to examine the studies, plans and map.

"This work," the mayor says, "appears to be generally beneficial to the railroad company, while, on the contrary, there is no appearance of any like benefit, nor, indeed, benefit of any kind, to the city as a whole."

The mayor's resolution states he has been informed that certain proposals as agreed upon by some members of the grade crossing commission "call for erection of a few train sheds east of Washington street

which will be designated as the downtown station, but the whole project is, in the main, an attempt to create a new railroad yard in the lower section of the city."

**Wants City to Keep It**

The mayor contends that the title to the lands should not be vested in a private corporation, but should be used for the benefit of the people living in the vicinity, rather than to

living in the vicinity, rather than to injure the locality by placing railroad yards there.

"I believe," his resolution reads, "that the title can be very easily retained in the city and the lands devoted to city uses which will not only benefit the city financially, but will allow the construction of playgrounds and public buildings for the benefit of the people in the congested section in the vicinity of the old canal.

"Tracks should be placed in this old canal bed sufficiently below the level of the street as not to interfere with their free use or result in closing any of the same, and trains could be operated in a subway which would be covered over, allowing the use of the grade level for playgrounds and public buildings and other public purposes.

"These tracks could be municipally owned and leased for a term of years to any railroad corporation desirous of using the same, and a sufficient return could be obtained from such leasing, which would provide funds for the construction of such railroad facilities as well as the playgrounds and public buildings on the grade level.

Gregory U. Harmon, assistant corporation counsel, expects to complete today preparation of papers in the mandamus action being brought by Mayor Schwab to force the grade crossing commission to permit him to have a copy of the plans for the downtown terminal and track facilities of the New York Central.

The commission refused the mayor a copy of the plans on the grounds that they had not been approved and are subject to change. The mayor contends that by reason of his official position and the fact that interests of the city are involved, he has a right to copy the plans.

It is the aim of Mr. Harmon to have the issues argued in supreme court on Friday.

# \$2,000,000 CITY'S CROSSING SHARE

*News - 11 - 3 - 27 -*

## Law Requires Municipality Pay That Much in \$8,236,000 Downtown Sta- tion Plan, Norton Tells Board.

Of a now estimated cost of \$8,236,000 for completing the downtown station plans of the New York Central railroad, approximately \$2,000,000 would be borne by the city of Buffalo for elimination of dangerous grade crossings, Major George H. Norton, engineer of the Grade Crossing and Terminal commission, told members of the commission at a hearing Thursday noon.

Participation of the city in the payment of the program, Major Norton said, comes under a state law dividing between the city and the railroad all costs for grade crossing elimination.

Construction of crossings over Main street, Washington, Pearl, Genesee and Erie streets would cost \$4,386,000, Major Norton estimated. The \$2,000,000 to be assessed upon the city, if the grade crossing and terminal commission adopts the plan, would come out of that total, he stated.

The balance of the plan calling for erection of an addition to the Lehigh Valley terminal in lower Main street, relocation of tracks from the Terrace to the bed of the old Erie canal and construction of four additional tracks there would cost \$3,385,000, the engineer told the members of the commission.

### Details Crossing Costs.

Major Norton detailed the grade crossing costs as follows: Main street, \$1,582,000; Washington street, \$419,000; Pearl street, \$887,000; Genesee street, \$620,000 and Erie street \$842,000. He bulked the \$3,385,000 cost of constructing the Lehigh addition and of track changes.

The city's expense in the program would be somewhat lessened after the costs of the Erie canal bed are settled between the railroad and the city. When the city bought the canal from

the state land board, the council paid \$123,000 for it. It is estimated that the railroad will pay at least that for it, and possibly more.

Major Norton said the city is assessed on the basis of eliminating two dangerous tracks at each intersection although work would have to be done on six tracks. He added that many items are under discussion between the commission and the railroad which might further reduce the \$2,000,000 figure.

### Items Not Divided.

Jeremiah J. Hurley, assistant corporation counsel, paved the way for protest by the city against being included in the cost of the New York Central program. That was indicated in one of his opening questions in the examination of Major Norton.

"Did you make a division of cost necessary to determine which of the items comes under grade crossings and which under terminals?" he asked.

"No," the engineer answered. "I did not. It is hard to tell where the grade crossing begins and the terminal ends."

It was assumed by those present that Mr. Hurley will contest the inclusion of the city as a sharer of costs on the ground that the entire project is terminal work and should be paid for by the railroad.

### Difference 'Too Fine.'

Major Norton informed the commis-

sion and the corporation counsel no effort had been made to separate the grade crossing from the terminal work because the "difference between them is so fine."

William H. Fitzpatrick, chairman, closed the hearing and the members of the commission went into executive session, presumably to discuss the figures. Mr. Hurley asked for an opportunity within the next two weeks to offer evidence on traffic conditions around the Lehigh Valley station. He said he would have no other positive evidence to present.

David B. Fleming, assistant general manager of the New York Central, with headquarters in Syracuse, testified at the morning session Thursday that he "had heard the cost of the proposed addition to the Lehigh Valley railroad station in lower Main street would be about \$6,000,000. He opposed allowing more than two railroads to use the new tracks, which would be laid in the old Erie canal bed."

Frank M. Barker, general superintendent of the Buffalo division of the Lehigh Valley, said the Lehigh station will be able to handle 100 additional trains per day.

special features which have so far delayed action on the matter. It is for this reason that there is a strong belief that the proposal will be endorsed.

Dewitt Clinton, attorney for the grade crossing commission, said the council will be asked only to join with the local grade crossing and terminal commission in an application to the public service commission for the elimination of the downtown grade crossings with state aid.

Under the new state law the city is not required to contribute one cent toward the cost of grade crossing eliminations. Indirectly city taxpayers bear a share of the cost, 50 per cent. of which is paid by the railroads, 40 per cent. by the state and 10 per cent. by the county.

It was explained yesterday by Mr. Clinton that the commission will seek to have the entire downtown project placed on the state aid program. If this is done, all of the work incident to the new downtown plans will be paid on the percentage called for in the state law.

#### Must Decide on Cost Division

Involved in the matter is what portion of the improvement is a grade crossing matter and what is a terminal matter. That can be determined only by the state public service commission. Such portions of grade crossing matters will be paid according to the state law. It will be up to the railroads and the grade crossing commission to arrive at a division of the cost of terminal work.

Under a new law, such contracts cannot be made without the consent of the city council.

Chief features of the downtown station plans of the New York Central railroad are elimination of the tracks from the Terrace and placing of the tracks in the abandoned canal bed and abandonment of the Exchange street station as a terminal depot and use of the Lehigh Valley station as a joint terminal of the Lehigh and New York Central railroads.

There are numerous other details of the proposal on some of which the council is not in accord. However, on the assumption that the action urged to be taken today is concerned mainly with the proposition of getting state aid on the general proposal, the finance committee is expected to give its approval.

## STATE AID IS SOUGHT

*Express 7-23-1928*  
Will act on feature of getting help for downtown grade crossing elimination

Definite action leading toward the culmination of plans for the downtown station of the New York Central railroad is expected to be taken this afternoon by the finance committee of the common council. Chairman Victor B. Wylegala of the committee last night expressed confidence that the proposal will be approved.

Action at this time is urged because, under the state law, programs must be filed before October 1st in the elimination of grade crossings on which state aid is sought. Fear is expressed that unless action is taken by the council at the last meeting before the summer adjournment, the plan might not be incorporated in the program for next year.

#### Controversial Features Out

The proposal on which the finance committee will be requested to act is devoid of some of the controver-

*Courier-Express*  
Favor proposal, however, to submit financing problem to public service board

**WYLEGALA GIVES HIS O. K.**  
*7-24-1928*  
**Legislators suggest effort be made to determine city's share of expense**

Finance committee of the common council yesterday afternoon declined to commit itself in favor of the downtown station plans prepared by the grade crossing and terminal commission, but agreed to the suggestion that application be made to the public service commission to find out what percentage of the cost must be paid by the city.

A resolution, which was urged by Dewitt Clinton, attorney for the grade crossing commission, would have placed the council on record in favor of the plans drafted by the commission. This the committee refused to do. It wants to find out what the project will cost before binding the city to carry out the plan.

A lengthy discussion preceded the vote by which the council committee finally agreed unanimously to adopt this compromise resolution:

**Matter up for Discussion**

"The common council approves of the presentation by the grade crossing commission of the proposed plan for the downtown terminal changes and the elimination of grade crossings of the New York Central Railroad for a determination by the public service commission of the portion of the proposed improvement that may be carried out as a grade crossing elimination under the state aid law."

Discussion began with presentation by William S. Rann, attorney for the New York Central Railroad, of a resolution, under the terms of which the city would have joined with the commission in applying for removal of the tracks from The Terrace to the abandoned canal bed, and for other changes.

Councilmen Harry Fisher, Frank E. Freedman and George P. Keating promptly sensed in the resolution a clause that would bind the city to proceed with the plan prepared by the commission. This was admitted

by Attorneys Clinton and Rann, who said they would accept conditions that the council wished to insert in the resolution.

Then Jeremiah J. Hurley, assistant corporation counsel, raised the point that the commission did not require approval of the council to file an application with the commission. Councilman Keating added that the commission several weeks ago had promised to seek an informal opinion from the state as to what share of the cost would be paid as grade crossing elimination and what share as terminal changes. Mr. Clinton said it was impossible to obtain such an opinion.

**Issue Is Explained**

In response to the question as to why the matter was brought to the council, Samuel B. Botsford, general manager of the Chamber of Commerce, explained that under a resolution by the old council, the city law office had been instructed to oppose the plans. He suggested that this ban be rescinded before application is made. Mr. Rann added that the railroad would like to have an understanding with the council before going to the state commission so there will not be numerous controversies later.

Councilman Victor B. Wylegala said he regards the terminal commission plan as the best that can be devised and that he felt it should be approved. But only Councilman Joseph W. Becker agreed with him on that point. Councilmen Freedman, Fisher and Keating said it would be unwise for the council to commit itself until it knows what the plan will cost the city. Councilmen Jacob L. Davis and William H. Jones seemed to be of the same opinion.

Under the state law the city will not contribute directly to that portion of the improvement which is grade crossing elimination. But portions that are terminal work must be paid jointly by the city and the railroad.

Under a new law, the terminal commission cannot enter into contracts for terminal work without the consent of the council.

The effect of the resolution is that the city law office will not oppose the filing of the application of the terminal commission, but that the council reserves the right later to raise opposition if it does not approve of the plan or of the division of cost.

# TERMINAL COST HEARING TO BE RESUMED SOON

*Courier - 8/10 -*  
**P. S. C. to determine how much  
of downtown station comes  
under crossing act**

*3-10-1929*

Hearings on the downtown station and terminals will be resumed by C. R. Vanneman, chief engineer for the public service commission, at the commission's office, Pearl and Church streets, on Wednesday morning at 9.30 o'clock. Preliminary testimony was taken at a hearing during February.

The object sought by the city and the grade crossing and terminal commission is to have the public service commission determine how much of the project will be recognized as an elimination of grade crossings under the state act. The cost of any portion of the work that the state shares in will be divided 50 per cent. to the New York Central Railroad, 40 per cent. to the state and 10 per cent. to Erie County.

The testimony at the first hearing was of a general character on the matter of plans prepared by the grade crossing and terminal commission. At the close of that hearing, Mr. Vanneman indicated that the public service commission wanted to deal in facts. He announced that if there were counter proposals, their advocates should prepare them in plan form for presentation at Wednesday's meeting.

Commissioner William R. Pooley will hold hearings tomorrow on public utility matters relating to Western New York. Among them will be an application of the Western New York Gas & Electric Corporation to make a plant extension at Napoli and of the Rochester Gas & Electric Corporation to construct an extension to its plant at Walworth. Applications of the Lackawanna railroad to do away with the services of an agent at North Darien; the New York Central to discontinue the services of an agent at Himrods and of the Pennsylvania railroad to discontinue pas-

senger service on its Elmira and Lake Ontario branch between Sodus Point and Lake Shore station also will be heard.

Mr. Vanneman will hold hearings on Thursday. Cases before him are the elimination of the New York Central crossings at grade at Goodyear and Miller avenues, the Lehigh Valley grade crossing at Dingens street and the New York Central crossing at grade at the penitentiary and county home at Wende station. The revocable permit granted by the city to the Erie railroad for switches in Dingens street will also be considered.

W. C. Benedict, assistant engineer for the public service commission, will conduct hearings on Thursday on the elimination of the Pennsylvania grade crossing at Blossom road, town of Elma, and the elimination of the Quint crossing of the Pennsylvania north of Chafee.

On Friday, Mr. Vanneman will resume hearings on the elimination of the grade crossings of the Erie and International railroads in Kenmore avenue. Commissioner Pooley will hear applications for bus permits and transfer of such permits.

*Courier X-3-14-29-*

**P. S. C. to determine if New York  
is liable in cost of down-  
town project**

## HEARING IS ADJOURNED

**Question rests on whether public  
welfare demands elimina-  
tion of grade crossings**

Following the taking of testimony yesterday on the downtown station and terminal project, C. R. Vanneman, chief engineer for the public service commission, announced there would be no further hearings until the commission rules on whether the public welfare demands the elimination of the New York Central tracks at grade in The Terrace and Church street and at the West Seneca, Erie and Genesee street crossings. This ruling will determine whether the state will share in the expense under the state grade crossing act.

Mr. Vanneman said that if the commission rules that the grade crossing eliminations are of a character in which the state should share, an effort will be made to work

out a plan embodying in general the commission's views on the extent and character of the participation to which the state will be committed. The adjournment yesterday was taken without date. Mr. Vanneman said that hearings will be called on any plan arrived at by the public service commission.

**Present Endorsements**

At the hearing yesterday, endorsements of the plans prepared by the grade crossing and terminal commission were presented upon behalf of the Delaware Avenue Association and the real estate board of the Chamber of Commerce.

Maj. George H. Norton, engineer for the grade crossing and terminal commission, presented estimates of the total cost of the downtown project at \$9,200,000. Of this sum, he thought that \$7,800,000 would be fairly chargeable to grade crossing eliminations. No opposition was voiced at yesterday's session to the relocation of the New York Central tracks in the old bed of the Erie canal.

Commissioner James Smith of the grade crossing and terminal commission and Jeremiah J. Hurley of the corporation counsel's office stated the tracks of the railroad should be placed below street levels in order not to cause serious changes in street grades. Mr. Hurley said that the principal objection to the plan of the grade crossing and terminal commission was that it seemed designed to give the railroad freight yards in the territory at a grade corresponding to the water level of the lake.

**No Alternative Plans Offered**

No alternative plans to those of the grade crossing and terminal commission were presented. At a previous hearing, Mr. Vanneman had suggested the presentation of alternative plans, if there were any. Maj. Theron M. Ripley of the county engineer's department said he was willing to place faith in the plans of Maj. Norton, who had given years of extensive study to the project. Elias H. Anderson, assistant engineer for the state department of public works, said he had no alternative plan to suggest.

Mr. Vanneman will hold hearings today on the elimination of the Good-year and Miller avenue crossings at grade and the Dingsen street crossing.

*Courier-Exp-7-25*  
**Public Service Commission holds**  
**action binding under state**  
**grade crossing act**

**RAILS TO BE RELOCATED**

**Ruling is in accordance with city's**  
**plan to shift tracks to old**  
**Erie Canal Bed**

Removal of the tracks of the New York Central railroad from The Terrace, Church street and Seneca, Erie and Genesee street, where these streets intersect The Terrace and Church street, has been ordered by the public service commission under the state grade crossing act, according to dispatches from Albany last night. The decision is important because of its bearing on the tentative agreement between the grade crossing and terminal commission and the New York Central railroad for clearing up the downtown station and terminal situation.

The tentative agreement was embodied in the contract under which the new station and terminal of the New York Central at Curtiss and Lovejoy streets was built. At the time it was entered into, the law by which the state has undertaken the abolishment of railroad crossings at grade had not been enacted. The grade crossing and terminal commission and the city council and the railroad company as well joined in asking the public service commission to make a ruling upon whether the removal of the tracks from The Terrace and other streets did not come under the state act. The answer has been in the affirmative.

**Hearings Are Likely**

The extent to which the cost to the city for carrying out the downtown station and terminal plan will be lessened by the public service commission's ruling that the removal of the existing two tracks in the Terrace and the other streets mentioned is a grade crossing elimination has yet to be determined. The public service commission in its order has directed the grade crossing and terminal commission to prepare a plan and an estimate of cost on the removal of the tracks and their relocation in the old bed of the Erie Canal.

When this plan and estimate of cost has been prepared and sub-

mitted, the public service commission will proceed to eliminate from state participation those features which it adjudges not to come under the grade crossing act. It was said to be probable that further hearings will be had before a determination is reached. Preparation of general and detail plans covering the whole project, it was announced, will not be ordered until these preliminary features have been adjusted.

The announcement from Albany last night said that the removal of the tracks from the Terrace, Church and the intersecting streets has been ordered practically in accordance with the plan of the grade crossing and terminal commission, which calls for the relocation of the tracks in the old bed of the Erie Canal. At the hearings before the public service commission in April a substitute was suggested by Jeremiah J. Hurley, assistant corporation counsel, by which the tracks would be kept out of the canal bed and carried in a somewhat straight line through and across the Terrace. Objections of cost and difficulty of getting through the lower Terrace under this arrangement were offered.

Maj. George H. Norton, engineer for the grade crossing and terminal commission, said last night that the important feature in the ruling of the public service commission is that the removal of the tracks in The Terrace, Church and intersecting streets has been ordered under the state grade crossing act. He called it a big step in clearing up the downtown terminal situation.

Some time must elapse, Maj. Norton explained before all details in connection with the problem can be worked out. He said that the grade crossing and terminal commission has plans with suggestions on the allocation of costs in anticipation that they might be asked for by the public service commission, but that it will be several months before they can be completed.

He also said that the public service commission in its request for a hypothetical plan, proposes that the tracks of the New York Central cross Main street slightly north of the location fixed by the grade crossing and terminal commission in the plans which it had submitted. The various plans and drawings that may be submitted will all be subject to modification, he said.

Once it has been ascertained how far the state will participate in the cost of the project, it will be up to the grade crossing and terminal commission and the New York Central to reach an agreement on a division

of the remaining expenses. In the process of the negotiations, it is expected that the tentative agreement reached by the grade crossing and terminal commission and the New York Central in 1923 will be modified to some extent.

**City Cost Likely to Be Cut**

The total cost under this tentative agreement was estimated as in excess of \$8,000,000. The city's share was placed roughly at 25 per cent of the total. Any plan that will now be developed will be expected to cost the city considerably less.

The tentative agreement provided for the sale of the old canal bed to the New York Central by the city at a price to be determined by a commission appointed by the supreme court. It provided for the use by the New York Central of the Lehigh Valley station for trains running into the downtown district. The program for the use of the present Exchange Street station and tracks west of Washington street was left to be worked out by the New York Central. It has been the assumption that the railroad would develop the district into providing railroad facilities for wholesale and light manufacturing enterprises.

<sup>Exp</sup>  
Recent order of commission call-  
for removal of tracks hits  
fresh snag 7-28-29

**OFFICIAL ORDER AWAITED**

**City law office still to be notified  
of action, then council must  
give consent**

The recent order by the public service commission by no means ends the dispute regarding the downtown station facilities of the New York Central railroad.

This was made clear yesterday by Jeremiah J. Hurley, assistant corporation counsel, who pointed out that while the state commission has sole jurisdiction over grade crossing work, no agreement relating to terminal work may be made without the consent of the common council.

No order of the state commission has been received at the office of the city law office, where opinion prevails that the reputed order of the

commission was not a formal order but merely a request to the grade crossing commission to submit detailed plans for elimination of the tracks from The Terrace.

**Problem Far From Settled**

That the problem is far from settled is indicated by the belief in city hall circles that the state commission will hold only a part of the work to be grade crossing elimination and that a large share of the project relates to the terminal work.

Under the state law, the city does not contribute directly toward the cost of grade crossing elimination and hence has no say as to this feature of the plan. The cost is paid 50 per cent. by the railroad, 49 per cent. by the state and 1 per cent. by the county.

The state contributes no share toward the cost of the terminal work. The division of cost of this work is a matter to be agreed upon by the railroad men and the terminal commission. No agreement is binding, however, until it has been approved by the common council, which must appropriate the funds.

In the past, the grade crossing and terminal commission had power to bind the city to appropriate such moneys as it agreed the city should pay in connection with grade crossing and terminal work. That is a thing of the past. Under the new law, the local commission cannot enforce an agreement until the common council agrees to appropriate the

money. There are only two ways in which the city could not enter into the matter through its elected officials and either way would not obligate the city to contribute one cent directly toward the cost of the improvement which will run into millions of dollars, it is said.

**Council Action Likely**

One would be for the state commission to rule that the entire project is a grade crossing elimination. This is considered as highly improbable, not only because only two grade crossings are involved but also because the proposal is to install six tracks where only two now exist.

Another would be for the railroad to volunteer to pay the entire cost of that portion of the project which the public service commission determines to be terminal work. If that event the city would not be called upon to make a contribution. This also is considered improbable.

Belief is that before any definite step can be taken, the council must act in the matter. The council has not committed itself in the matter. It failed to approve the plans as drafted by the grade crossing and terminal commission. It agreed to submit the matter to the public service commission solely for a determination as to what portion of the work would be classified as grade crossing elimination and what portion would be held to be terminal work.

**CENTRAL SEEKS TO DISCONTINUE TERRACE STATION**

*Courier-5-7-29-*  
**Railroad petitions P. S. C. to abandon building on opening of new terminal**

From *Courier-Express* Bureau Albany, May 6—The New York Central Railroad today applied to the public service commission for permission to discontinue its Terrace station on the Niagara Falls branch in Buffalo when the new station on the main line at Curtiss and Lovejoy streets is ready for use.

Public hearings will follow. The Terrace station, the company alleges,

was built many years ago, its service to the public is diminishing and will be of little use when the new passenger station at Curtiss and Lovejoy streets is in operation. There will then be three stations within about two miles of each other, the Terrace and Exchange street stations being only a short distance apart. The petition further states:

"Negotiations are under way for the removal of the company's tracks from the Terrace into the bed of the canal, in which event the company will provide new passenger station facilities on Exchange or Main streets, east of Washington street. When this contemplated improvement is completed the Terrace station will of necessity be discontinued and removed. Meanwhile, the company will continue its present Exchange street station after the Curtiss street station is complete and in use until such a time as a new downtown passenger station is provided as above mentioned."

## TO CONSIDER STATION

Pooley to hold hearing today on  
N. Y. C. application

*Courier X 6-11-29*

Abandonment by the New York Central railroad of its station in The Terrace when the new station at Lovejoy street and Lindbergh drive is opened on June 23d is among matters listed to be heard by Commissioner William R. Pooley at the office of the public service commission, Church and Pearl streets, this morning.

Other hearings will be applications by the New York Central for permission to abandon its station at Lewiston Heights and at William and Clinton streets in East Buffalo.

the state public service commission. The commission has indicated that consent will be given unless protest is raised by the city.

Councilmen opposing the proposal contend that the station is a great convenience to commuters and others who come to Buffalo from Niagara Falls and the Tonawandas. They say that the station should not be abandoned until the tracks are removed from The Terrace.

The railroad company's argument is that the public will not be inconvenienced, as the Niagara Falls trains will stop at the Exchange street station.

*Courier X-6-24-29*

Councilmen to take action on  
railroad's application at session  
this afternoon

## SEES WASTE OF MONEY

Central thinks new terminal and  
Exchange street station adequate  
for city's needs

Proposed abandonment of The Terrace station of the New York Central Railroad will be debated at this afternoon's meeting of the common council.

The proposal provoked prolonged debate at the last meeting which wound up without decisive action. Three members of the council were absent.

With a full body scheduled to attend today's session, it is certain that action will be taken one way or another. Forecast was that there will be eight votes in favor of the plan, but the result was by no means certain.

### Thinks Maintenance Waste

Petition for permission to abandon the station was made by Attorney William S. Rann. The railroad company contends that with the opening of the new Central terminal, continued operation of The Terrace station is a waste of time and money.

The final word on the proposed abandonment rests ultimately with

*Courier X-7-11-29-*

City's fight to prevent abandonment  
of downtown terminal  
to be continued today

The fight to prevent the New York Central railroad from abandoning the Terrace station will be continued this afternoon before Examiner Harold S. Wilgus of the New York Public Service commission by Jeremiah J. Hurley, assistant corporation counsel.

Consideration of the Terrace abandonment was adjourned yesterday after Hurley had voiced opposition to the plan, and William S. Rann, representing the railroad, had declared that the contract between the city and the railroad provided for the maintenance of only one downtown Central station.

Rann held that the railroad elected to maintain the old Exchange street station for the reception and dispatch of trains to the Tonawandas, Niagara Falls and points in Canada until such time as the proposed joint terminal with the Lehigh Valley railroad has been established.

Hurley argued that the public would be inconvenienced by the abandonment of the station, and that some 500 or 600 commuters from the Tonawandas, Niagara Falls and La Salle would have to use taxicabs or street cars if they were compelled by the proposed abandonment to get off at the old Exchange street depot.

The railroad's petition to discontinue its stations at William street, Clinton street and East Buffalo on the Belt Line route were received without comment or objecting testimony. The petition, it is expected, will be granted.

# City, Railroad Clash on Question of Abandoning Old Station at Terrace

Comier X 7-12-29

## CENTRAL'S GOOD WILL

### Wants to treat public squarely, it points out, but thinks station no longer needed

Whether the Terrace station shall die a premature death or carry on as it has for the last half century until the not long distant time when even the tracks that run past it shall be ripped up, is a question now before the public service commission.

The New York Central Railroad made clear yesterday before Examiner Harold S. Wilgus of the commission, that it would be pleased to erase the Terrace station from the map, stopping no trains at this point. The city, through Assistant J. J. Hurley, corporation counsel, protested against this abandonment until such time as shall see the eradication of the whole business, track, tie and coop. And a commuter who appeared suggested that the railroad fire the agent, lock up the station and continue to stop the trains there.

#### Submit Statistics

It was an afternoon of statistics. How many more steps would a commuter have to take to walk from his office to the Exchange street station than from his office to the Terrace station? Examiner Wilgus said it would be necessary to dog the steps of each commuter to find where he or she goes. How many passengers buy tickets from the Terrace, to the Terrace, how many get off the train and on the train at the Terrace and all the other little places down the line?

Commuters on the Niagara Falls trains have been leading the private lives of goldfish, it developed. They were clocked getting on and off trains, clocked as to whether they bought one way fares or had monthly pass books, whether they were riding on Annie Oakleys or tickets bought and paid for in coin of the realm, whether they were man, woman or child, why they came to town and how long they stayed.

The railroad clocked 'em and the

city clocked 'em, and marvelous to relate, the figures jibed pretty well.

When all appeared to be over, there were last words. Mr. Hurley said the only intention of the city is to see that people get their rights, and that

there is no good reason for shutting off the station now. William S. Rann, attorney for the railroad, then said he wanted a last word for the commission, and said the railroad wanted to do right by the public, but that evidently the commuters didn't give a hoot one way or the other, because none of them had showed up.

#### Wells Makes Plea

At this point E. J. Wells of Niagara Falls showed up for the commuters, and had some more statistics. Commuters, he explained are disorganized and work for their living, and can't be running down to the public service commission to relate that they prefer the Terrace. Besides, the public thinks the public service commission has something to do with public service, he said, and expected it would make its own investigation.

But the commuters do firmly approve the Terrace station and heartily dislike the Exchange street station, he declared.

#### "Hard to Stop Trains"

At this, the railroad decided to have another last word, and Superintendent William A. Hamler testified that it is hard to stop trains there because of the curve in the track. Mr. Hurley, not to be outdone, demanded to know whether it is any harder now than it has been for the last half century. Examiner Wilgus then had the last of all by saying he had heard enough, and everybody went home.

Earlier Mr. Hamler had said it costs \$5,418.69 to operate the station in 1928 and that the revenue there was \$43,716.00. He indicated that this appeared to be bad business. William S. Randolph, assistant general passenger agent also testified as did William A. Morgan, Mr. Hurley's own witness, who was described as a city employe with more or less knowledge of the traffic situation.

Courier-Exp-7-14-1929

# Once busy terminal, now practically deserted, as quiet as King Tut's tomb

By FRANK L. BLAKE

Silence. Dust. An information desk, deserted. A telegraph booth, ditto. A restaurant—also closed and gathering dust. Telephone books and paper scattered over the floor. One somnolent passenger, sitting on a bench. A taxi driver and a policeman, waiting, not too hopefully, for something to happen. Over all, that eerie silence.

So the Exchange street station appeared yesterday and the day before and the day before that. For the old depot, a busy, bustling place in years gone by, is now but a pale wraith of its former self since the new Curtiss street terminal has opened. It is as dead as King Tut and as quiet as his tomb.

The yawning and empty spaces of the waiting room have been partitioned off with beaver board so that now only the westerly end of the station is used. Some of the Toronto, Hamilton and Buffalo trains, a few commuters, still use the station. The dingy old place, never a beauty spot, now looks like nothing in the world so much as Toonerville after the accommodation train has passed through.

Gone are the red-caps, with their white teeth displayed smilingly in an ebony frame; gone the incomprehensible train announcers; gone the long line of cabs and the cries of the waiting jehus. The hundreds of trains which used to puff importantly into Exchange street now pass it like a flag station. Only the boy behind the newsstand is left and he filed his protest yesterday.

"Too darned lonesome for me," he said. "No business, either. They're going to close me up in a day or two and I'll not be sorry."

Fifteen years ago, Julian Street, writing in that most entertaining of travel books, *Abroad At Home*, said that railway stations should express their cities, and added:

"In Buffalo the thought is painful.

If that city were in fact expressed by its present railroad station, people would not get off there voluntarily. They would have to be put off."

Mr. Street ought to come back and cast his practised and appraising eye over that classic temple of transportation which rears its symmetrical

height on Curtiss street and which is so much more expressive of the Buffalo of today. Again Mr. Street:

"The old station still stands—at least it was standing there when I left Buffalo, for I was very careful not to bump it with my suitcase."

Yes, the old station still stands—the station which Mr. Street calls a "curious and particularly ugly relic." The New York Central railroad probably would be glad to get rid of it but the city fathers yelp loudly whenever there is talk of abandoning that or the Terrace station or of tearing them down.

Eventually, of course, there will be a downtown terminal. Meanwhile the old station now fast falling into decay, must be haunted by memories of its own busy and historic past.

## LEAVE NO GAPS. 8-14-1929

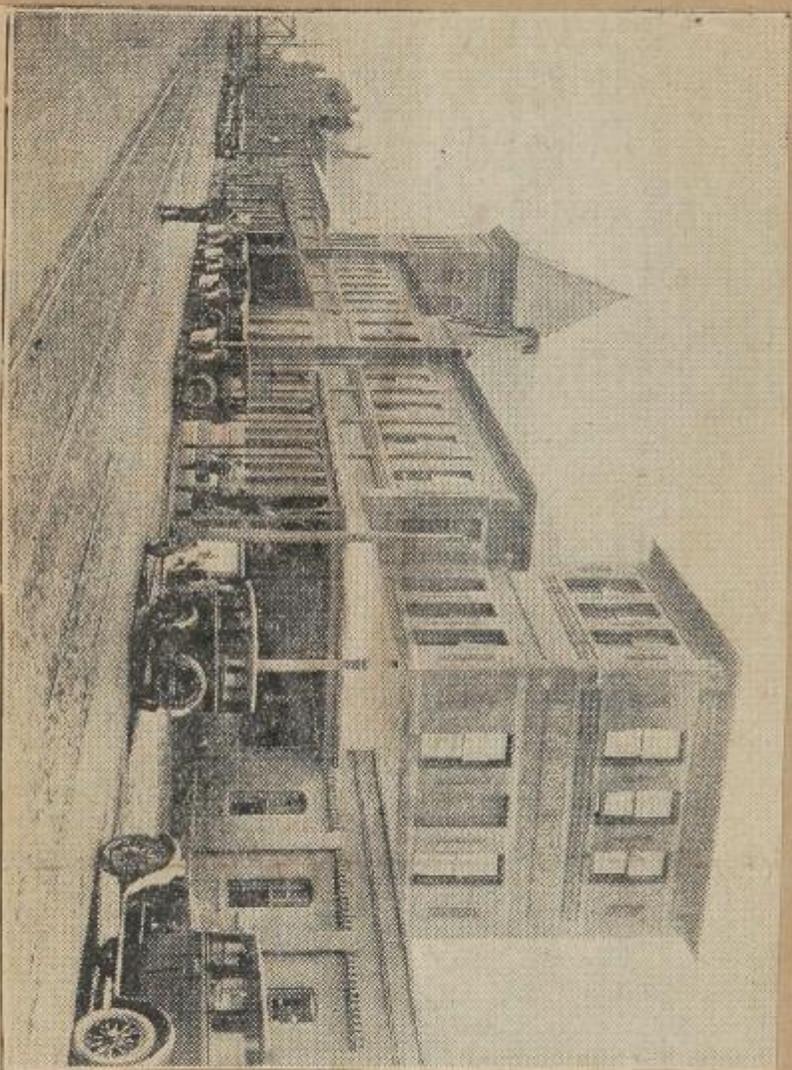
**I**MPORTANT rights are upheld by the decision of the Public Service Commission that the New York Central must continue to maintain its Terrace station and that the Pennsylvania must keep on running commuters' trains into the Central's Exchange Street terminal.

The principle on which these ruling are based is that before one kind, of utility is discontinued something must be found to take its place.

With the Central's new downtown station still unbuilt, there is nothing to substitute for the functions which the two railroads wanted to abandon. Their abolition would leave a gap. Efficiency abhors a void no less truly than nature abhors a vacuum.

The doctrine that a service should be kept in operation until something equivalent or better is assured, is quite as applicable to the proposals of the International Railway Company to abandon more than a mile of tracks in Michigan and Bailey Avenues and Exchange Street, as it is to the Terrace station and the Pennsylvania's commutation.

If these tracks are torn up, what will there be in their stead? Something more than a vague hint of bus substitution is required to insure against an ugly gap in transportation, consequent on abandonment of these street car tracks.



*The Historic Exchange street station, which will be abandoned.*  
Photo by Felix Gyetta, Ottawa N. Y. C. photographer.

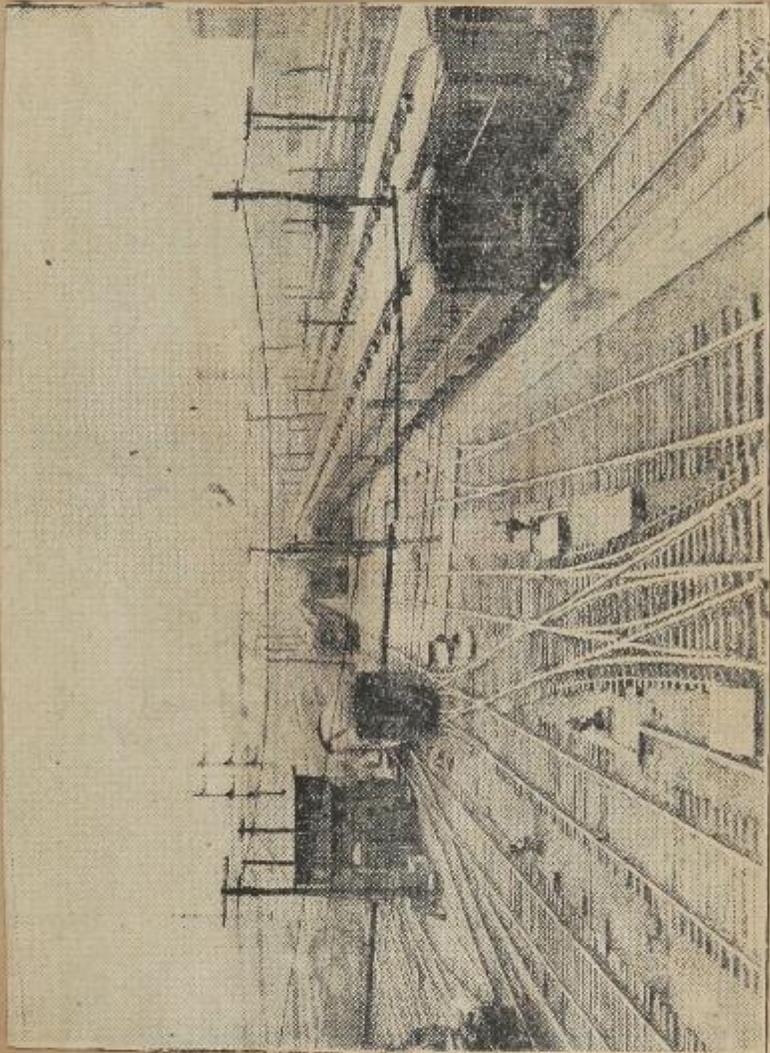


Photo by Felix Onyets, official N. Y. C. photographer.  
*A view of the yard of the Exchange street station.*

BUFFALO PUBLIC LIBRARY

X 3-21-25

*All obstacles in way of location removed at conference of railroad engineers and city officials.*

*Downtown station in new scheme.*

Polonia park again came to the forefront yesterday as the site for the New York Central's station for through trains. Members of the council, the school board, the subcommittee of the terminal commission and engineers Doherty and Hank of the engineering department of the railroad visited the location for the purpose of looking over a plot of land, which the railroad proposes to exchange for Polonia park.

The plot, which the railroad has to offer, contains five acres and is bounded by Lovejoy, Sears and Peckham streets and the West Shore embankment. Polonia park, which is close by, contains seven acres. It is understood that the railway company, before proceeding further, desired to know if it could obtain the Polonia park property. The West Shore embankment will be no detriment to the substitute site, since the New York Central is to remove this embankment entirely in arranging the station approaches and tracks.

The school board met yesterday afternoon and, it was learned, agreed to make the exchange, provided the city and railroad get together within a reasonable time on the terms. The

board had prepared plans for a school building, which is needed in the vicinity, and was prepared to let the contract. Yesterday's action by the school board appears to leave the way clear for the Central to go ahead with the preparation of its station and terminal plans.

The Polonia park property was originally owned by the New York Central. It sold the property to the city when the small park programme was in vogue a number of years ago. The city in turn transferred the property to the school board. The fact that the Central now seeks again to get possession is another evidence of the location determined upon for the East Side station.

## **NEW LOCATION CONSIDERED BETTER THAN CLINTON SITE**

The location, from the city's viewpoint, is said to be preferable to Clinton street, because the cost will not be so great to make connections with streets leading to the heart of the city. Fillmore avenue gives a direct route north and south. Broadway will furnish a wide east and west route and connection with the center of the business district at Lafayette square. William street can be made another east and west street to the station with connection to Lafayette square through the proposed extension from Michigan street through Vine alley. Bailey avenue is another north and south route by which the station will be directly accessible to South Buffalo and Lackawanna and residents of the lake shore on the south and for north Buffalo and Williamsville residents on the north.

For several weeks, the school board has delayed going ahead with the plans for a school at Polonia park. The request yesterday to fore-

go the project altogether and the prompt holding of a meeting at which that action was taken show that the terminal commission and Central are at last nearing a point of agreement. It is expected there will be no difficulty in arriving at an agreement on the terms by which Polonia park will be exchanged for the site which the Central offers.

The second feature of the project, the matter of a downtown station, is understood to have been better worked out to a point of agreement between the subcommittee of the terminal commission and the Central than the Polonia Park affair. If Polonia Park cannot be worked out for the East Side site, there is still the Clinton street location in reserve. On the matter of the downtown station, there is said to be practical accord to utilize the Lehigh Valley station in Main street, or to build to the north between the Lehigh Valley and Exchange street.

# NEW YORK CENTRAL SELECTS POLONIA PARK AS SITE OF NEW PASSENGER TERMINAL

*Courier - 3 - 21 - 25 -*

New York Central plans for its principal passenger station and passenger terminal facilities to be built on what is known as the Curtiss street-Polonia park site in the Broadway-Fillmore district, were officially disclosed yesterday at a conference attended by members of the city council, the grade crossing and terminal commission, the board of education and representatives of the Central.

The new passenger station, together with baggage and mail stations, is to be so located that its main entrance with tower will face Lovejoy street which is to be widened to a 100-foot street. Curtiss street will be carried under the station.

## To Extend Lovejoy Street.

Lovejoy street, the main approach from the central part of the city, in addition to being widened as far as Emslie street, will be extended to Broadway.

What is known as the West Shore embankment, will be cut down and turned into a wide connecting street between Curtiss and Broadway, at the expense of the Central.

Mayor Schwab yesterday expressed great pleasure over fulfillment of his desire for better terminal facilities in Buffalo, and end toward which he long has worked.

The fact that the site for the new station includes Polonia park, on which the board of education was about to construct a new vocational school, led to yesterday's conference. Chairman W. H. Fitzpatrick, head of the terminal committee's sub-committee, desired to have it impressed upon the members of the board of education that if they proceeded with their school construction project, it would make entirely unavailable the New York Central's carefully worked out plans for impressive and costly passenger terminal facilities in Buffalo. Mr. Fitzpatrick said the Central was prepared either to purchase Polonia park from the board of education or to provide by exchange of property

a better site for the vocational school in the immediate vicinity.

At a meeting of the board of education yesterday afternoon it was agreed unanimously to accept the Central's offer for an exchange of lands, thereby removing what is generally regarded as the principal obstacle to carrying out the railroad's ambitious plans.

The intention of the Central is to have all its through east and west passenger trains stop at the new station. All trains made up here or terminating here will run into a downtown station. These will include the Empire State express and similar trains, also all suburban trains such as run between Buffalo and Niagara Falls.

## May Use Lehigh Station.

Just where the Central's downtown station will be located has not been definitely determined. The probability, however, is that the Central will use the present Lehigh station, greatly enlarged, as its downtown terminal. Negotiations between the Central and the Lehigh have not been concluded. In event

that the Central and the Lehigh railroads are merged, as was proposed some time ago, enlargement of the Lehigh station, facing Main street, will be along impressive lines and it will be used not only by the Central and the Lehigh consolidated system, but by the Pennsylvania as well.

In event that the Lehigh should become the Central's downtown passenger station, the plan is to convert practically all of the present New York Central's Exchange street passenger terminal into freight depots.

Mayor Schwab, who attended yesterday's conference and who was instrumental in bringing it about, declared the proposed new Central passenger terminals surely would be constructed if the city agreed to the plans.

The understanding is that while the plans disclosed yesterday have not been formally acted upon by the grade crossing and terminal com-

a majority of that body already has indicated intention to accept the plans.

Those at yesterday's conference included Mayor Schwab, Commissioners Graves and Schwartz, Mrs. Feltner, Louis P. Fuhrmann, Charles B. Hill, George Zimmerman, Harry Roblin and Superintendent Hartwell of the board of education, Chief Engineer Doherty and William S. Rann, counsel for the New York Central; W. H. Fitzpatrick, W. E. Robertson, W. H. Ryan and De Witt Clinton of the grade crossing and terminal commission.

X-4-21-25

### *Agreement on station project reached during meeting with city commission; proposal for downtown development heard.*

At last an agreement has been entered into by which the New York Central railroad is to build a new station and readjust its passenger facilities in Buffalo. The agreement covers a through passenger station at the Curtiss street-Polonia park site and a downtown station on Main street below Exchange street and the removal of the railroad tracks from The Terrace and the relocating of them in the old Erie canal bed between the Commercial slip and a point near the foot of Wilkeson street.

Detail matters were brushed aside at yesterday's conference of the executive committee of the terminal commission and President Crowley of the railroad and an agreement was made on the main programme. It contemplates that work will be begun within the year. Chairman Fitzpatrick of the terminal commission gave out a statement to that effect.

The railroad officials mean business and a remark by President Crowley that if an effort were made to settle every detail in advance of an agreement to undertake the station programme the project would be delayed indefinitely is said to have led to the determination to act upon the main questions of location and character of stations. These points were settled so far as there was authority at yesterday's meeting and an agreement to that effect is said to have been drawn up and signed.

The next step will be to submit the station programme and plans to the terminal commission as a body. A meeting of the commission has been called for May 4th for that purpose. If the commission is satisfied with the action of the executive committee, a date will be set for a public hearing and meeting to ratify.

It is understood that work will be begun at Curtiss street and Polonia park first. There is reason for this as the railroad will need the use of every facility it has at its present station and can not be encumbered by work in that location until the Curtiss street station has advanced far enough to provide substitute facilities.

Mayor Schwab was called over to yesterday's meeting on the matter of the school it was proposed to build at Polonia park. The railroad is prepared to give the city its choice of two other sites for this school and the mayor was asked to assist in facilitating the settling of the matter.

No figures were given out on the amount of money that will be spent on the station projects, but it has been roughly stated at \$10,000,000. The cost to the city, it was said, will not be great in proportion to what will be the total outlay. Except for sewer and water changes the city is not expected to be involved in any great expenditures at Curtiss street. The changing of street lines and opening and paving of streets within the station area and for some distance outside is said to be a railroad charge.

In regard to downtown, the question of whether the Central will have the use of the Lehigh station or build its own station north of the Lehigh is said to be one of the matters put over for future adjustment. If the Central makes an agreement with the Lehigh on this development, tracks can be run to make a direct connection with the canal bed at Commercial slip, if not, Main street will have to be crossed diagonally. The crossing in either case will be by tunnel.

Washington street as well as Main street are to be kept open. To carry the tracks beneath them there will have to be some elevation of both streets, but these elevations will not be greater than now exists where the Central crosses Washington and Main streets. The elevations will be extended further to the south in both streets. There are details of street crossings over the canal to be worked out in connection with the removal of the tracks from The Terrace.

Should the Central begin construction in the autumn, as expected, it is believed that three years may elapse before the full programme has been carried out. That period leaves ample time to discuss and settle detail questions that will crop up.

It is expected that the terminal commission at the meeting to be held on May 4th will approve the action of the executive committee and fix a date for a public hearing. Plans and drawings, it was said yesterday, will not be made public until the full commission has seen and passed upon them.

Chairman Fitzpatrick's statement covering the results of the conference was as follows:

The executive committee of the grade crossing and terminal station commission had a very satisfactory meeting with President P. E. Crowley, Vice President George A. Harwood, Vice President R. D. Starbuck and R. E. Dougherty of the New York Central lines. I believe that active work on the proposed New York Central station will be begun this year. There are many details still to be worked out in connection with the work.

The plans have been passed on by the executive committee only. This executive committee has reached a definite understanding pertaining to the location of the station at East Buffalo and has also discussed the downtown station, including the removal of the tracks from The Terrace and other work in that territory.

These plans will have to be gone over at an informal meeting of the full commission, which will be held on May 4th. I will say in conclusion that the people of Buffalo will not have to wait much longer for a new station.

Present at the meeting for the commission: W. H. Fitzpatrick, chairman; W. E. Robertson, Alfred A. Berrick, W. H. Ryan, H. M. Gerrans, George H. Norton, DeWitt Clinton.

New York Central, in addition to those named, Frank E. McCormick, general superintendent at Buffalo, and W. S. Rann, attorney.

President Crowley and the other officials of the Central left Buffalo for New York on the Empire at the conclusion of the conference.

X-1-4-26

**Likely that ceremony will mark beginning of work on Curtiss street site.**

The next step in the carrying out of the New York Central station project will be the breaking of ground at Curtiss and Lovejoy streets. It is said at the office of the terminal and grade crossings commission that some ceremony may mark this event. The date has not been set, but it is expected that it will occur within a few weeks.

The contract, which was signed here by nine members of the commission and President Crowley of the railroad, was sent to New York to be completed as to signatures and the official seal of the railroad company and may be received back in Buffalo today. It is said that absentee members of the commission can affix their signatures later. Printed copies will be made of the contract.

Even if proceedings are brought by Mayor Schwab and Commissioner James Smith to test the validity of the contract regarding the downtown station, it is probable that work will be proceeded with at Curtiss and Lovejoy streets. The first thing undertaken may be the removal of the old West Shore embankment, which runs across the site selected for the station.

X-3-8-26

**If the city fathers ratify mayor's agreement, work will start in five weeks.**

If the council on Wednesday carries out the agreement reached in the mayor's office on Saturday to accept from the New York Central Railroad property at Sycamore street and Koons avenue for a school site and in exchange releases to the

54  
railroad Polonia park, work on the new New York Central station will be begun within the next five weeks.

William S. Rann, attorney for the New York Central, said yesterday that the company assumes that the station contract made with the terminal and grade crossing commission is valid and is ready to proceed with construction as soon as the transfer of Polonia park has been made. In accordance with the contract, construction will first be begun on the Curtiss-Lovejoy street station.

Polonia park is necessary to the building of the station at Curtiss and Lovejoy streets. The school board had the property for a school site, but agreed to release it for the site which has been obtained at Sycamore street and Koons avenue. Both pieces of property have the same area. The property at Sycamore street and Koons avenue was obtained by condemnation. All expenses connected with it have been paid for by the railroad.

The question raised by Mayor Schwab over allowing the New York Central to buy the old bed of the Erie Canal in accordance with the downtown part of the contract is one that is not considered of immediate moment. It will be at least a year before the New York Central will be ready to start with downtown work.

There will be a meeting of the executive committee of the terminal and grade crossing commission on Tuesday afternoon to discuss matters pertaining to the contract for the elimination of the grade crossings in Amherst and other streets at Black Rock. It was said yesterday that there was nothing pertaining to the station contract to be considered.

In view of threats that had been made to bring taxpayers' action to hamper the carrying out of the station contract, the decision of the court of appeals last week on the suit brought by the Western New York Water Company to restrain the city from selling water outside the city limits is of interest. The court said in effect that a taxpayer's action was not to be considered unless collusion, bad faith, fraud or money damage of some character worth while could be shown. Members of the terminal and grade crossing commission are satisfied that this decision puts an end to the possibility of a taxpayer's action brought with the underlying motive of hampering or delaying the carrying out of the station contract.

**Formal approval of Curtiss street site will be had in land**

**transfer.**  
**X-3-10-1926**

**NO DOWNTOWN CONTRACT**

**Will promise co-operation with the New York Central in east side work.**

Mayor Schwab and Corporation Counsel Rupp today will send a joint communication to the city council urging transfer of the Polonia park site to the New York Central Railroad in exchange for other lands and recommending that the council grant the railroad consent for all changes necessary in connection with the construction of the Curtiss street station.

It is said that, under the terms of the consent, the council will give the railroad permission to take all steps necessary for the construction of the new station in conformity with the plans already signed by the railroad and the grade crossing and terminal commission. Consent of the city, however, is independent of the contract.

According to the corporation counsel, the city's consent is drafted in conformity with the railroad law and will be binding, irrespective of the contract made by the terminal commission. The city's consent, as drafted, relates only to the Curtiss street station and does not mention a downtown station or removal of the tracks from the Terrace to the abandoned canal lands.

The certificate of consent provides that the terms, privileges and conditions will become effective as soon as accepted by the New York Central, which has 30 days to accept the franchise.

The first section of the report of the mayor and corporation, which covers in all six large typewritten pages, relates to the exchange of Polonia park site for lands at the southeast corner of Sycamore street and Koons avenue where the Peckham vocational school will be built. The railroad is to pay for costs incidental to acquisition of the new school site. Polonia park is needed as part of the new Curtiss street station site.

The certificate of consent then goes on to permit the railroad to build a new Curtiss street terminal, to make such changes in streets and approaches as are necessary, to adapt its tracks to the new station needs and to build sewers, water lines and other needed public utilities in connection with the station. It is provided that the city and the railroad co-operate with each other in all necessary ways.

Besides considering the joint report, the council this morning is scheduled to hold hearings on three local bills, submitted by Mayor Schwab, which are designed to abolish the grade crossing commission. Under authority of the home rule law he seeks to prevent the commission from conveying lands, changing grades or obligating the city without the consent of the council. The local laws are designed to supersede state legislation empowering the grade crossing and terminal commission to function.

## Another year will be consumed in raising building proper—Subway approach enlargement will start on April 1st.

X  
3-15-26

Actual work in connection with the new Curtiss street station of the New York Central will begin not later than April 1st, it is believed by William S. Rann, local attorney for the railroad, yesterday. He estimates that it will take about two years to complete the entire project.

Mr. Rann last night said that he expects the railroad will erect the new station on formal consent of the city council, and will start work as soon as possible, without waiting for other formalities. The consent of the council is independent of the contract made by the railroad and the terminal commission, and makes no reference to the downtown station. This, however, will not hold up the East Buffalo work.

Mr. Rann said that the first actual work in connection with the station will be to enlarge the subway in William street so as to provide additional trackage. The railroad is not yet in possession of all the land it will need for the new terminal and

its approaches, but believes it can obtain possession of the necessary lands by legal process before awards for the taking of the property have been determined.

Mr. Ryan said that it will take nearly a year to get the grounds for the new station ready, to acquire all the necessary lands and to change streets, approaches and tracks and that it will take a little more than a year more to erect the station proper.

The city council, at Friday's committee meeting, voted approval of the transfer of Polonia Park to the railroad and of the consent, which gives the railroad full power to carry out its plans for the East Buffalo station. The consent will be ratified at Wednesday's meeting.

It appears to be the intention of the railroad to proceed with construction of the East Buffalo station and to straighten out the downtown situation while this work is progressing.

*News 5-4-27-*  
**New York Central Station Site  
 Cleared, and Specifications  
 Are Nearly Ready for Con-  
 tractors' Perusal, Says Prin-  
 cipal Assistant Engineer.**

After a year's work the site for the new New York Central terminal station in East Buffalo has been cleared, plans and specifications are nearly ready, and there is every probability that actual construction will be started next month, it was said Wednesday by William F. Jordan, principal assistant engineer, who is supervising the work for the railroad.

"Plans and specifications, which are being prepared in New York, are about ready, and likely will be completed within a week," said Mr. Jordan.

"Copies then will be sent out to contractors wishing to bid. They will be given about six weeks to study the plans and specifications before bids are opened. We expect that ground for the station will be broken in June."

A visit to the site in Curtiss street, near Lovejoy, Tuesday afternoon, disclosed that much of the preliminary work, the way of laying tracks, grading, and preparation for approaches and the new street has been accomplished.

The William street subway has been extended and four new tracks built to the American Railway Express station across Curtiss street from the station site. There are now eight tracks to the express building. In addition an existing concrete loading platform has been extended 560 feet, and a new 1180 foot loading platform has been built, in addition to the steel canopies. Thirty miles of track will be needed for the terminal, of which ten miles have been laid.

It was estimated the new terminal and incidental work will cost approximately \$14,000,000.

*Courier X-7-19-27-*

**Buffalo terminal to cover area of 70 acres—Will  
 be ready in April, 1929**

Construction work has been started on the \$14,000,000 Buffalo station to be erected by the New York Central railroad at Curtiss and Lovejoy streets. It will be completed prior to April 21, 1929.

Negotiations to the new station and terminal were carried out and completed by the Grade Crossing and Terminal Station Commission of the City of Buffalo and the New York Central railroad. Plans also are under way—now delayed by litigation—for the proposed \$8,000,000 downtown station to be erected by the New York Central in Main street, south of Exchange street.

**On Site of 70 Acres**

The Buffalo station and terminal will occupy an area of more than 70 acres. The terminal will comprise more than 30 miles of railroad tracks and freight houses, baggage and mail depots.

The architecture of the new station is modern American. The main building is 225 by 300 by 100 feet high, which includes the main con-

course, 80 by 225, with a waiting room 60 by 110 feet. The train concourse off the main concourse will be 50 by 400 feet.

**Capacity of 233 Trains**

The tower will be 250 feet high, 80 by 80 feet, consisting of the main entrance, a mezzanine and four office floors, with a total office space of 180,000 square feet. Under the main entrances will be two floors for storage and miscellaneous departments. The wings, extending from the tower structure will be a baggage wing, 50 by 350 feet, a mail depot 55 by 75 feet and a baggage room 55 by 280 feet.

In the 70-acre area will be 61 tracks with a storage capacity of 650 cars. Two hundred and thirty-three east and west trains will arrive and depart daily from the new station.

The paved area in front of the station—The Plaza—will be 110 by 600 feet with parking grounds. The main concourse will be 25 feet above the track levels and the street approaches.

# JORDAN SELECTED TO BUILD NEW EAST BUFFALO STATION

X-1-15-26

Work in 1926 will consist of laying tracks and changing of streets; building of station proper will be done during 1927.

William F. Jordan, one of the foremost railroad engineers in the United States, will build the new East Buffalo terminal of the New York Central railroad, according to an announcement made on Wednesday afternoon by executives of the New York Central, who were here to attend the annual banquet of the Chamber of Commerce. George W. Kitteredge, chief engineer of the New York Central, announced it while at a conference at which he, Mr. Jordan and George H. Norton, chief engineer of the Buffalo grade crossings and terminal commission, were present. Mr. Jordan will take up his residence in Buffalo immediately and will remain here until the station is completed in 1928.

The Central's engineer was the builder of the Grand Central terminal in New York city, this project involving an expenditure of more than \$20,000,000. During the last summer he completed construction of the Castleton cut-off of the New York Central. This work involved an expenditure of more than \$25,000,000. He will bring to Buffalo with him practically the same organization as that which had charge of these two great projects.

According to plans disclosed to Major Norton, construction of the station will be begun in the early spring, but the greater portion of 1926 will

be consumed with the necessary acquisitions of property, the reconstruction of water mains and sewers and the extension of the William street subway westerly to permit additional track construction. Paving of the new street leading to the terminal also will be undertaken this year and will be completed by the spring of 1927.

Actual construction of the new terminal will begin early in 1927 and will consume all of that year and a part of 1928.

Provision will be made in the new station for fourteen passenger tracks to be constructed immediately and for future needs, space for fourteen additional tracks is provided.

## N. Y. C. TO GIVE CONTRACT FOR DEPOT JULY 12

News-6-20-27-

Construction Will Start Immediately After, Engineer Announces—Plans Sent to 17 Contractors, Many of Them in Buffalo—To Cost Millions.

Contract for construction of the new passenger station in the East Buffalo terminal of the New York Central railroad, which will cost several million dollars, will be awarded July 12, and construction will start immediately afterwards, according to W. F. Jordan, engineer in charge of the terminal

project. Copies of plans and specifications have been sent to 17 contractors, many of whom are located in Buffalo, Mr. Jordan said.

Mr. Jordan said the railroad expects to push the terminal project as rapidly as possible, present plans calling for completion of the entire project not later than December 31, 1928. The station proper will take about 18 months to build, he said. A contract for a \$150,000 power house was awarded two weeks ago, and work is well under way. A large portion of the new freight and passenger tracks have been laid, and several smaller buildings have been completed.

Pouring of concrete in the new street being built by the railroad to serve the terminal is practically completed, and the thoroughfare, which has been named Lindbergh drive, will be opened to traffic next month.

## STATION DINNER

*Times 3-18-1928*  
Fellheimer to Be Guest at  
Architects' Dinner

All arrangements have been completed for the "Station" dinner to be given by Buffalo Chapter of the American Institute of Architects at the Buffalo Club next Tuesday evening. Alfred Fellheimer, architect of the new station now being erected for Buffalo, will be the guest of honor and speaker. Accompanying him will be his associate architect, Stewart Wagner of New York; W. F. Jordan, principal assistant engineer for the New York Central; F. B. Hank, assistant designing engineer, and Robert Ellenberger, superintendent, of construction for the contractors.

Invitations also have been extended to members of the City Council and the Grade Crossing and Terminal Commission to be guests of the chapter at the dinner.

The reception committee appointed by Edward B. Green, Jr., president of the chapter, includes Franklyn J. Kidd, chairman; George Cary, Duane Lyman, James A. Johnson, John J. Wade and Albert Hart Hopkins. So that there may be a general discussion of the terminal development, previous to the address, one member of this committee will sit at each of the tables and ask one of the guests familiar with the subject to sit with him.

## NEW STATION IS DESCRIBED *Times* BY STARBUCK

*9-23-26*  
Buffalo New York Central terminal improvements were sketched by R. E. Dougherty, engineering assistant to R. D. Starbuck, vice president of the New York Central Railroad, at the closing business session yesterday afternoon of the Great Lakes Regional Advisory Board's quarterly meeting at the Niagara Hotel, Niagara Falls. He described the new station which is to be located at Curtis street, in accordance with agreement made with the Buffalo city council. Work was started in April.

He said the station will be of a distinctive design and will have a 15-story tower. It will be of the office building type of construction. He said it will have a very ample waiting room and concourse space, as well as other facilities commensurate with the needs of Buffalo. There will be seven platforms, serving 14 tracks, together with other supporting facilities. The location, he pointed out, will be east of the compromise "Y" where the Michigan Central and Niagara Falls lines diverge, and will, therefore, put Buffalo on the main line. This, he said, means that hereafter all of the old Lake Shore trains will make the Buffalo stop.

Mr. Dougherty placed the total cost of the main station improvements at about \$14,000,000. He said the main station waiting room will be on a level with the overhead bridge above the tracks and that the platform will be served both by ramps and stairways. The plans are being developed by the engineering department of the New York Central and the firm of Fellheimer & Wagner, architects and engineers, New York city. The latter firm, he said, had had large experience as station designers.

In conclusion, Mr. Dougherty referred to the happy relations which exist and the belief on the part of those in authority in Buffalo in the honesty and sincerity of the late A. H. Smith, former president, and his successor, Patrick E. Crowley, head of the New York Central Lines, in their dealings with the city.

# Proposed New York Central Station



NEWS 6-22-25



al station in Curtiss street, submitted by the railroad's

ilearing on the proposed plans held Monday.

# New Station a Big Cog in Making "Greater Buffalo"

Times 12-5-1926

## \$14,000,000 Improvement Attracts Eye of Railroad and Civic World; Will Solve Traffic.

Solving one of the main problems in the making of "Greater Buffalo" is the start in construction work on the New York Central passenger station at Lovejoy Street. This improvement will place Buffalo on a par with all the metropolitan cities of the country as it is the intention of the New York Central to build a station of which all may be proud. The importance of this improvement has attracted the attention of all interested in railroad and civic questions and the traveling public as well.

Out of a number of plans for a downtown station the Terminal Commission has eliminated all but three and it is expected that this feature of the development will soon be settled.

A full page of photographs and plans covering the new passenger terminal will be found in the rotogravure section of The Sunday TIMES today.

In an article on this project a recent issue of the Railway Age says, "After many years of agitation, study and planning the New York Central and the City of Buffalo have reached an agreement and work has begun on the construction of a new passenger station at Buffalo, N. Y., which with all its auxiliary facilities will involve an expenditure of approximately \$14,000,000. The site of the new station, which covers an area of approximately 30 acres, is directly north of the New York Central main line in what is known as East Buffalo, about two and one-half miles east of the present Exchange Street station which lies on the southern limits of the main business section of the city.

### Track Layout.

"The limited track layout at the present station has been the source of some of the most difficult operating problems on the New York Central. The station tracks have direct connection over four tracks, two eastbound and two westbound, to the lines east, and connections to the west over two tracks, one eastbound and one westbound, over which the Michigan Central, Canadian National and Canadian Pacific enter the station.

"For many years these facilities adequately served the railroads using them and the city, but with the extension of the railroads westward the travel increased and with no through outlet from the station to the west, southerly around the east end of Lake Erie, the line of the Lake Shore Railroad was brought to a connection with the main line of the New York Central at a point one and one-half miles east of the station. From that time on, through trains to the west and east stopping at the station, were required to head around the wye and back into the station or head into the station and back out.

"Agitation for a new station at Buffalo has existed for many years. Exactly when the present station was constructed is a matter of uncertainty, the date being closely connected with the early days of railroading in Buffalo when the present New York Central lines in this territory were under the control of the Buffalo Attica Railroad. Serving from these days in the latter half of the nineteenth century, when the population of Buffalo ranged from about 50,000 to 300,000, these old facilities, slightly enlarged and improved, still stand as the main gateway to the city with a population now exceeding 560,000.

"Co-operating with a newly formed grade crossing and terminal station commission in Buffalo, the New York Central and the city united in a general plan of location and development which culminated in an agreement on December 22, 1925, immediately following which preliminary work began.

"The new station building will be a steel frame structure faced with an attractive brick. The station proper as planned will be six stories high with a twelve-story tower surmounting the main entrance facing down Lovejoy Street.

"The main entrance and main floor of the station, including the passenger concourse, waiting rooms, dining room and all passenger facilities, are to be above the tracks and approached by grading of Lovejoy Street, to an extensive plaza which will surround the front of the station building and provide adequate space for receiving and the departure of private automobiles and taxicabs. Beneath this plaza on the street level at the east end, provision is made for a trolley loop to serve incoming and outgoing passengers.

**Office Requirements.**

"The track level floor with the exception of that portion occupied by the extension of Curtiss Street as it passes under the station, will be occupied for the most part by storage rooms for records and for the commissary department. The second mezzanine floor provides for offices along the front and sides of the building in that area not occupied by the upper part of the entrance and exit lobbies and the passenger concourse. The upper three stories, extending across the front of the station, as well as the floor areas in the tower, are to be used for railroad offices. Additional office space is provided in the main floor of a long wing to extend west from the rear of the station building proper, the track level floor of this unit to be used as baggage and mail rooms. All of these units are to be heated by a new central boiler house to be located within the wye of the inner belt line."

The general plan of the main station floor has been laid out with great care to afford passengers the least inconvenience and travel to the various station facilities and to and from the trains, and also to segregate as far as possible the currents of incoming and outgoing passengers. Access to the tracks is to be gained through a wide enclosed train concourse extending over the station tracks at the main floor level, and provided with seats for outgoing passengers awaiting the arrival or departure of trains. Exits

from this concourse are to be provided directly above each track platform, where bulletin boards will announce the time of trains and where passengers will pass through gates. These exits are planned on one side of the concourse only, and will lead to the platform by means of stairways. Approach to the concourse from the platforms will be from the opposite side where both stairs and ramps will be provided."

**Major Norton's Views.**

In the November issue of the Buffalo Live Wire, the official organ of the Chamber of Commerce, Major George H. Norton, engineer of the Grade Crossing and Terminal Commission, says concerning the approach to the new terminal,—"With the new station to be located at the foot of Lovejoy Street, facing north, the approach is to be made easy and attractive from several directions by the widening of Lovejoy and Peckham streets, the relocation of Curtiss Street, 200 feet north of its present location, and the construction of a new wide boulevard connecting the east end of Curtiss Street, near William Street, with Broadway. . . . The traffic to the station from the main residential section of the city, will for the most part come over Fillmore Avenue, about one-third of a mile west of the station, to Lovejoy Street and thence to the station. A plan has been worked out which will separate the approach to the station and departure from it, relieving traffic congestion and at the same time affording an attractive layout with parked areas to enhance the station approach."

**"I Will Have to Shoot,"  
Telegraphs Policeman**

*By United Press.*  
SOBREMONE, Argentina, Dec. 4.—Because they had not paid their rent for two years, the occupants of a farm near here were ordered to move off the land by the Police Commissary. This they flatly refused to do. The exasperated functionary thereupon telegraphed that before he could budge them he would first have to shoot them and that he was awaiting instruction to proceed.

*Course - Exp -*

Ground cleared, prepared to start  
building with spring's

arrival *12-10-26*

## CENTRAL TERMINAL NAME

**No reason why December, 1928,  
should not see completion,  
speaker says**

That Buffalo's splendid passenger terminal now being constructed on the Curtiss street site by the New York Central Railroad Company will be ready for business in December, 1928, was one of the points of interest brought out last night by W. F. Jordan, principal assistant engineer of the railroad, in charge of the construction of the station, at a largely attended meeting of the Central Railway Club in Hotel Statler.

Fortified with a fund of expert and intimate knowledge pertaining to the great project for which Buffalonians have waited more than 30 years, Mr. Jordan painted a most lucid and interesting pen picture of the new terminal as it will appear, giving minute description of every detail of the building and its accessories.

### To Be Central Terminal

To be known as Central Terminal, the station will be the last word in modern architecture, provided with all the facilities that the keenest minds of the country's most brilliant engineering experts could conjure, with a view to giving the most efficient service to the traveling public, and at the same time looking to the comfort and convenience of the company's patrons. As described by Mr. Jordan, the terminal will be one of Buffalo's beauty spots, and a lasting monument to President P. E. Crowley of the New York Central, under whose administration the work began.

"A passenger terminal is a very important feature of a railroad," said Mr. Jordan. "It not only is the place where the traveler starts and ends his railroad journey, but it must provide for the comfort and convenience of the passengers and furnish them with the many auxiliaries which the traveler expects in a modern station. First impressions are the strongest and the station should be of the kind to start the railroad patron on his way in the right frame of mind.

The station should be arranged for continuous progress from the entrance to the train; that is, the ticket office should be near the entrance and next the baggage checking counter, after which a restaurant, stands where reading matter, etc., may be had and then to the train gate. The station should be so arranged that there will be little interference of incoming and outgoing passengers. It should be easy for people to meet their friends arriving by train, and above all the planning should be such that congestion of traffic will not occur.

### Why Main Station Not Downtown

"As you all know a new passenger station at Buffalo has been up for a great many years. Many studies have been made, but one that was satisfactory to the railroad company and to the city was not developed.

"There was a strong desire to locate the station in the downtown district at or near Main street. It was felt that the station must be near the business center of the city. Such a location would, of course, be convenient to the business district and the hotels, but there are some serious disadvantages to such a location. The city is so laid out and developed that it is impracticable to get sufficient space for the tracks and other facilities required to support an up-to-date station. Another disadvantage is due to the fact that the Lake Shore Railroad joins the lines east some distance east of the downtown district, and all trains which traverse the Lake Shore road and stop at Buffalo must back into a station located near Main street. Also with a downtown location street traffic to and from the station must pass through the business district adding to the growing street congestion.

"The problem was solved by locating the new station at Curtiss street about two miles east of the Exchange street station and supplementing it with a downtown station on Main street where enough trains will stop to accommodate those who find it convenient to use a downtown station. The solution appears to be a happy one. It furnishes satisfactory operating conditions, provides for future growth and is acceptable to the city.

"A station located at Curtiss street will have ample room for a track layout that will provide the switching facilities at each end of the station, tracks that are required at Buffalo where much making over of trains is done. There is also room for the many facilities that form a part of a modern station, and there is spare

room to enlarge the plant as growth of traffic demands it.

**Street Changes**

"The new station will be known as the Central Terminal. It is located about midway between Broadway and William street, a short distance east of Fillmore avenue. Lovejoy street leads directly to it. To clear the site for the station and provide suitable approaches to it, the street system in the neighborhood of the station is being revised. A new street 100 feet wide is being constructed from the junction of William street and Fillmore avenue, north-easterly to Broadway and bordering the station grounds. Lovejoy and Peckham streets are being widened to 90 feet from Fillmore avenue to the new street. Lovejoy street, which is the main approach to the station, is to be 150 feet wide from the new street to the station plaza. A part of Curtiss street is moved 220 feet and passes directly under the station.

"This street arrangement furnishes excellent access to the station and segregates the different classes of traffic. Those going to the station by automobile or taxicab will use Lovejoy street, from which they will enter a spacious plaza with the station entrance at one end and the exit at the other. There is ample parking space provided and as the plaza is railroad property the company will control its use.

"Street car traffic to the station will be provided by building a line from Broadway down Curtiss street, to the east end of the station. The cars will stop when the tracks are alongside the sidewalk, so that street car passengers will be entirely free from vehicular traffic.

"Baggage, mail and supplies will be brought to the station by way of Curtiss street, at a level some twenty feet below the level of the plaza. Express matter will be handled by a private street still further south. It is now seen that the different classes of street traffic to the station are separated one from the other. This providing for the safety and convenience of those using the station.

**Imposing Structure**

"The architecture of the building is of the modern American type, which aims at a practical solution of modern requirements. It will be an imposing structure of fine proportions and graceful lines. The exterior finish will be a light colored brick. The dimensions of the main building are 300 feet long, 226 feet

wide and 100 feet high. At the southwest corner there is to be a tower, or more properly a tower building, 80 feet square and 250 feet high, fitted up for offices with elevators and all the accessories of a modern office building.

"A wing will extend along Curtiss street, from the westerly side of the building. Its dimensions are 56 feet wide, 350 feet long and 50 feet high. The ground floor, which is on the level of Curtiss street, will contain the baggage and mail rooms. The three upper floors will be fitted as offices.

"From the main concourse a train concourse will extend over the train platform. This will be 50 feet wide, attractively finished and provided with seats. From this concourse a ramp and two stairways will lead to each platform. The train gates will be located at the head of the ramp and stairways. Passengers when ready to take their trains will find the train concourse a comfortable and convenient place to wait until their train is ready.

"There will be seven platforms from 850 to 1,200 feet long and 22 feet wide and nine inches above the top of rail, so it will be unnecessary to use a stepping stool.

"The tracks at the station platforms will be of the concrete type of construction; that is, the ties will be bedded in concrete. The surface of the concrete will be finished smooth and graded to drain to catch basins.

The whole track area can be flushed and kept in a clean and sanitary condition.

"Baggage, mail and express will be handled to and from the trains by electric motor trucks. Tracking runways will lead from the baggage, mail and express rooms to a tunnel under the station tracks and from the tunnel ramps will be run up to the platform.

"The power plant for the entire terminal will be contained in one building located east of the main station building. From the power station, steam, compressed air and electric power lines will extend to all buildings and platforms and coach yard tracks. It is planned to run the pipe lines in tunnels and boxing so that all piping will be accessible for inspection and repairs.

"You may be interested to know what progress is being made on the construction work. It was quite apparent at the start that the 1926 work would be of a preparatory nature; that is, the clearing of the site for the improvement. It was necessary to purchase 150 parcels of land nearly all of which had dwelling house on them. All but a few par-

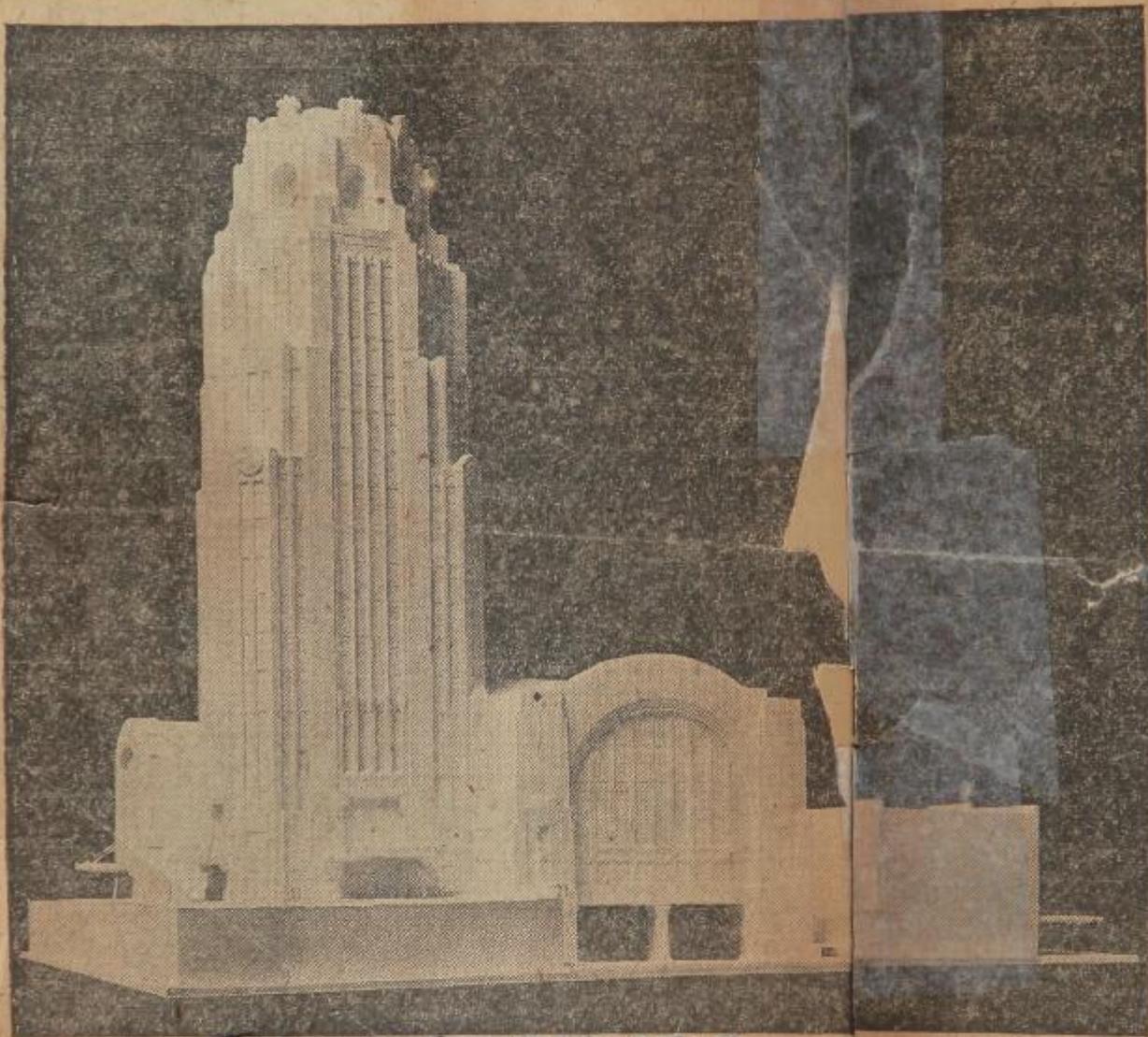
cals of the land required for the 1927 work have been acquired and the buildings razed. The next step is to construct the new streets and then close the streets which are within the station area. The progress on this work is that the William street subway has been extended west and a bridge built across the depressed portion to carry tracks to the express depot. This work is complete. On the other street work the grading is nearly done and the subsurface structures, such as sewers, water pipes, electric ducts, are well along so paving can begin in the spring. Another job was to extend the express platform to the west end, cut off the east end of the old platform, which occupy a part of the area where the new passenger platforms

are to be. This work is making progress. The roof is yet to be placed on the canopies. After this has been done the platforms will be ready for service and the east end of the old platforms can be removed. The first step in the track work was to relocate the freight tracks for  $1\frac{1}{2}$  miles, rebuild the west end of express layout and tear up the yard tracks that occupy the site of the new station tracks. This work has been done as far as it can go before the new express platforms go into service.

"The situation now is that ground is prepared to start work on the new station in the spring and there is no reason why the terminal should not be opened in December, 1923, the date originally set."

6

## Model of Proposed Central Station



*Times - 6 - 2 - 27 -*

Here's a model of the proposed new New York Central railroad  
received just today by the Terminal Commission. The photograph shows  
Lovejoy Street side. The six-story building is the station proper and  
office building.

tion at East Buffalo, re-  
structure from the  
over is the 18-story

# RUSH WORK ON HUGE EAST SIDE TERMINAL

*Courier Express 1-22-1928*

## Plan to complete New York Central station this year

Buffalo's new twenty-story passenger station, the cost of which is variously estimated at from \$5,000,000 to \$15,000,000, is beginning to take form out in East Buffalo.

The end of this year will see the completion of this big terminal of the New York Central railroad, so long desired by this city. Steel skeletons forming part of the great clock-adorned tower which will rise 265 feet above track level, are already shooting skyward.

Workmen are busy grubbing into the bowels of the earth to build a subway under the contemplated seven ramps and fourteen tracks. Wipery blasts do not deter them and a good part of this subway, designed to handle baggage, is already completed.

### Power House Completed

Each working day finds various forms of construction a little nearer completion. The power house nearby, which will supply steam lines for trains and heat the terminal, is completed and its machinery installed. A big concrete abutment which forms part of the broad Curtiss street approach to the station, is also completed.

Steam lines facilitate the mixing and pouring of concrete. These steam lines are extended to the high combination hoisting and mixing machine, which moves back and forth over its own track, and down into that part of the bricked and reinforced subway which is now roofed

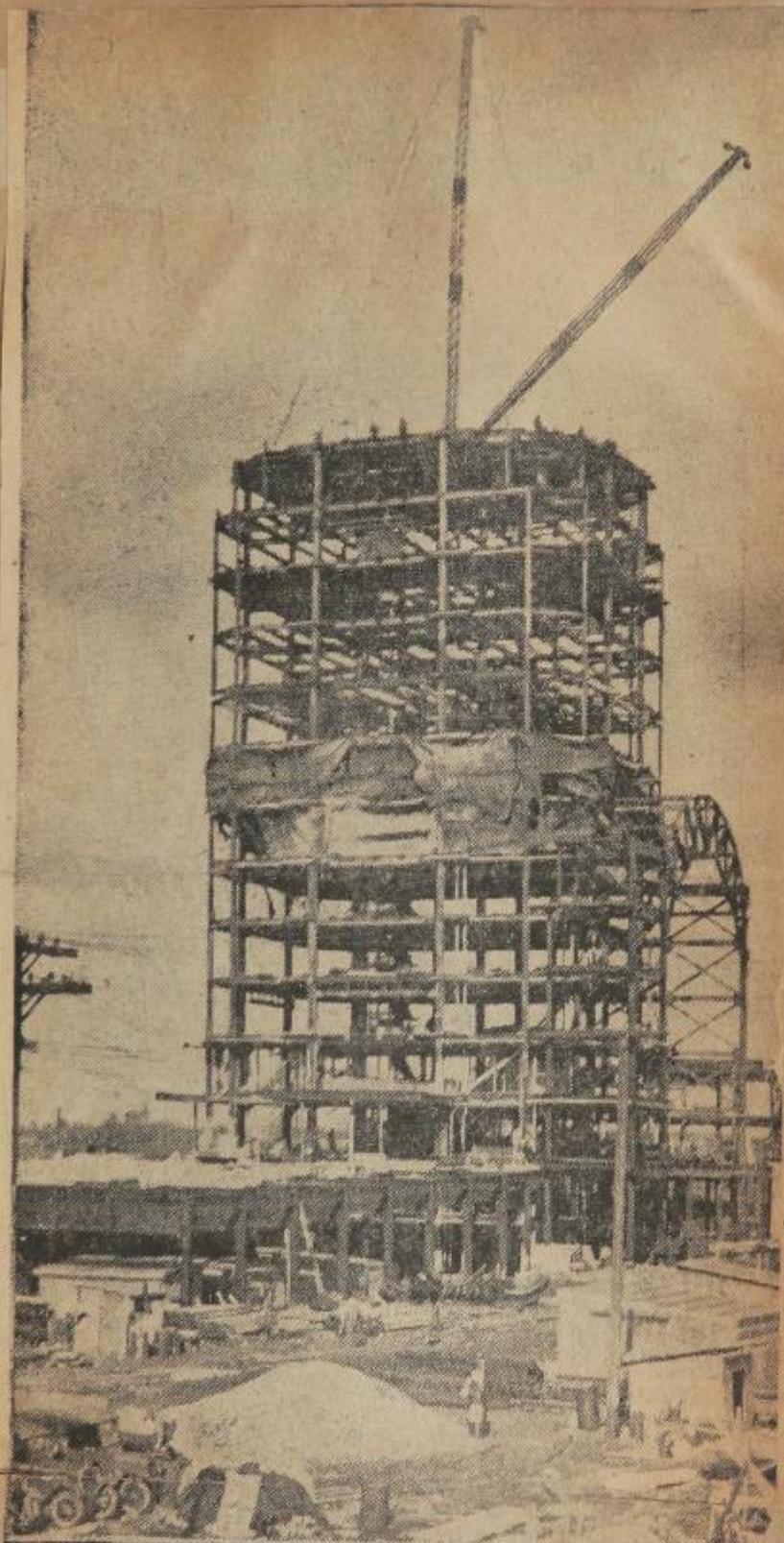
approaches and other outside work, will cost twice that sum, it is said by men on the job.

The Walsh Construction Company of Davenport, Ia., has the general construction contract, part of which has been sublet to other firms. Jesse Holmes is field superintendent on the job for the Walsh company and, weather conditions considered, all work is making excellent progress, he said. All operations are under the supervision of the railroad, the chief engineer for which is W. F. Jordan. Lawrence O'Keefe is general inspector and H. W. Hoffman mechanical inspector for the railroad company. Fellheimer & Wagner of New York City are the architects.

over to facilitate winter operation. Workmen remain on the job all night tending heated salamanders, which prevent the concrete from freezing before it is set.

Back of the seeming confusion of piled steel and building materials, gaping excavations, scattered construction shanties and a network of tracks there are a plan and a purpose always going forward. About 300 men are employed on the job now and there will be more than five times that many as soon as the weather moderates somewhat.

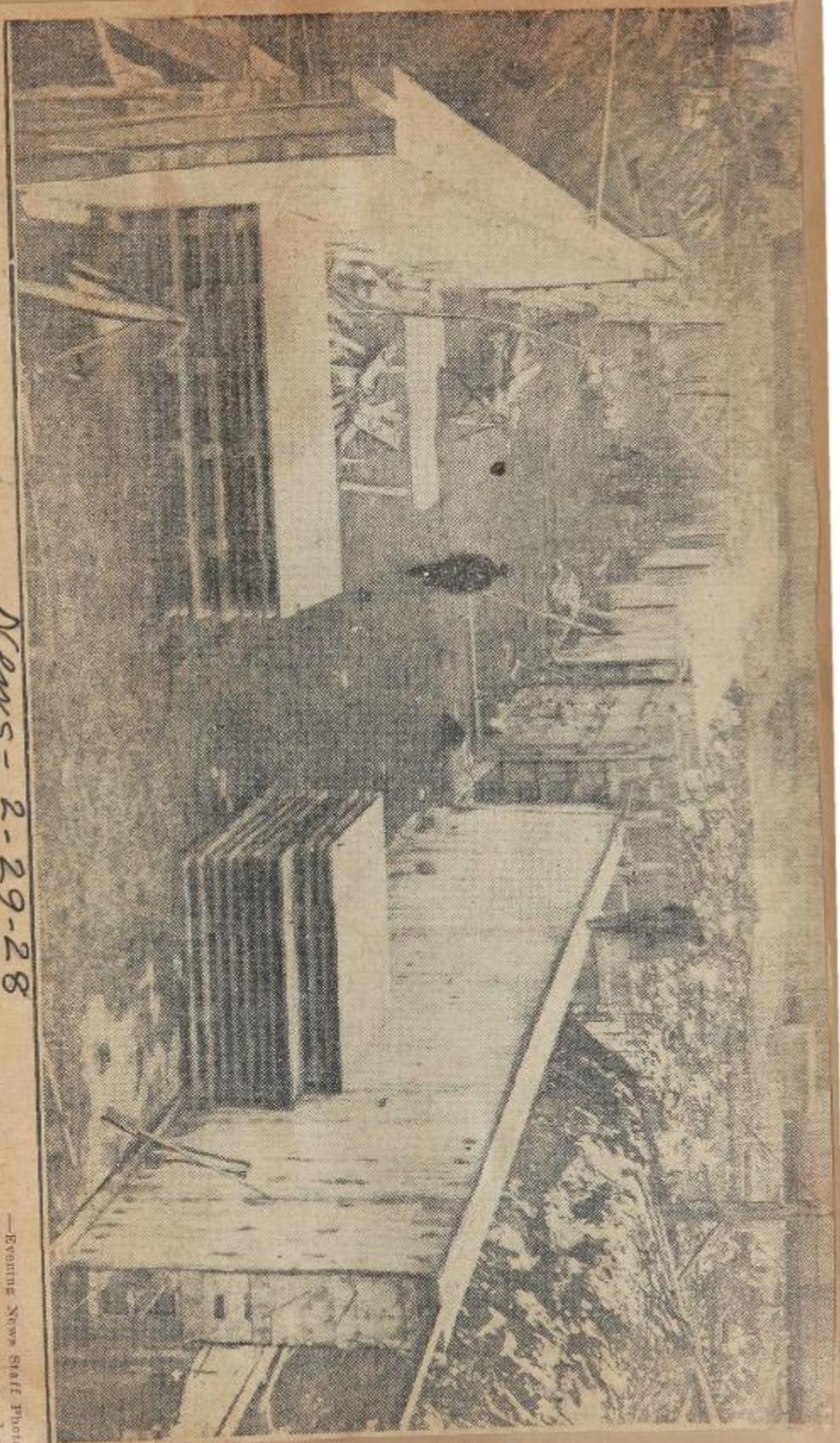
In fact, it is proposed to start laying brick, limestone and granite outside the station's steel work next month. The station itself, it is estimated, will cost more than \$5,000,000. The cost of excavation, laying tracks, with subways under them and a passenger concourse over them, station



News 2-29-28

—Evening News Staff P

Steelwork on the Curtiss street terminal of the New York Central railroad has reached the 15th story; concrete floors are being laid and plumbing installed. The photograph shows the southeast tower, which will contain 1,000,000 feet of office space. The arch at the right marks the roof of the station proper.



*News - 2-29-28*

—EVENING NEWS STAFF PHOTO

Passengers detrain at the new station of the New York Central railroad will not have to dodge baggage trucks, for a baggage subway is under construction.

News 2-29-28-

# Huge 15-story Building Now Waiting for Carpenters, Masons and Electricians.

Buffalo's huge new passenger terminal has begun to assume definite shape. With 15 stories of steel construction work now waiting for carpenters, masons and electricians, the structure at Curtiss, Lovejoy and Peckham streets bids fair to be completed by the end of the year.

Since work on the terminal began in April, 1926, land has been purchased and cleared of impeding buildings, a 300-foot extension has been added to the William street subway; the American Railway Express building has been remodeled and is now in use; another track bridge has been built across William street to carry tracks to the express depot; the new power plant has been finished, and is now ready for steam; a new water tower has been built in the railroad yard to accommodate trains on the 14 new tracks; a mile and a quarter of new streets has been laid, and thousands of feet of new sewerage and gas, water and electric con-

duits have been sunk and covered over.

Where once the West Shore railroad embankment jutted above the landscape, Lindbergh drive now sweeps from the intersection of William street and Fillmore avenue over to Broadway. A portion of Curtiss street has been closed and the new Curtiss street now passes right by the station, 220 feet north of the abandoned portion.

In addition, freight tracks have been shifted hundreds of feet, the easterly Belt line connection has been relocated, and the tracks of the American Railway Express depot have been reconstructed, all to make room for the 14 new tracks which will bring trains into the station.

Heat, light and power will be furnished by the central power station located east of the station building. Drying fires have been burning for several weeks. The installation of boilers has a rating of 1875 horsepower, and

provision has been made for additional capacity.

### New Signal Stations.

While work on the station building is well under way, there are several other important features of the entire terminal that are not being neglected. One of the two signal stations is now under way at the east entrance of the station tracks. There will be another at the west end. Modern signalling provides the track operator with a diagram on which lights indicate the movements of trains.

Baggage subways, ten feet high, 28 feet wide, and 400 feet long, are now being walled in, and will be roofed over before long. They will be connected

with the station platform by "ramps" or sloping runways, making it possible to bring baggage from trains down under the station for delivery without interfering with passenger traffic from trains to station exit.

### Main Station Awaits Concrete.

On the main station work has progressed far enough for workmen to begin pouring concrete flooring at the lower floor levels. Plumbing is being installed as each floor is laid, and provision is made for telephone, telegraph, and electric light conduits. The plaza is plainly outlined by steel work 22 feet above the street level. Curtiss street will actually pass under the station building, and will be used for baggage, mail and express delivery, while passengers will use Lovejoy street to reach the station. This arrangement will separate the two kinds of traffic.

The tower, 80 feet square, and now 200 feet in the air, is visible from downtown office buildings, its steel girders standing out black against the sky. When finished it will reach up 250 feet. The exterior finish will be light colored brick with stone trimmings, in modern American style of architecture.

## Maj. Norton Urges Retention of Grade Crossing Commission

Retention of the Grade Crossing and Terminal Station commission contrary to Mayor Schwab's advice would save Buffalo money and lead to an earlier start on the downtown station. This statement was made by Maj. George H. Norton, chief engineer for the commission, at the annual banquet of the William Street Businessmen's association, in Hotel Lafayette, Tuesday evening.

Nearly 100 attended the banquet, at which J. Fred Berner was toastmaster. Maj. Norton described the New York Central terminal now under construction in Lindbergh drive, and told of plans for the downtown terminal.

### Central Spends Million.

"The new East Buffalo station is the largest single improvement ever carried out in Buffalo," he declared. "It will probably be placed in operation about April, 1929. The New York Central railroad is spending much of its own money to lay out the nearby streets properly so that they may properly carry the terminal traffic. It has spent more than \$1,000,000 for these streets.

"The new terminal is nearer to more homes than the present Exchange street depot. A good system of approaches will allow persons from all sections of the city to gain easy access to the station. There is also plenty of room for expansion in the future.



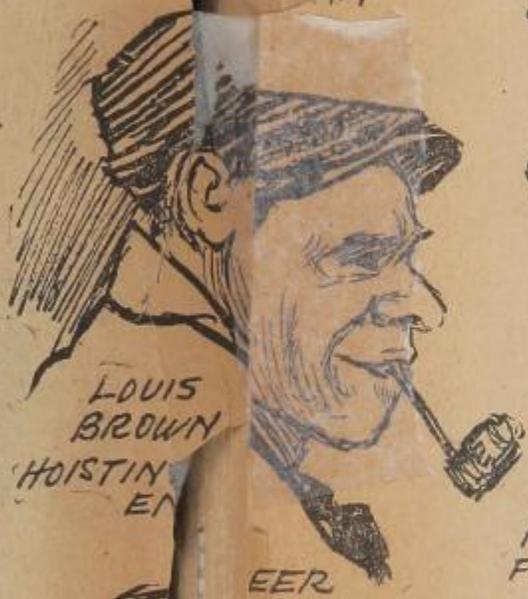
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TONY  
ASCONE,  
CARPENTER  
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SALVADO CALI  
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GEORGE  
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CE SHANKS

RAY ZEFF, ELECTRICIAN

FRANK  
TRAINER  
ELECTRICIAN-R. CAREY  
ELECTRICIANCHARLIE  
DE MARCO,  
FOREMANBURT  
EGGLESTON,  
THE  
"STEWARD"MARTIN  
SPENCER

K. WETTLAUER



Times - 3-11-1928

New York Central's new 20-story passenger station is rapidly taking shape. The gigantic railway plant, which is estimated to cost from \$5,000,000 to \$15,000,000 is located on Curtiss St., in Buffalo's East Side.

The steel skeleton of the great clock-surmounted tower reached the 15 story yesterday and in a few weeks the whole tower, 265 feet above track level, will be completed. Already the long desired depot forms a part of Buffalo's sky-line, for it is visible from the majority of office buildings in the downtown district.

In the immediate vicinity of the structure, the casual observer sees great

confusion. Heaps of steel beams, lumber, machinery, construction shanties and tracks cover acres of ground around the rapidly shaping station.

#### Noise Blasts the Air.

A pandemonium of shrieking hoist whistles, signal bells, escaping steam, and the shouts of workmen, coupled with the rat-tat-tat of the riveting gun, split the air.

But back of this seeming confusion there is a definite plan that brings the New York Central depot nearer realization at the end of every day. The wintry blasts that whistle through the network of iron girders do not deter the work in the least.

Workmen grubbing like moles are building the subway under the seven passenger ramps and fourteen tracks. The main portion of the work on this subway, which is designed to handle baggage, is completed.

A huge power house, with three 625 horsepower boilers, which will heat the terminal and supply steam lines for

trains, is finished and its machinery in place. Steam lines are used to facilitate the pouring of concrete. The lines are extended to the high combination hoisting and mixing machine, which moves back and forth on its own track. A squad of men work all night keeping salamanders ablaze to prevent the newly-poured concrete from freezing.

A huge concrete abutment which forms part of the expansive Curtiss Street approach is also finished.

#### Is 20 Per Cent. Finished.

About twenty per cent. of the entire work on the new terminal is completed and contracts let, call for the completion of the depot next December 1.

More than 400 men are now working on the structure and as soon as weather conditions are more favorable, as many more will be hired. W. F. Jordan, New York Central engineer, in charge of construction work on the terminal, said that the passing winter had been very favorable to building operations and

that little difficulties were encountered because of cold weather.

Brick, limestone and granite is expected to be laid for the first time tomorrow and when warm weather sets in work will be rushed to have the depot completed at the stated time, next December.

The cost of the depot proper is said to be \$5,000,000. The cost of excavation, laying tracks with subways under them and passenger concourses under them, station approaches, signal towers, the vast network of tracks and other outside work will cost around \$10,000,000, it is estimated.

The Walsh Construction Company of Davenport, Ia., has the general construction contract, part of which has been sub-let to other firms. All operations are under supervision of the New York Central Railroad, the chief engineer for which is W. F. Jordan. Fellhelmer & Wagner of New York are the architects.

*Courier X - 3-17-28 -*

## *Ready For Brickwork On New Central Station*

Steelwork on terminal well forward and framework of dome soon to be added

Eighteen stories high, steelwork on the new passenger terminal of the New York Central railroad in East Buffalo rears skyward and before long the framework will be added for the dome on the building.

So fast has the work been progressing on the new station, which will be completed by the end of this year, that workmen now are ready to start on the stone and brick work, delivery of which already has been made.

#### Pouring Concrete Floors

Concrete is being poured in the lower floors and in the basement walls of the station along the south

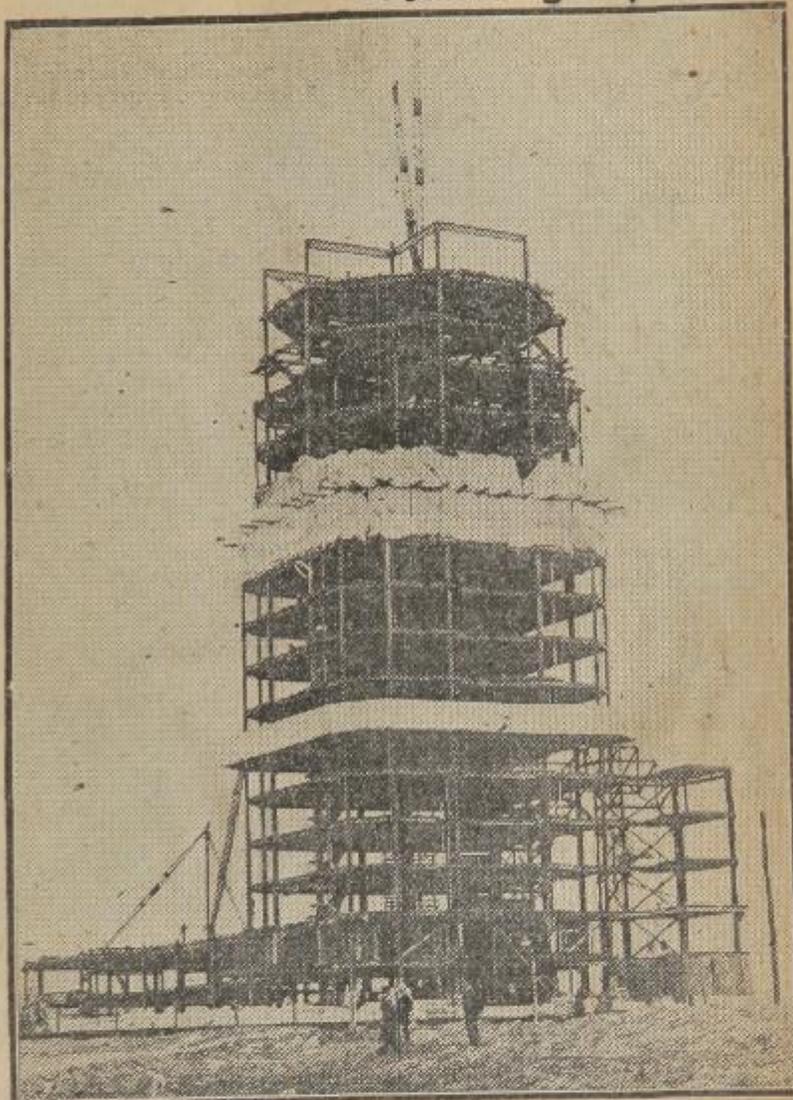
side of Curtiss street. Brick is being laid on the signal towers at the opposite ends of the railroad yards. The signal system alone will cost more than \$70,000, it is reported, and conduits for this system partly are completed.

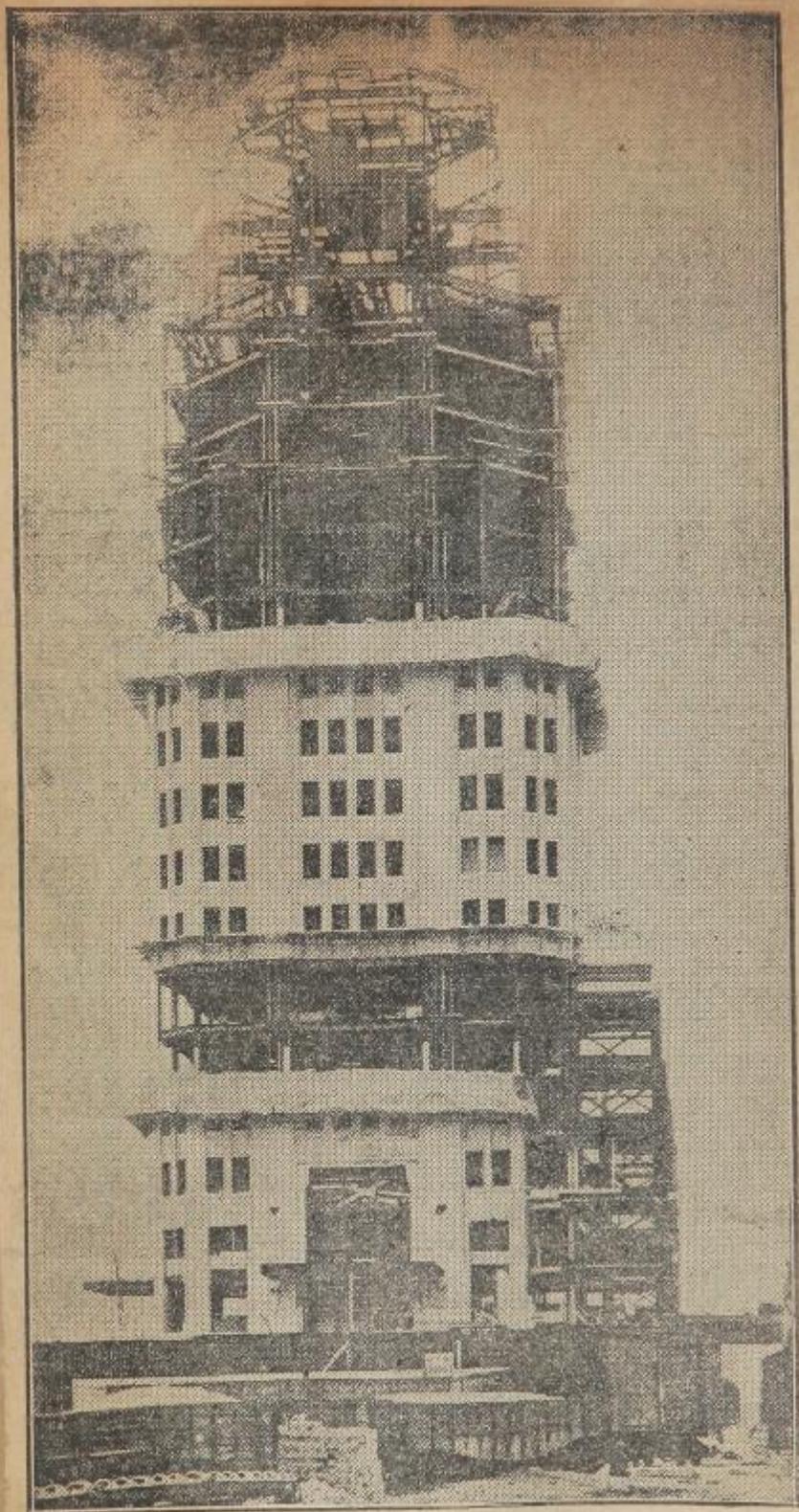
Work has been started on track construction and excavation for the stringers or supports under the belt line tracks is well under way. The tracks must be supported to permit traffic to continue, while a subway is being pushed through under the tracks.

Forms also are being erected in preparation for the concrete roof of the baggage subway, and for the walls of the runways by which baggage will be brought down from the track level.

# Terminal Tower Rises Skyward

con.X 3-17-28





The new New York Central station in Curtiss street is rapidly taking form. Within a month, contractors predict, the outside covering of the big tower will be completed. At present masons are laying up the white stone on the steel structure.

X 4-13-28

*Courier-Exp. 4-15-1928*

# Ten floors of new station up; tracklaying, subway construction speeded

A small army of men—800 of them—are busy these days in East Buffalo putting up the New York Central passenger station, building subways, laying tracks and doing the many things connected with that enterprise.

Soon there will be 1,200 men at work when the construction and em-

ployment peak is reached. Visible evidence of the progress already made is found in the fact ten floors of the towering terminal have been bricked up and the limestone for tower and arches is ready to go into place.

Most of the steel work is done and the remainder will be completed in two months. Material is being delivered as fast as it is needed and under the touch of these men there is being forged daily a growing monument to these master builders and the railroad and the city.

*Courier-Exp. 5-31-1928*

Builders, however, still hope to have terminal ready by January 1st next

**HAVE UNTIL APRIL 21ST**  
**—5-31-1928**  
Sound to be eliminated and vibration eliminated as far as possible

Sound will be deadened and vibration eliminated as far as possible in the new station of the New York Central at Curtiss and Lovejoy streets. When completed it will be the most costly and modern railroad passenger terminal in the United States.

Maj. George H. Norton, engineer for the grade crossing and terminal commission, said yesterday that he had been informed by Fred B. Hank, designing engineer of the railroad, that sound deadening material is to be used in the walls of the concourse and waiting rooms, as well as other portions of the building. The contracts to be let for sound-proofing allow six months for the installation. It is expected this work will be started July 1st.

### May Cause Some Delay

The process for making the building soundproof may cause some delay in carrying out the general contract. The Central has been endeavoring to have the station ready for use by January 1st of next year.

However, the arrangement made by the grade crossing and terminal commission and the city with the railroad, allows until April 21, 1929, for the building to be completed.

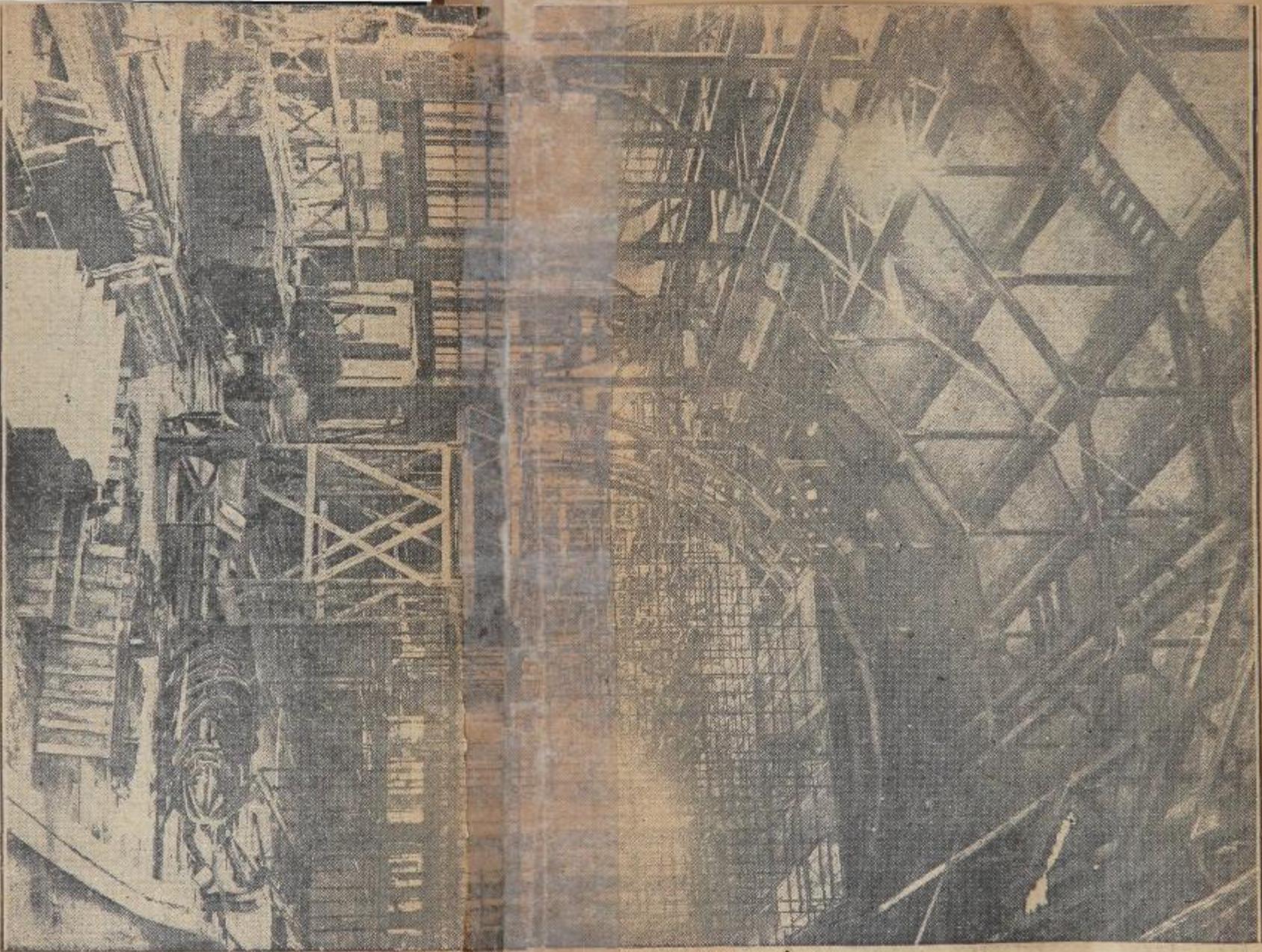
To do away with the noticeable vibration, because of the movement of trains, the steel columns, instead of resting directly on concrete foundations, rest on especially designed mats, which have been placed on top of the concrete.

Maj. Norton said that he has been informed by William F. Jordan, engineer in charge of construction for the Central, that outside of the steel work the erection of the building has been proceeding on schedule. The steel work is not of the straight-line type, but, due to the design of the station, has many small angles, curves and variations. These features account for the construction going on at a slightly slower pace than anticipated.

### Enclosed by Summer's End

It is expected to have the station roofed and enclosed by the end of the summer, when the interior finishing will begin. The paving of the street approaches will be done by the city and paid for by the city. Several buildings in Lovejoy, Curtiss and Peckham streets will have to be removed. These properties have been acquired. The paving will be done before the end of the summer, Maj. Norton said. Curtiss street, which had to be widened, has been given the new name of Lindbergh drive.

The track layout has been completed up to the station platforms. The platforms and the track beds alongside them will be of concrete. Most of the platforms will be 1,200 feet long.



—Evening News Staff Photo.

A cubist might say this is a modernistic rose window, but it's only the scaffolding used in plastering the ceiling of the huge passenger concourse in the new Curtiss street terminal of the New York Central railway, now being pushed toward completion. Comparison with the man in the foreground will give an idea of the height of the structure.

NEWS-9-19-1928-

## STATION READY IN APRIL

*Courier X-11-17-28*  
Major Norton reports work on project progresses steadily

Major George H. Norton, engineer for the grade crossing and terminal commission, said yesterday he is satisfied that the new station of the New York Central lines at Curtiss and Lovejoy streets will be completed and in operation by April 29th, as called for. West-bound passenger trains now make use of the tracks alongside the station.

While the outside of the station is about completed, Major Norton said there is a large amount of interior work to be done. Passenger service cannot be given while this work is in progress, because, to go to and from trains, passengers must pass through the station, he remarked.

*Courier X-11-28-28-*

New York Central station in East Buffalo fast approaching completion

**WILL OPEN APRIL 1ST**

Tile for ceiling, instead of plaster, costs additional \$300,000

With the completion of all exterior mason work, the new \$7,000,000 terminal of the New York Central railroad in East Buffalo is now fast approaching completion.

R. K. Eilenberger, general superintendent of the Walsh Construction Company, in charge of building the imposing structure, announced yesterday that the terminal will be com-

plete in every detail and ready for the opening by April 1st.

### Ceiling Designed to Reduce Noise

Most of the interior needs but the work of the decorator to put on the finishing touches. One of the greatest tasks remaining is the work of tiling the ceiling of the passenger concourse and train bridge.

The original plans called for plastering the ceiling, but they have been changed to make way for the installation of Guastavino tile of a buff shade at an additional cost of \$300,000. This type of tile is specially designed to reduce noise to a minimum. This work is now being pressed forward.

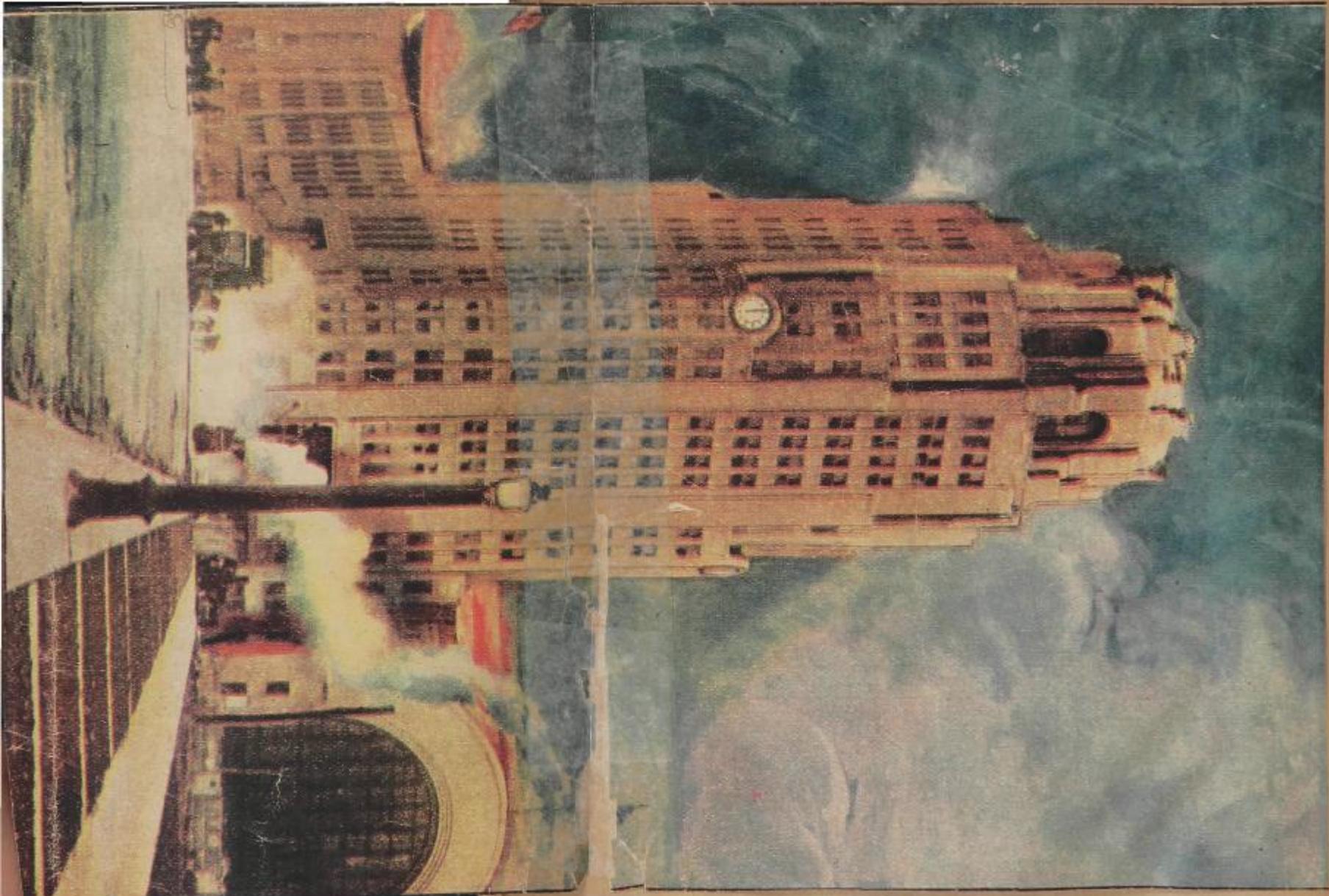
The canopies and train sheds will be completed by the first of the year. The plastering of the waiting room will be finished before the end of the year.

### Working On Dining Room

The dining room is completely plastered and ready for the decorator. This room will be finished with modernistic effects. All the imported Botticino marble work in dining room, passenger concourse and train bridge has been installed also. At present artisans are engaged in installing the art marble flooring. Tile is being set in the ramps and tile roofing over the station proper is being laid.

All the offices need but the finishing touches of the decorator. There are seventeen floors of offices in the central tower and an additional three floors over the long baggage and mail rooms.

The railroad is now ready to use the station as soon as it is completed. The permanent tracks have been down for a month and all through trains are now using them daily. These trains, however, make no stops at the new terminal, but go through to the downtown section.



*Coming 12-30-28*

*A picturesque view of the New York Central Station at Curtiss Street, which will be completed during the year which begins Tuesday.*

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# Big Terminal Erected By Builder of Skyscrapers

*Commiss Exp. 6-23-1929.*

R. K. Eilenberger, engineer in charge, famed as constructor of industrial palaces

The new Central Terminal is a giant building. The dimensions of the main station are 300 feet by 250 feet, with the height 100 feet. At one corner is the imposing tower, 80 feet square and rising to a height of 270 feet. In addition, there is a wing to the building 60 feet wide by 350 feet long, for the handling of mail and baggage, with three office floors above.

There are two floors below the plaza level, used principally for storage, kitchens and the like.

The appearance of the building is distinctly monumental. The design throughout is modernistic: the Central Terminal is a creation of the sort that has come to be known as characteristically American, combining the utmost efficiency and serviceability with beauty and dignity of line. In some of its aspects, plain to the point of severity, it is elsewhere rather ornate—as in the case of some of the interior decorations—yet everywhere showing practicability, comfort and endurance as the guiding elements of its construction.

#### View of Approaches

The main entrances, at the base of the tower, are conspicuously indicated by low-hanging marqueises, surmounted by large windows. Clocks placed about two-thirds of the way up on the four corners of the tower tell the approaching traveler the correct time. The sweeping view of the approaches—(Lindbergh drive lies 400 feet from the station) gives the fullest appreciation of the striking qualities of the construction.

Once within the entrance lobby,



R. K. EILENBERGER

the eye of the hurrying traveler is caught by the cluster of shops that have been arranged there. At the left is an alcove for elevators and stairways serving the bus entrance below and the offices above. On the right lies the long row of ticket windows—eighteen in number—conveniently placed for the traveler. Beyond

is the long shelf of the baggage checking alcove.

On entering the passenger concourse, the first visitor to Central Terminal will feel something akin to astonishment, for it is of a spaciousness and impressive height, and of a quality of striking decoration beyond what even the most optimistic have foreseen.

The polished terasso floor, flanked by numerous booths designed to provide for all the wants of the traveler, stands like a glassy lake about the central island, the information booth—a marble and bronze structure where experts will dispense numerous and sundry facts on numerous and sundry subjects to the thousands who daily will use the building.

Above, the lofty vaulted and groined ceiling spreads over the walls

of Botticini marble. In one corner is the exit lobby, in an adjoining corner the entrance lobby.

Just off this concourse is the waiting room—which combines some striking new features of construction with some solid comforts of a familiar sort—the highbacked benches with seats on either side of the back rest and unusually complete rest rooms for women and lavatories for the men.

The unusual elements are in the decorations. Overhead is a blue sky ceiling, with lights set like suns in the curved arch, and four striking medallions in the corners—one of the Castleton bridge over the Hudson—a recently completed New York Central project—another of Niagara Falls, a third of West Point, a fourth of the Statue of Liberty.

Another of the features of the station proper which will prove of especial interest not only to Buffalonians, but to the traveling public generally, is the new restaurant.

Hardly less imposing than the passenger concourse is the adjoining train concourse, 50 feet wide and no less than 450 feet in length. From less than 450 feet in length.

## LAUDS LUMBER FIRM

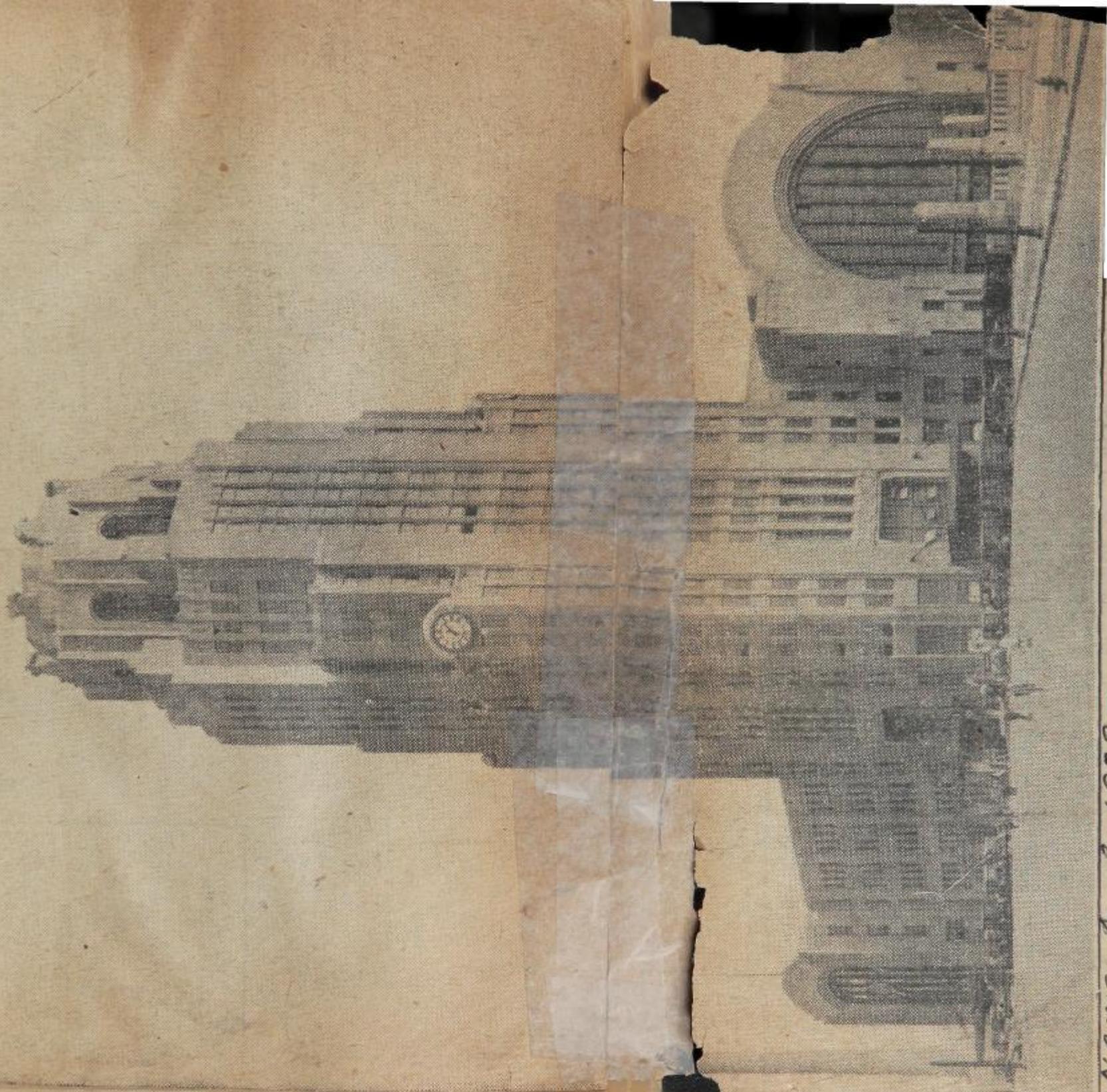
*C. X-6-23-29*  
Contractor praises G. Elias & Bro., Inc., for service

R. K. Eilenberger, superintendent of the Walsh Construction Company, contractors for the New York Central station at Curtiss and Lovejoy streets, has complimented the G. Elias & Bro., Inc., who furnished lumber and millwork for the huge structure.

The Buffalo concern was lauded for the efficient organization and the prompt and courteous manner in

which the sometimes unusual demands were met.

"It is rather unusual for us to have been able to get everything we have needed in your line on our various jobs in any one place, but your stock and facilities seem to be sufficient to enable you to have supplied all items, and your slogan, 'No order too large for us to tackle, no order too small to receive our careful attention,' has been found by us to be correct," Mr. Eilenberger said. "Even when asked to supply the telephone directory stands finished to match the balance of the finished cabinet work, this order came through in excellent shape, making finish perfectly.



News 4-3-1929-

Work on the New York Central station at Lindbergh drive and Curtiss street now is approaching completion. The structure will be formally opened about May 1.

—Breidig News Staff Photo.



**BUFFALO CENTRAL TERMINAL** opened with formal ceremonies yesterday, June 22nd. We present here a page of exterior and interior views of the splendid structure. (*Left*) An aerial view showing the main building, passenger sheds, motor ramps, etc. (*Above*) Main entrance, west side. A comparison with the figures gives an idea of the large scale of the building.



THE TRAIN CONCOURSE is of ample size to accommodate incoming and outgoing crowds. Note the bulletin board at right.

# Big Central Terminal Is Architectural Monument

Connier Exp-6-23-1929

Beauty, dignity of line marks giant structure to serve Buffalo traveling public

One of the chief participants and spectators at the opening ceremonies of the New York Central Terminal yesterday and a bystander whose heart warmed with satisfaction and pride each time the words—achievement—Marvelous—Wonderful—magnificent and imposing—rang out was R. K. Eilenberger, the engineer who had complete charge of construction of the terminal.

Mr. Eilenberger, noted as a builder, a man whose job is erecting industrial palaces of stone and steel and wood, stood by yesterday and watched as crowds hailed with admiration his last particular job.

"I'll bet he's proud," said one official as he pointed to the engineer.

"I'll bet he's thinking of his next job," was the retort of a man who knew him.

### Builder of Skyscrapers

In 23 years Mr. Eilenberger has been engaged solely in the business of construction engineering. He is 42 years old and during the time his genius has been associated with a score of sky scrapers. In 1917 he was superintendent on the national army cantonment at Fort Riley and Camp Funston. In 1918 he was...

In 1919 and 1920, he was in charge of H. C. Kahl's, V. P. Walsh Construction building in Davenport, Ia., which consisted of a \$2,000,000 theater and office building. During this same time two-year period he had charge of construction of about ten other structures for the Walsh Construction Company in Davenport, Ia., and Rock Island, Ill.

In 1921 and 1922 he was in charge of erection of the city hospital buildings, Cleveland. In 1923-26, he was manager of the Longacre Engineering & Construction Company, building the Jackson Towers Building in Chicago, the Sherwin Hotel, the Albion Shore Hotel. The Aragon Ball Room, the 180 East Delaware Apartments and the State Theater of Hammond, Ind.

In 1927-28 and '29 he built the American Commercial Bank Building in Davenport, Ia., and then came to Buffalo to supervise all work on the New York Central Terminal.

During his career, Mr. Eilenberger has worked for but three companies: George A. Fuller Company, Longacre Engineering & Construction Company and the Walsh Construction Company. He is in Chicago...

## New Terminal Marvel Of Beauty, Ingenuity

The new Central Terminal supplants the old Exchange street station which was built in the early '60s, when Buffalo was only a city of about 50,000 and the New York Central Railroad Company was far from being the great system it is today.

Since that time, however, Buffalo has grown eleven-fold in mileage and much more in traffic volume. The new station was the only solution.

The new terminal is on Curtiss—only 2.2 miles from the business center of the city, and on the fringe of the heavy traffic sections.

### Station Seems on Eminence

The visitor approaching for the first time receives the impression that the station is situated on a small eminence. The illusion is created by a circular plaza on Lindbergh Drive, 250 feet in diameter, and constituting the focus of six radiating thoroughfares. One of these, 150 feet wide and 600 feet long, sweeps up to a gentle sloping incline to the station plaza, 150 feet by 600 feet, in front of the station and level with the main floor, about 20 feet above the circular plaza.

This curved, inclined driveway and plaza constitute a majestic approach unequalled by any other important railway station in America, according to railroad officials.

### Structure Original in Design

The structure is strikingly original. The principal feature is an octagonal tower the top of which is 271 feet above the track level. It is a solid structure 80 feet in diameter and houses 15 floors of offices.

The solidity of the tower is accentuated by sheer vertical piers, two on each side. As the tower is stepped back toward its crowning feature, the vertical piers are finished with a series of buttresses, which form the corners of the octagonal terminal. Between these buttresses is a series of arches surmounted by stone finials, giving a sturdy, graceful termination.

### Illuminated at Night

At night these buttresses and arches are illuminated by floodlights so that the tower is visible for a radius of 15 miles. The tower gives a sheer mass effect, an impression of sturdiness and power, symbolizing the city it serves.

The tower stands guard over and forms a part of the rectangular station building, 300 feet long, 225 feet wide and 100 feet high, the outstanding features of which are Roman type arches at each end over Curtiss, framing win-

dows filling nearly the whole end of the building, with a smaller arched window on the north front.

Between the tower and this window on the north are four vertical piers on the order of those of the tower, extending from the ground to the eaves and still further accentuating the effect of sturdiness and power.

### Three Floors for Offices

The windows within the arches are double, with passageways between, similar to those in the Grand Central terminal in New York City.

The main building has three floors of offices. The new terminal provides ample floor space for a rather large clerical staff that formerly was scattered inconveniently throughout the city.

There is a wing extending along Curtiss 50 feet wide by 350 feet long for baggage and mail rooms also, with three office floors above the main floor. At the eastern end of the main building is the train concourse, 50 feet wide by 450 feet long, giving access to trains from seven platforms, each of which serves two tracks. A ramp and two stairways are provided for each platform, so that arriving passengers may walk comfortably up the ramps to the station level and thence to the exits without coming in contact with departing travelers, who go down the stairways. The platforms are 22 feet wide and protected by canopies from rain and snow, yet afford ample light and air. The station building has a granite base with gray brick facing and limestone trimmings.

Numerous accessories are essential to a railroad station. For instance, transportation of U. S. mail and express matter are important adjuncts of passenger business and facilities must be furnished to handle both. In addition to the mail room mentioned there is a mail yard adjacent to the station in which full carloads of mail will be handled. This yard is provided with a covered platform and driveway.

### Express Depot Transferred

The American Railway Express Company has long had its main depot in Buffalo on Curtiss, adjacent to the station. Other business handled by passenger trains was formerly accommodated in a depot on Green, near the Exchange station. Since the opening of the new station this business from Green has been transferred to the Curtiss depot, which has been enlarged to take care of the additional business. Now the express depot consists of a two story building, 860 feet long and 60 feet wide, with 5000 feet of covered platform and the necessary tracks for serving them.

The power plant is in a separate

86  
building. It is equipped with boilers of 1875 horsepower capacity, with air compressors and an electric substation. Electric current supplied by the Buffalo General Electric Company is transformed into the various kinds of current required. To distribute the steam, compressed air and electric current from the power house, an extensive system of pipes and ducts extends not only to the buildings but throughout the yards for car heating, brake testing and car lighting.

On entering the Central Terminal through the main entrance at the northwest corner of the building, the traveler will find himself in a passage which leads past the battery of elevators in the tower in a straight line to the ticket office, which stands at the west end of the spacious main concourse, directly in front of the great window.

#### Domed Ceiling Chief Feature

Right here is the chief feature of the interior architecture, a lofty domed ceiling with groins, from the center of which depends a splendid chandelier. The ticket offices with bronze and iron screens and marble counters and wainscoting give a rich, dignified and impressive finish to the west end of the concourse. Behind the ticket windows are the latest facilities for quick and sure handling of traffic.

Each ticket seller has his own personal cabinet of tickets, which he can look up and wheel back out of the way when going off duty. This simplifies his accounting and it also permits possible errors in routing a passenger to be traced without difficulty to the man who made them.

#### No Noise From Trains

A feature that seasoned travelers will note with pleasure is the entire absence of noise or vibration from passing trains. The lofty concourse is as silent and serene as a cathedral. These features were achieved, first, by setting foundation pillars on "vibration mats," consisting of alternate layers of asbestos and lead, a device originated by the New York Central Railroad in building Grand Central Terminal in New York City. In addition to this the walls and domed ceiling are faced with a special type of tile, which has the property of absorbing sound.

Finally, to insulate the floor against sound the concrete floor base is given a lining of cork slabs two inches thick. The floor is terrazo in designs of four colors: cedar Tennessee, pink Tennessee, Botticino and red verona. This color combination with the clouded Botticino marble of a soft grayish tan forming the 16-foot wainscot all around the room, and the warmer tan in varying tints of the tiles of upper walls and ceiling with bronze light brackets and chandeliers dependent from panels in the domed ceiling, constitute an ensemble that without exaggeration may be termed magnificent.

Having purchased his ticket the arriving traveler continues in a straight line from the entrance to the baggage room to check his trunks. If he has the spare time which prudent persons allow themselves when they set out to catch a train the traveler may return to the concourse for a leisurely look around.

#### Exit on East Side

The exit is at the east, or opposite, end of the concourse. Like arrivals, departing passengers walk in a straight line from the train concourse, 50 feet wide and 450 feet long, to the northeast corner of the main building where they will find taxicabs, or descend to the ground floor level by broad and easy stairs to the street car terminal beneath the Plaza. There need be no cross currents of traffic unless some one deliberately inconveniences him-

self to get in somebody else's way, and there need be no retracing of steps. Everything that ingenuity can suggest has been done to promote the comfort and convenience of the traveling public and facilitate the work of employees.

At the north side of the concourse, which, it may be mentioned for the benefit of the statistically inclined, is 300 feet long and 66 feet wide, while its arched ceiling is almost 80 feet above the floor, is the dining room, 100 feet long and 56 feet wide. The dining room is sumptuously finished with wainscot of black and gold marble, plastered walls, ceiling decorated in modernist style, in colors, gold and silver leaf. In the center of the room are lunch counters for the hasty, while on either side of the lunch counters and separated from them by ornamental iron grilles and glass are tables.

On the opposite side of the concourse is the waiting room, 105 feet long and 56 feet wide, with a wainscoting of dark Botticino marble. Walls above the wainscoting and the ceiling are panelled somewhat in the Spanish style. End walls are adorned by bisymmetrical medallions, the ones in the west wall representing, (1) the Statue of Liberty; (2) West Point, at the east end; (3) Niagara Falls; (4) a locomotive symbolizing transportation. The terrazo floor, which is of the same colors as in the concourse, has a border of designs in cloissone. The walls are panelled with plate glass mirrors about four feet wide by six feet high. On the south side are two handsome drinking fountains, while at the southwest corner is the ladies' rest room, and at the southeast corner the men's smoking room.

### Salient Features of Terminal Described

The main building is six stories in height and the main body is about 250 feet by 300 feet. At the west corner is the tower, 80 feet square and 20 stories

15 height.

The passenger concourse is 66 feet wide and 300 feet long. The domes at each end are 64 feet high and the vault between the two is nearly 60 feet high.

The train concourse is 50 feet wide and 450 feet long. Ramps and steps lead from the train concourse to seven double-passenger platforms beneath. These platforms have a total length of 7,480 feet.

**Mail and Express**

Beneath the 14 station tracks, which are set in concrete, is a baggage subway, extending 660 feet beyond the main building. Connected with the terminal are a five-story mail and baggage building, 60 by 350 feet; a two-story express depot, 60 by 860 feet, and the power plant building.

A total of 9,725,000 bricks were used in construction of the new terminal. In addition, 12,750 tons of steel and 80,000 cubic yards of concrete were required.

The trackage in station and yards is estimated at 30 miles.

The architects were Fellheimer & Wagner of New York. Contractors were Walsh Construction Company, and the construction was under supervision of the New York Central Railroad engineering department, F. B. Freeman, chief engineer; W. F. Jordan, assistant

engineer, and F. B. Hank, assistant designing engineer.

**Commission Members**

The agreement under which the new terminal was erected was negotiated with the Buffalo Grade Crossing and Terminal Commission and city council, under the general direction of R. E. Dougherty, engineering assistant to the president, and W. S. Rann, local counsel.

Members of the new station group of the Grade Crossing and Terminal Commission who aided in the negotiations were: William H. Fitzpatrick, chairman; William E. Robertson, vice-chairman; Alfred A. Berrick, Henry M. Gerrans, William J. Conners, Elmer E. Harris, William H. Gosby, Harry D. Kirkover, William P. Northrup, William W. Reilley, William T. Roberts, John W. Robinson, William H. Ryan, Paul E. Streich, James Smith, William F. Schwartz, ex-officio; Mayor Frank X. Schwab, ex-officio; George H. Norton, chief engineer; Daniel J. McKenzie, secretary, and Dewitt Clinton, attorney.

The council of the city of Buffalo, Mayor Frank X. Schwab and Councilmen Ross Graves, James P. Moore, Frank C. Perkins and William F. Schwartz.

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## Facts About the New Central Terminal

**MAIN BUILDING** is six stories high and about 250x300 feet.

**TOWER** is 80 feet square and 20 stories high.

**PASSENGER CONCOURSE** is 66 feet wide and 300 feet long.

Domes are 64 feet high and the vault between is 59 feet high.

**TRAIN CONCOURSE** is 50 feet wide and 450 long. Ramps and steps lead from train concourse to seven double passenger platforms beneath. These platforms have a total length of 7,480 feet.

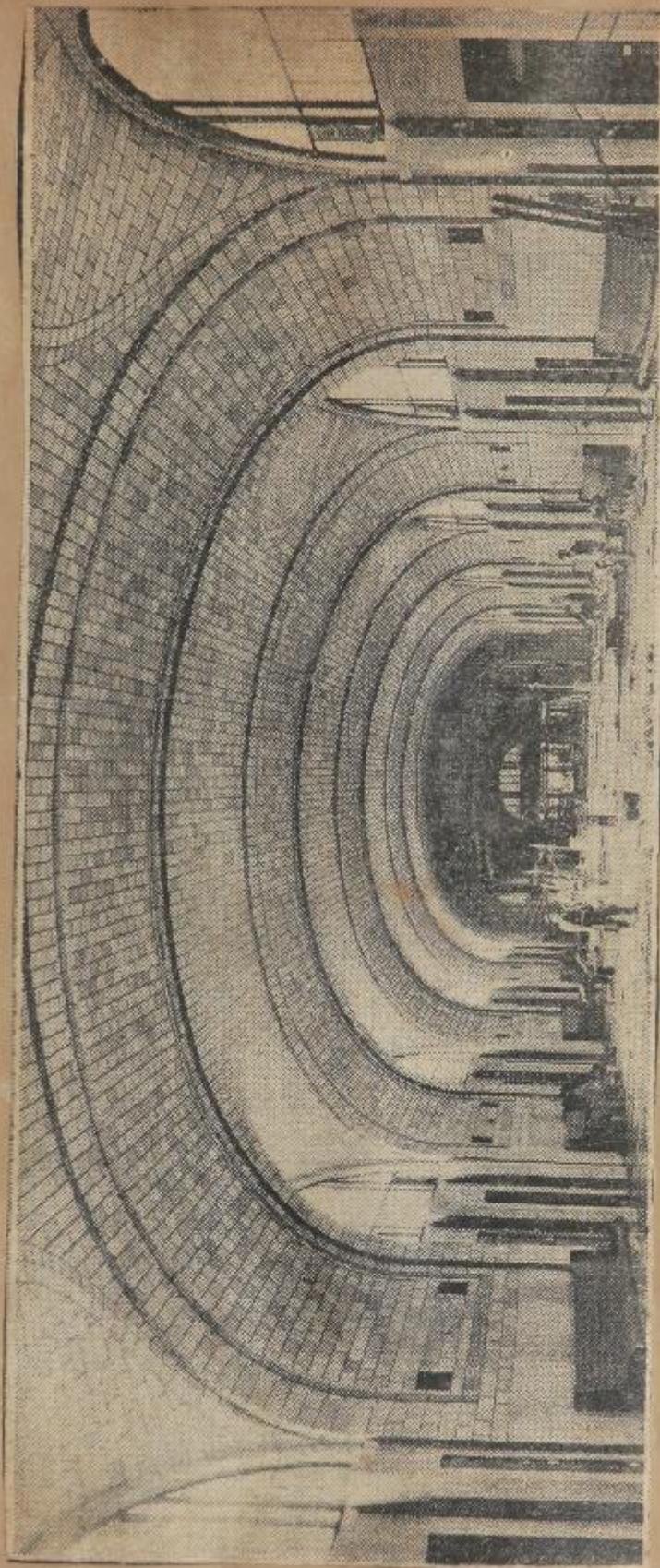
**BAGGAGE SUBWAY** is beneath the 14 station tracks, which are set in concrete. It extends 660 feet beyond the main building.

**CONSTRUCTION MATERIAL:** 9,725,000 bricks, 12,750 tons of steel and 80,000 cubic yards of concrete were required to build the terminal.

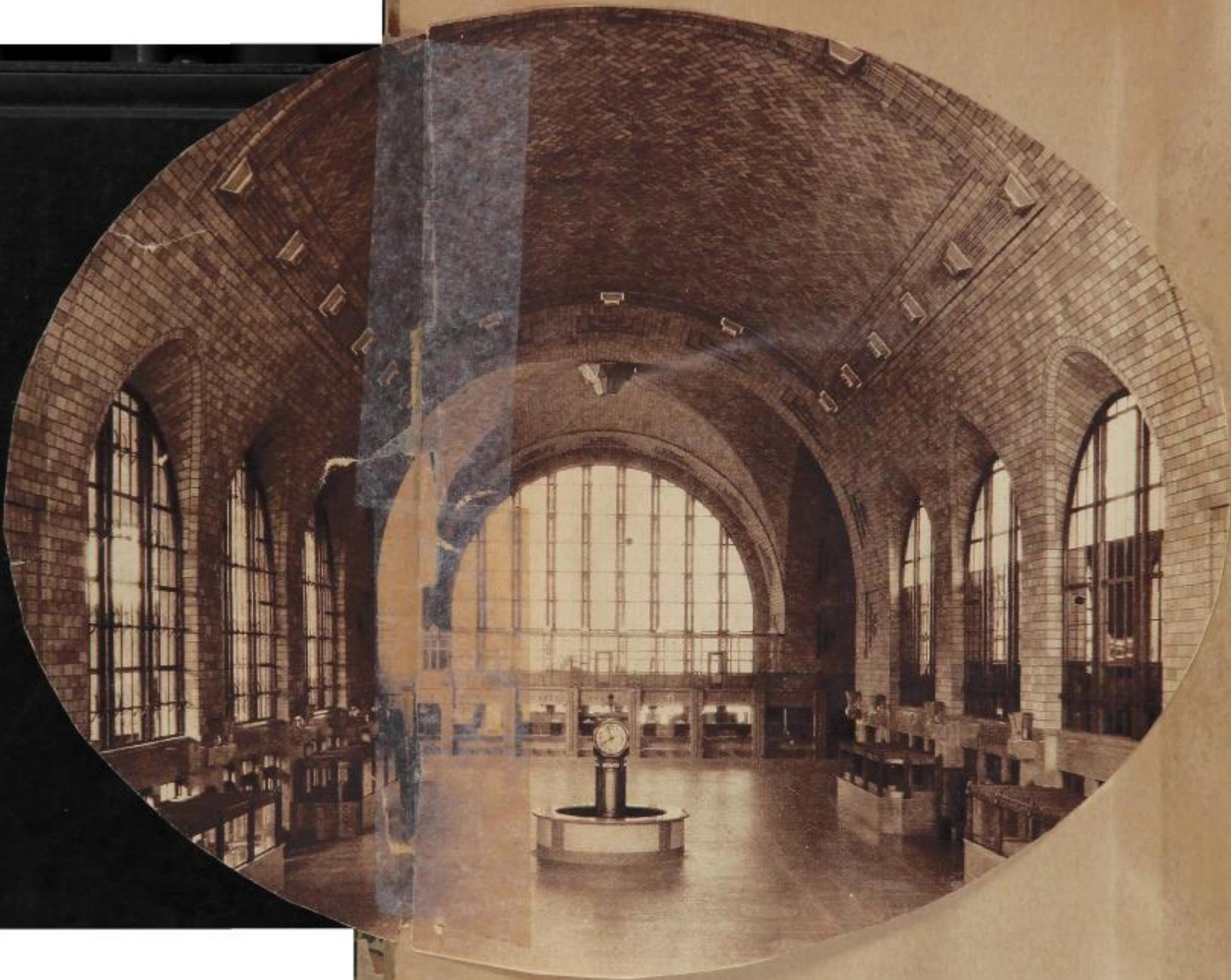
**OTHER BUILDINGS:** Connected with the terminal are a five-story mail and baggage building, 60x350 feet; a two-story express depot, 60x860 feet, and a power plant building.

**TRACKAGE** in station and yards totals 30 miles.





a spacious avenue of approach to the tracks



THE MAIN CONCOURSE

# Several Unusual Features Are Found in Construction

*Owner Express 6-23-1929*

Many Central Terminal projects surpass anything of kind in country

On lands that were inundated by heavy rains in the not distant past, there now rises the towering new terminal of the New York Central railroad with its 10,000 tons of steel, 9,000,000 bricks, 150,000 yards of concrete, 30 miles of rails and countless pieces of marble, tile and other materials.

But F. W. Jordan, resident engineer for the railroad, who supervised the construction of the station, modestly explained that there were no outstanding engineering problems in the erection of the structure which embraces all of the latest innovations in railroad terminal construction.

## Has Outstanding Features

Questioning of the principal assistant engineer, however, disclosed that there are many features of the new station which surpass anything of their kind in the country and that Mr. Jordan may take pardonable pride for his share of the work of completing an outstanding achievement in the railroad world.

Ground for the new terminal was broken on March 29, 1926. It was not until August 3, 1927 that work was begun on the erection of the station structures. It took about one year and ten months to complete the group of connected buildings which form the new terminal.

The fall of 1926 and the spring of 1927 was devoted mainly to the labors of installing a complete drainage system over all portions of the railroad property, filling in and leveling the ground, widening and paving of streets and track construction. A big problem confronted the engineers in providing for adequate drainage of the land. This land, prior to the inauguration of the work, had failed to carry away the surface water. Now the entire property and yard is so drained that the water is carried away almost as soon as it falls.

Street work included the creation of Lindbergh drive, the relocation of Curtiss street and the widening of Lovejoy and Peckham streets. The city connected up the water mains and put in drains on city property and the railroad did this work on the land comprising the new terminal property.

By December, 1928, the work had progressed to the point that the first steel was riveted on the tower of the main building. The work was performed by the Walsh Construction Company. Robert K. Eilenberger, general superintendent, was in charge of building operations.

One feature of the new terminal that holds special appeal for Engineer Jordan are the tile ceilings in the main concourse and the train concourse. He said that tile ceilings are a rarity in this country on a scale as large as that in the new terminal.

Experts were brought from New York by the Gustavino Tile Company to construct the tile ceilings. They laid the face tile on wooden forms suspended by steel members from the roof of the structure and backed the face tile up with other tile until the ceilings had been solidified.

Mr. Jordan estimates that this work took about the longest of any feature of the job in proportion to its size. It was eight months before the task was completed. He explained that it was a painstaking job and required expert workers.

## Bottecini Marble Unusual

Another feature of the new building, although this relates to the appearance rather than to any engineering aspect, is the Bottecini marble which is used as a wainscoting in the building. This dark gray marble, imported from Italy, is seen only in small quantities in buildings in this country, Mr. Jordan said. It

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was selected to harmonize with the general color scheme of the new structure.

Comment was made by Mr. Jordan

upon the "concrete tracks" in the terminal. While this is not a novel feature in railroad terminals, it has been adopted as one of the modern methods to insure cleanliness in rail stations. Instead of the old-fashioned wooden ties supporting the rails, the rails at the terminal are imbedded in concrete, which make a brightly appearance.

#### Signal System Is Latest

There are passageways over and under the rails. The concourse for passengers is over the rails and has two stairways, giving access to each platform at which trains stop to discharge and receive passengers. Baggage and mail is transferred to the trains from ramps leading from a subway under the rails.

One of the features of the new station which pleases Mr. Jordan is the signal system, which is said to be the largest and most up-to-date signal system in any rail terminal in the country.

Cars are stored, stocked and cleaned in a coach shop that is part of the terminal scheme and has a capacity of 100 cars. Nearby is a shop for light repairs to cars and a commissary building for Pullman cars.

## Popular Office

Comm - Exp - 6-23  
1929



Frank E. McCormack, general superintendent of the New York Central at Buffalo, ranking official at Central Terminal, is considered by railroad heads one of the most efficient operating officers in the country. Besides being a highly efficient railroad man, he is noted as being a courteous gentleman who by his likeable personality makes friends wherever he goes. He stands high in the esteem of President P. E. Crowley. Mr. McCormack has been a most active man in the preparations for the opening of the new station.

C. X. — 6-23-1929

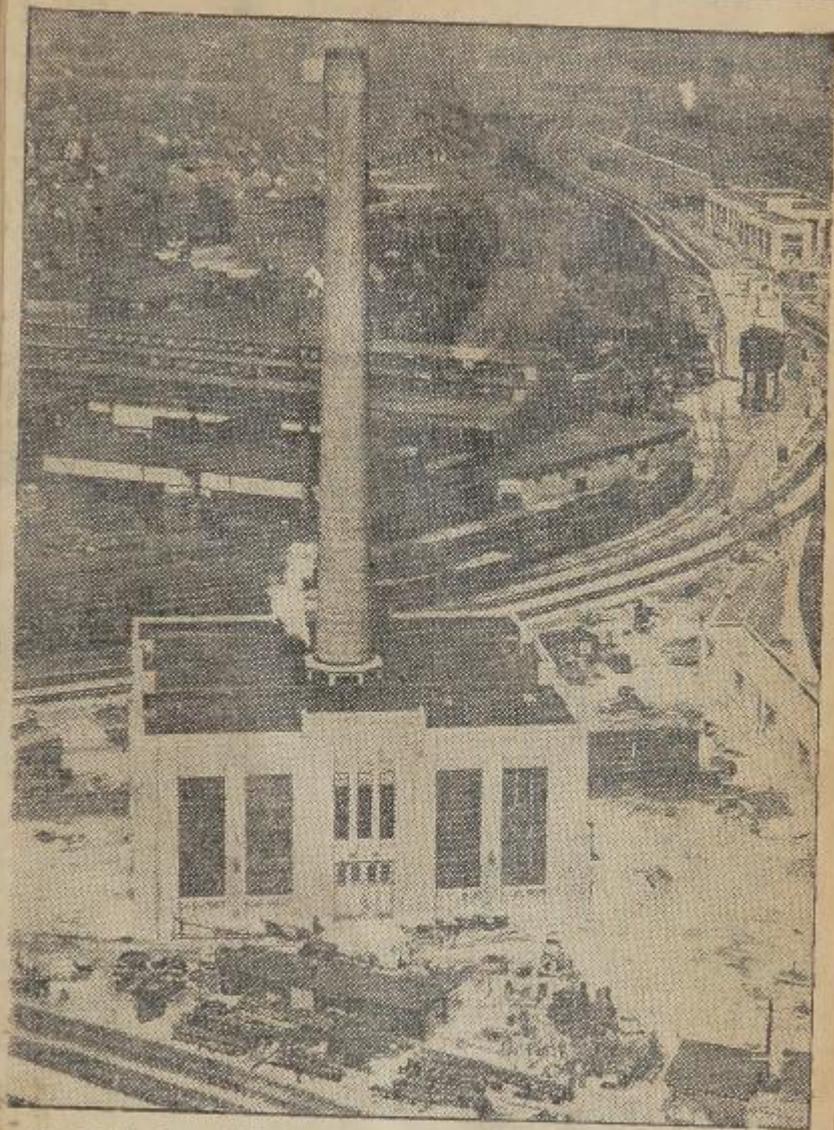
The lights of the new Central Terminal are a story in themselves. Huge lifesize urns of light, standing like Greek goddesses guard the doors to the passenger concourse. Lights like huge flower pots adorn the walls of the concourse. There are lights like bud vases lights that fold outward from the wall in geometric patterns, lights that hang from the ceilings or are studded in the vaulted roof.

There are lights like the calices of flowers. There are lights that hang in formations of bulb and disc with an oriental effect.

The patterns are geometric. The design is of the modernistic type. There are soft, glowing lights, the bulbs hidden behind diffusing glass of a soft tonality, between lemon yellow and lime. The resulting illumination free from glare, relieved of all brilliance, plays no small part in making the new terminal a place of beauty.

The outside lighting is already well known to Buffalonians who have seen the tower, painted in soft luminous colors by the batteries of lights hidden below, giving an ethereal quality to the blurred geometric uniformity of the tower.

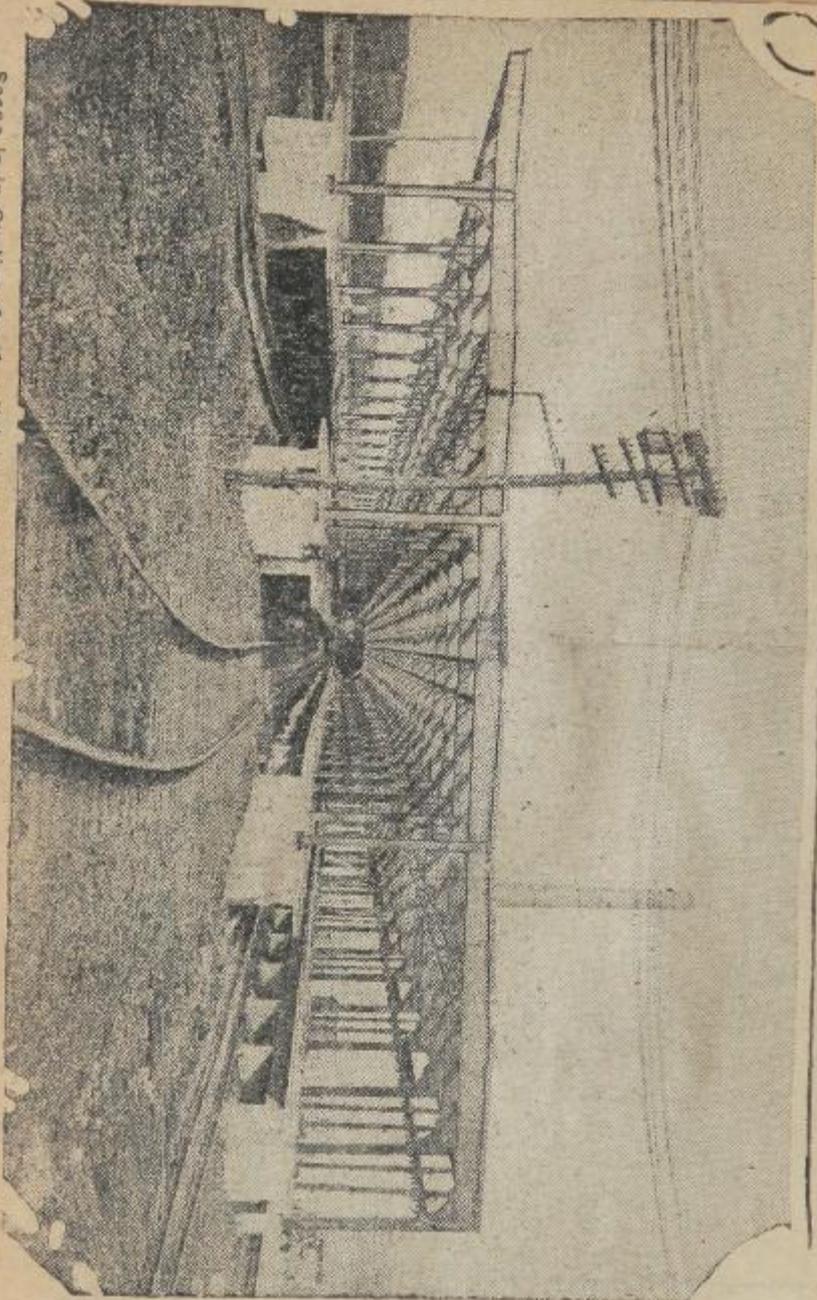
## *Powerhouse for New Terminal*



An aerial view of the powerhouse, the nerve center of the Terminal development, whence comes heat, light and power for the various nearby railroad buildings.

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Work Progresses on Express Company Shed  
Near New Terminal of New York Central



Scene is in Curtiss street, adjoining site of New York Central new passenger terminal.

*Courier - 11-26-1926*  
**Expect Freight Terminal  
to be Ready by Summer**

Addition to allow of three more tracks and will  
make for speedy handling

Announcement was made yesterday that the framework for the new platforms and freight shed of the American Railway Express in Curtiss street, adjacent to the site of the New York Central railroad, is practically completed, and with fair weather conditions it is expected they will be ready early next summer. The new framework is a continuation of the present platform and freight shed. This has four tracks going through it, and when the addition, which is 500 feet long, is ready, there will be seven tracks in all over which deliveries will be made and goods received. There also will be an extension of 300 feet to the office building of the express company, and

this, it is figured, will be ready next fall. "When these improvements have been completed, this will be the greatest plant of its kind in the United States," said one of the engineers yesterday. "It will be modern in every detail, and will have everything new in the way of devices for speeding up the handling of merchandise. "This end of the city will be transformed wonderfully in the next few years. When the new station is completed, the various approaches ready for use and everything incidental to the terminal ready for public inspection, this will look like a new section of Buffalo. It will be the most metropolitan part of the city in appearance."

**NEW CENTRAL YARD  
NEARS COMPLETION**

*news - 7-12-1929*  
**End of Belt Line Smoke Nuisance, Switching Promised by October.**

The New York Central railroad's new yard in the town of Tonawanda, just outside the Buffalo city line, is under construction and will be completed and placed in operation within three months, it was announced Friday in a letter received by Councilman Harry Fisher from H. E. Burber, industrial manager of the Chamber of Commerce

bureau. Councilman Fisher and Councilman Joseph W. Becker many months ago conferred with New York Central officials with a view to curbing the alleged smoke and noise nuisance of the Belt line during switching operations. Shortly after, the road purchased property in Tonawanda for location of a new yard. When completed, the Tonawanda yard will be capable of handling 600 cars a day, according to the letter to Councilman Fisher. Next year additional tracks will be laid, increasing the capacity of the yard to approximately 2000 cars. "The trackage which will be completed this year," the letter promised, "will immediately eliminate the extra heavy switching which has predominated on the Belt line." The bulk of the switching that for years has been the bane of residents in the North Buffalo section was done between Amherst street and Elmwood avenue.

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# Power Plant is Vital Part Of New Central Terminal

Courier-Exp-6-23-1929

Three boilers, each 623 horsepower, stand 28 feet high in boiler room

Among the numerous subsidiary plants which serve the traveling public at the Central Terminal is the big square building known as the power plant.

Some time when you come in out of the cold and rest comfortably in the new station or while sitting in your train before the locomotive is coupled, you may pause to wonder how these great spaces are kept warm. The power plant is the answer.

Three big Erie City boilers, each of 623 horsepower, stand 28 feet high in the boiler room. Before them, ready for their hungry maws, stand

two railroad gondolas filled with coal, which is stoked into the fiery pit by an automatic stoker—a sixteen-ton affair that literally pushes the coal into the mouth of the huge boiler. They receive their coal directly from huge storage bunkers overhead, mix it with air, push it into the furnace, pass on through with their consumed cargo and dump the ashes into a waiting conveyor.

About six tons of coal per hour are required to heat the boilers. In other words, every hour these monsters consume enough fuel to heat a moderate sized house all winter.

And what happens to the steam generated here? It is conveyed over many miles to the various points of the huge plant where it is needed. Strangely enough, to the uninitiated, it takes more of it to heat the cars standing in the yards than it does to heat the entire terminal.

In an adjoining room are the air compressors—huge pumps that are used in testing the pressure apparatus of the cars. A train must not go out without this equipment functioning perfectly, and the hearty sighs and groans passengers hear in the big cars are frequently the result of these tests. A steam compressor and an electric compressor are both installed—the latter an emergency unit. One indication of how assurance is made doubly sure throughout the Central Terminal plant.

## AIR FILTERS IN USE

Machines remove dust, sand and grit in ventilating station

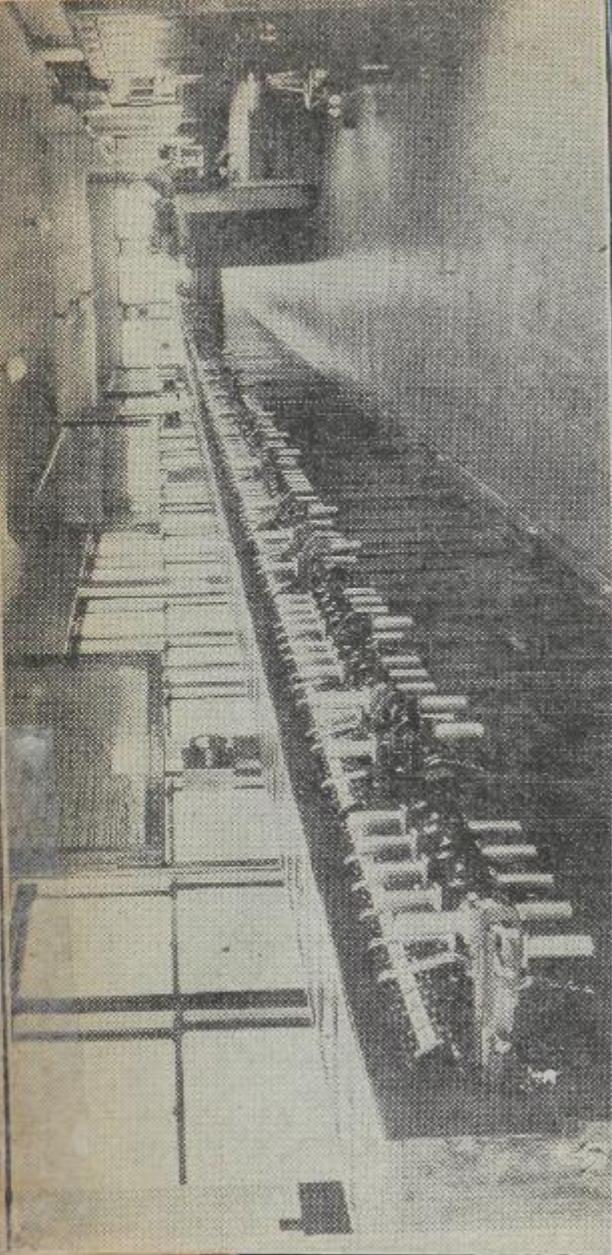
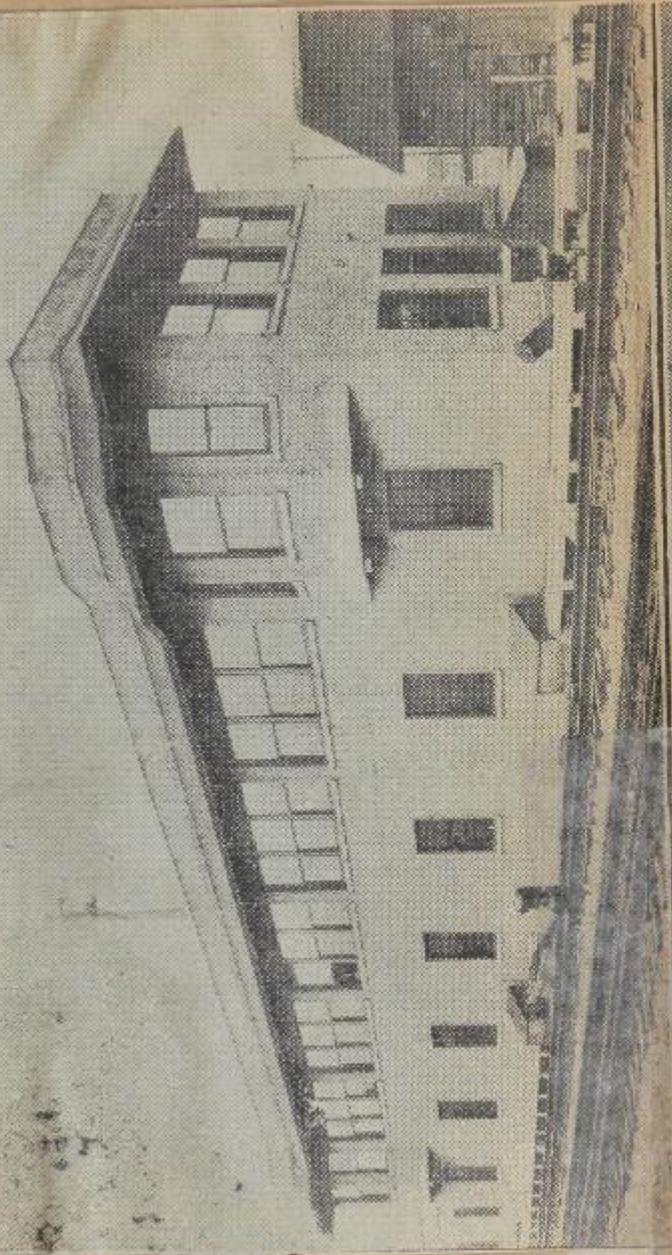
Two 2,500 cubic feet per minute Protectomotor air filters have been installed on the roof at the new station of the New York Central railroad at Curtiss and Lovejoy streets that remove all dust, sand and grit from the air before it is taken into the compressors that purify the air

for ventilating the huge structure. By excluding all dust and abrasive matter, the machines will operate from three to five times as long a period before overhauling or replacing parts are necessary.

The equipment is the latest of modern devices used on big buildings throughout the country and assures proper ventilation at all times throughout the structure. One of the vital parts of the compressor is the valves. There are two sets, namely, intake and exhaust valves. When dust and grit collect on these valves, it

World's Largest Rail Signal Plant for New Depot  
+ + + + +  
2 Towers Direct 1400 Train Movements Daily

*News-6-13-29-*



# LARGEST SIGNAL TOWER SYSTEM IN WORLD HERE

The largest interlocking railroad signal plant in the world—the New York Central's Twin Towers 48 and 49—is located in Buffalo just east of the new terminal in Curtiss street. While the two towers are 3250 feet apart, they are so closely interlocked that they constitute a single plant. Railroad officials estimate that more than 1400 train or switching movements are regulated by the signal plant every 24 hours.

It is not to be understood that the great activity near Towers 48 and 49 is due exclusively to passenger train movements. The new station is located at an important freight junction, the East Buffalo freight yards being immediately east.

To the north is signal station "T," which connects with the West Shore yard and eastern lines, also with the Buffalo Belt line leading to an important industrial section as well as to the frontier at Black Rock and Niagara Falls.

## Connections to Stock Yards.

To the south are the connections to the stock yards, the Buffalo Creek railroad and Howard street freight yard, the Pennsylvania, the New York, Chicago & St. Louis, and the Buffalo, Rochester & Pittsburgh railroads. To the west is the New York Central lines to Cleveland, the Michigan Central, the Toronto, Hamilton & Buffalo, the Canadian Pacific and the local Buffalo freight stations, docks and elevators.

As a result of its location there are, at this modern passenger station, many movements of through freight trains and "pulls" between the various yards. There also is a heavy mail and express movement in and out of the Curtiss street yard, which is immediately to the north and west of the station.

The new passenger station as now constructed provides 14 platform tracks, and provision has been made for the addition of ten more platform tracks on the south side when required.

## Nerve Center for Trains.

In designing the layout, provision was made for through passenger movements from any one of the four tracks at the east end to any of the six tracks to the west, as well as to permit movements from one station track to another or be made with a minimum of reverse travel and to permit, wherever practicable, freight "pull" movements direct to destination without switching.

Towers 48 and 49 are the nerve centers through which the intense activity at this point is guided and controlled. These nerve centers are housed each in a two-story building 21 feet wide by 110 feet long. The upper story is composed almost wholly of plate glass windows providing unobstructed views of the tracks in all directions.

At the center of the side farthest from the tracks is a raised platform on which is a desk with a cozy arm-chair for the director.

## Loud Speakers on Desks.

On the desk are loud speakers and plain telephones, push buttons and writing materials. In front of the desk and along the length of the room

is a steel framework loaded down with levers, hundreds of them, red, green, black and blue. The red handles are for switches, the black for switches and frogs, the green for check locks and the blue for machine locking.

To be more specific, the rack in Tower 48 is designed to accommodate 432 levers, but only 312 now are in use, controlling 173 signals, 29 check locks and 110 switches, derails and frogs. Tower 49 has space for levers numbered up to 992. At present there are in service 382 levers, of which 222 are for signals, 29 for check locks and 131 for switches, derails and movable point frogs.

## Three Eight-hour Shifts.

In each tower levers are manipulated by three operators. There are three eight-hour shifts each 24 hours, a shift consisting of a director and three lever men in each tower. All hands are more or less occupied, for a train or switching movement does not mean merely the pulling of a single lever; the more complicated movements require the shifting of 12, or even 14 levers. All the men have to do is to pull and push at those colored levers. The work is done by electricity.

So that all may see that levers are moved correct and that resulting train movements are properly made, illuminated diagrams are suspended above the lever racks. One diagram of the track lay-out operated from the tower, 20 feet long, four and a half feet wide, is suspended above the center of the machine directly in front of the director, high enough so that he can have an unobstructed view beneath it of the tracks in front.

## Diagram Is Duplicated.

In addition, each half of the illuminated diagram is duplicated above its end of the machine.

All levers are doubly interlocked; first by electricity, and second, mechanically, so that it is physically impossible to make a wrong movement. If anything goes wrong with the storage batteries which operate the switches and signals, or with the lighting system, a motor-generator provided for the purpose will start at

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once, without waiting for orders, to supply necessary current. If anything goes wrong with a lever indication assembly it can be replaced in two minutes.

If anything else goes wrong elsewhere a signal maintainer can be summoned by a siren operated by compressed air, and if his work takes him down among the tracks he can keep in communication with the tower through telephones placed 500 feet apart throughout the interlocking area.

#### Snow and Ice Is Melted.

The yard is carefully drained and each switch is provided with an ice and snow melting device.

A train starting system consisting of

push buttons and lights is in use between the train director in the signal station, the station platform and the passenger gate in the concourse. Check locking between the signal stations is arranged so that slow speed signal indications may be displayed for switching moves to be made on both ends of a train at the same time.

Both towers are connected by loud-speaking telephones with each other and with signal towers to the east and to the west so that every one concerned in any particular movement has instant communication with any or all the rest without the trouble or effort of reaching for a telephone. Both towers are lined with sound absorbing materials.

## POSTOFFICE IN ABOUT 60 DAYS

*Times 4-28-1929*  
Mead Says Carrier Station Will

Be Established in New N. Y.

C. Terminal Building

### BARTLETT APPROVES MOVE

Action Follows Several Months'  
Agitation by Business Men  
in Fillmore District

A new postal carrier station is to be established for the East Side in the New York Central Terminal, according to Representative James M. Mead, who has been in conference with First Assistant Postmaster General John H. Bartlett. It is expected that it will be placed in operation in about 60 days.

#### Request Made Months Ago

Agitation for a carrier station was made a few months ago by the businessmen of the Broadway-Fillmore district. They based their demand on the ground that due to the fact that they received their mail late in the morning, many of their business transactions were delayed. They are at present being served by two remote postal carrier stations, Station A, located at William and Stanton, and Station E, located at Genesee near Mills.

Immediate action was taken for a carrier station by the businessmen when it was learned that the lease on Station F, Fillmore near Broadway, which is just a mailing station, expires in February and that the building which the station occupies has been rented to a New York concern under a 99 year lease, which is to go into effect next year. According to the businessmen, no definite provisions were made in the lease as to whether or not the station lease was to be renewed.

#### Considered Many Sites.

The matter of establishing a postal carrier station in the Broadway-Fillmore district was then taken to Postmaster Robert W. Gallagher, who told the business men that action for the establishment of a carrier station must come from Washington, and that a postal inspector would investigate and report to the Washington authorities.

Before deciding to establish a carrier station in the terminal, the postal inspector considered many of the buildings in the immediate vicinity of Broadway and Fillmore. The proposal of the New York Central to provide space at the terminal was finally accepted by the postoffice department.

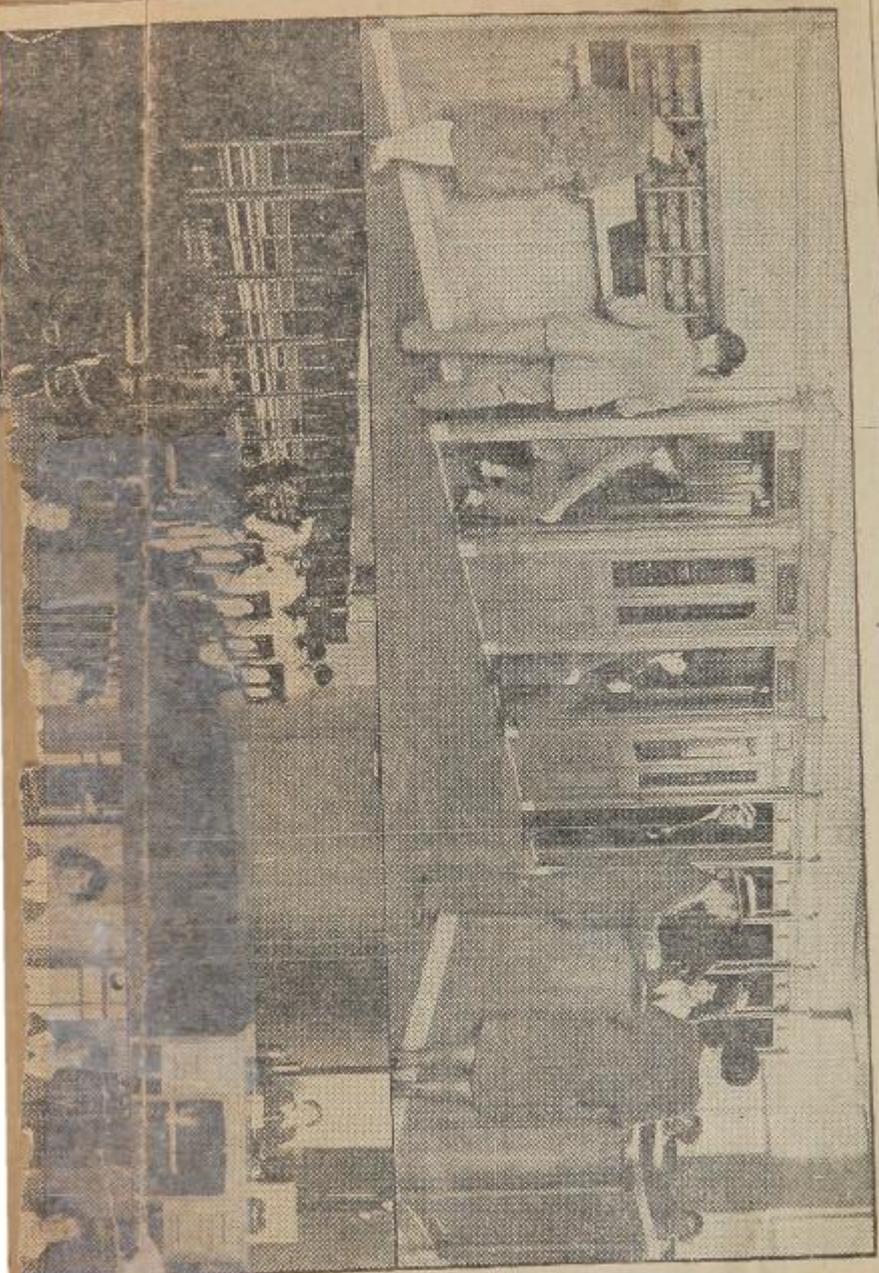
## NO CARRIER SERVICE PLANNED AT NEW CENTRAL TERMINAL

There will be no carrier service to the postal finance station at the new New York Central depot, it was said yesterday at the office of Postmaster Robert W. Gallagher. The new postal finance station at the depot is expected to open within the next month, it is said.

Residents of the Broadway-Fillmore district are seeking to have a carrier station established in the vicinity of Fillmore avenue and Broadway where finance station F is now located. Finance stations merely take care of mailing of letters, registering mail, issuance of money orders and acceptance of parcel post.

# HUGE TELEPHONE SYSTEM

*Jefferson 3400--New York Central Terminal*



# MOST EFFICIENT METHOD USED IN THIS TERRITORY

*Comin Exp-6-23*  
Switchboard larger than that re-  
quired to handle needs in  
towns of 10,000 *1929*

## LATEST TYPE EQUIPMENT

Centralized exchange has 494  
telephones; took two months  
to install plant

Jefferson 3400.

This telephone number reaches into the hundreds of different departments, bureaus and offices of the New York Central railroad now grouped in the new Curtiss street terminal. Behind it is the most highly centralized and most efficient method of telephone communication in the entire city.

Serving the telephone needs of the second largest terminal of the New York Central, to mention them briefly, requires 494 telephones; twenty long distance lines continually open; a twelve-position central switchboard (four-fifths as large as that required by the Grand Central terminal in New York City); a daily average of 9,000 local originating calls; a daily average of 525 long distance calls originating from Buffalo and 500 telephone directories.

### Completed in Two Months

The New York Telephone Company began the gigantic task of installing the terminal's telephone system early in February. The work was completed in two months and the system ready for service long before the other work was finished. Repeated tests of the entire system have found it perfect.

The latest dial type of equipment has been installed, insuring the most efficient and speediest service now known to telephone engineers. Supplementing the dial equipment is a twelve position switchboard from which calls both to and from stations not directly connected with the railroad company's system, are handled.

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The switchboard in the new terminal is larger than that required to handle the telephone needs of most towns having a population of about \$10,000. All the telephones located throughout the terminal will be operated through the apparatus located in three large rooms on the second mezzanine floor.

### Thirty-eight Public Booths

To meet the needs of the traveling public, 38 public telephone booths have been installed in easily accessible locations throughout the station. Local and long distance calls may be put through from these booths and a cashier and two attendants will be on duty both day and night. A group of these booths have been installed at the north end of the waiting room for the convenience of those just leaving the city and for those just arriving.

There are four telephone booths located at convenient points on the concourse, eight in the main waiting room and others in the men's smoking room and in the ladies rest room.

Others are in the railroad men's dormitory.

Some of the public telephone booths are equipped with coin boxes for the use of those who prefer to give the number they desire direct to central. The others are operated by operators to whom the number sought is given. All of the booths are of the latest sound-proof type, finished to match the interior of the station.

### Centralized Switchboards

In installing the telephone system at the new terminal, the New York Telephone Company consolidated five switchboards into one. This work included the removal and centralization of the switchboards from the freight building in Michigan avenue and from the railroad company's offices in Chippewa street, the Lafayette building and in Exchange street.

The new telephone number, Jefferson 3400, was formerly the call number at the East Buffalo yards. This number was taken out of service more than a year ago and kept for the opening of the new terminal.

The mammoth switchboard, through which all incoming calls will be made, is composed of 80 trunk lines and twelve operators will be on relief duty. All the telephone calls necessary for the transportation of the public and the conduct of the railroad's business has been centralized through this one central switchboard.

There are 20 long distance lines built and maintained by the railroad company over their private right of

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way. These lines, continually open, connect the terminal with Silver Creek, Dunkirk, Westfield, North East, Pa., Erie, Pa., Niagara Falls, Syracuse, Rochester, Cleveland, Detroit and New York, and St. Thomas, Ont., and Depew.

#### Pullman Reservations

In installing the terminal system, telephone company engineers were required to take into consideration that more incoming out of town calls will be handled than out-going. The

system was designed and installed on the basis that an average of nearly 5,000 incoming calls from points outside of Buffalo will be received every day. The engineers also estimate that an average of eighteen calls from each of the 500 individual telephones, will be made each day for a total of 9,000 calls together with an average of one long distance call from each telephone.

The Pullman reservation bureau, in addition to the regular switchboard system, has a two position board equipped with eight trunk lines and eleven extensions. The passenger train and fare information bureau, Jefferson 8,000, is served over six trunk lines. The Pullman reservation telephone number is Jefferson 9400.

The responsibility of keeping the entire system in working operation at all times will be up to the wire chief, the only employe of the telephone company to be stationed at

the terminal. The operators and others required to handle the calls and service will be employes of the railroad company.

Of the twelve operators on duty three are assigned to handle long distance calls only. Two girls will handle the magneto positions necessary for the inter-communicating system connecting the telephones in the railroad yards with those in the offices. The remaining operators handle only local calls.

The modern railroad terminal demands a highly specialized and efficient method of communication within itself and with the outside world which it serves. The new Curtiss street terminal of the New York Central railroad has this method.

Graduates of Seneca Vocational high school, who are now employed by manufacturers of manual and automatic telephone switchboards and equipment, assisted in the installation of these boards under the direct supervision of foremen of the New York Telephone Company.

Seneca Vocational high school is one of the few schools in this country which gives instructions in the installation of these intricate automatic telephone systems, declared Dr. Elmer S. Pierce, principal of the school yesterday. Edward E. Schall is instructor of the telephony courses at Seneca Vocational high school.

## YALE LOCKS USED

### Concern also supplied hardware for new terminal

It is but natural that the New York Central Railroad, in selecting hardware for the new terminal building, should unhesitatingly adopt Yale builders' locks and hardware.

All of the materials and all of the fixtures used in the construction of this modern terminal were carefully selected from among the finest products procurable. Locks and hardware in every building should be given most thoughtful consideration. People come in contact with it every day—many times a day. If it is hardware of the better kind, with smooth-

working lecks and brass or bronze trim, it will last as long as the building stands and will require practically no attention and never require replacement.

The Yale design selected for the terminal building is one of dignity and simplicity, made of cast bronze material. Many of the Yale locks are of the mono-lock type with the key-hole in the knob. The Yale pin-tumbler mechanism is the greatest

contribution of lock design, offering the maximum in lock security. Every door in this wonderful structure is secured by a Yale lock and the locks are operated by Yale knobs and eschutcheons or Yale entrance door handles, giving both a locking and operating convenience which no other combination offers.

Yale builders' locks and hardware is distributed in Buffalo by Bullock-Green & Co., of 184 Ellicott street.

# NEWS COMPANY HEAD BEGAN AS "BUTCHER"



*Times 6-23-1929*

The new stands of the Union News Company in the New York Central Railroad terminal, which was dedicated yesterday. Thomas J. Harrington is superintendent of the company in this district.

"IT DOES seem pretty good at that when you come to think of it."

The speaker was Thomas J. Harrington, 167 Wellington road. He was thinking back 25 years when he made that statement, standing in the concourse of the new Central terminal which opened Saturday.

Mr. Harrington is superintendent of the Union News Company of this district. Under his supervision eight new stands of the company have been opened in the new station.

And he takes a bit of pride in them.

HE STARTED with the company as a "news butcher" 25 years ago on the trains running between Buffalo and Syracuse. The proper term now for these young gentlemen who come through the trains with newspapers, magazines, sandwiches, coffee, milk, and ice cream is "news agent."

Mr. Harrington has been told that the new stands of the company here are the finest between New York and Chicago.

THE eight stands of the company in the terminal are designed to meet the needs of travelers in every way possible. The drug store and men's shop are at the main entrances to the station. Other stands are in the passenger concourse.

They include a toy stand to take care of the eyes and hearts of the youngsters after Dad has bought his

tie in the men's shop and mother has purchased a few ounces of perfume in the drug store.

There is also the news stand with its spread of newspapers and periodicals. Near it is the soda fountain. Across the way is the book shop. Oranges, bananas and, perhaps, even pineapples, can be had at the fruit stand. Then there is the boot black emporium to send the traveler away all shined up.

WHEN he was 19 years old Mr. Harrington sold his first sandwich and newspaper as a "news butcher." Twenty-five years later he finds himself head of this division with 20 news agents working under him.

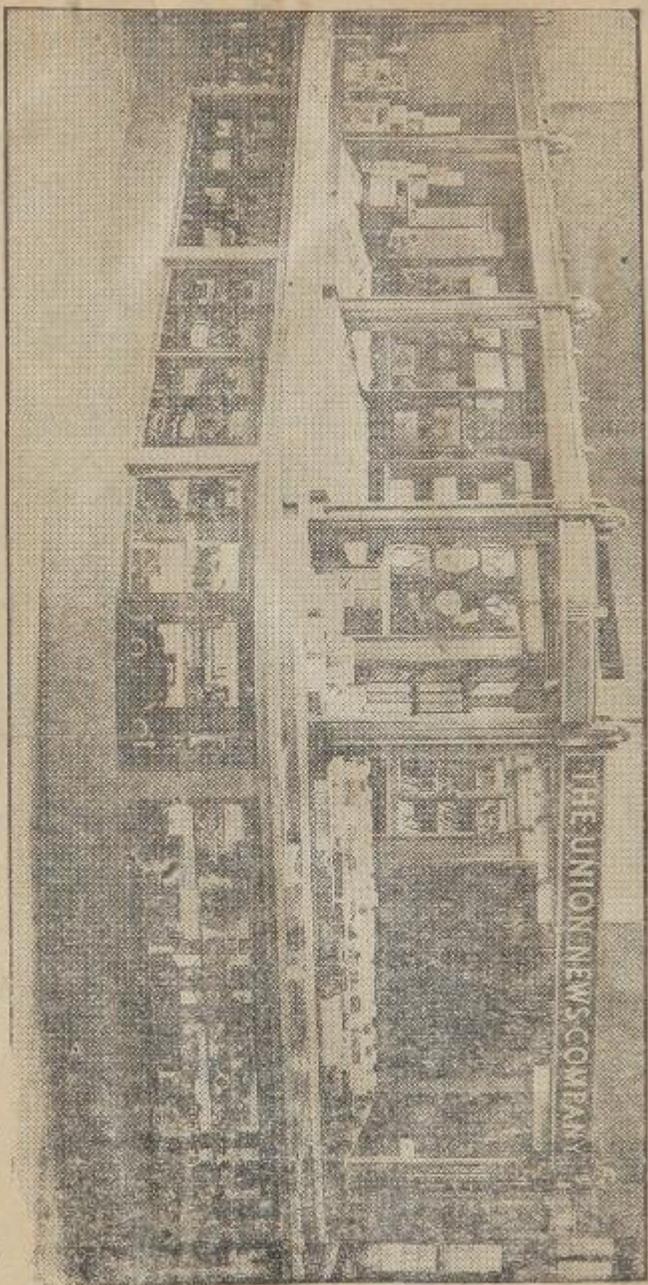
Mr. Harrington was born in the little town of State Line, Pa.

He had a hankering for travel, as all youths do, and saw opportunities for advancement with the Union News Co. He served only two years as a news agent. Then came promotion to the head of the stock room. A short time there and the road led upward to head of the news agents.

FOURTEEN years ago he became superintendent of the Buffalo division. He plans to move his office to the new terminal now. At present it is at 22 Ellicott street.

"It doesn't seem such a long time ago that I was news agent," he said. "Of course, 25 years is a long time, but when you look back, why, it has gone like lightning. They were busy but happy years, too."

*Stocked With Supplies for Comfort of Public*



Stores and stands at the New York Central terminal are all operated by the Union News Company. Dark blue clad or white robed workers of the organization preside and are willing to please and sell comforts, necessities and luxuries to the traveling public.

# Union News Company Gives All Service to Travelers

*Courier-Exp. 6. 23-1929*

Operators of big concessions at new terminal at  
Curtiss and Lovejoy streets

Operating all of the big concessions at the new New York Central terminal, Union News Company employes attract major attention and lead in supplying service, necessities, comforts and luxuries to the traveling public.

The drug store claims first attention for the Union News Company being located at the right of the front entrance with windows on two sides of the tower. In keeping with the modernistic trend in decorating as well as architecture seen throughout the new building, the drug store and all UNYC units are decorated in extreme modernistic and cubist fashion, making a striking display in all divisions.

Natural maple cases contain the large and elaborate display of drugs, confectionery, perfumes and novelties which are sold in the store.

Right across the way in the entrance is the men's haberdashery, a beautiful little shop dispensing new notes on what the well dressed man will wear and proclaiming quiet elegance and taste in window displays that cannot fail to catch the eyes of Beau Brummels homeward or outward bound, remembering the things they lost or the things they should have taken.

## Toy Shop for Children

Proceeding through the entrance aisle in the tower which is much like the short extension of the letter L., one comes to the main concourse. Here bright and vivid with color and the gaiety essential to the entertainment of childhood is the toy shop, a department as individual and delightful as any seen in any big store.

Proceeding along the concourse the next concession is one to please all eyes—the fruit stand. Here counters are piled high with fruits in and out of season, bright red apples and flamboyant yellow oranges, pineapples, perfect looking pears, glowing peaches and boxes of big cherries

and strawberries. George Shoemaker is manager of this stand.

Next along the concourse is the soda fountain, the mecca of the thirsty. White robed attendants here dispense bubbling and foamy drinks and ice cream concoctions beyond description to crowds which are ever-shifting. Three attendants are on duty here at all times and their stand is a model of shining brightness.

Next on the line is the news stand right at the entrance to the tunnel to

bootblack stand, another innovation in terminals. Here, spaces are provided for eight people and four bootblacks are on duty during the day and two at night.

Down on the other side of the concourse the first stand is the book store side of the rectangle is the readers of discrimination will find out. Nowhere is the modernistic trend in decoration so emphasized as here, where beautiful white maple stands are cut in angles to provide splendid settings for best sellers.

Allan E. Fuller is in charge of the book store. J. M. Dreer is in general charge of all stands of the Union News Company and presided yesterday at the opening, oiling the machinery of service.

the trains and at right angles to the street car and bus entrance. Here the Buffalo Courier-Express latest editions are on sale at all times and journals of many cities are supplied

At the head of the concourse on the short side of the rectangle is the

# BEST FACILITIES FURNISHED FOR TICKET SALES

*Concourse - Exp.*  
Eighteen windows to be used to  
avoid delay, to require  
46 employes

~~6-23-1929~~

The ticket windows, eighteen in number, extend across the west end of the concourse of Central Terminal and adjoin the baggage checking room. The equipment for the sale of tickets and for the making of Pullman reservations at the new terminal is the finest obtainable; superior to the equipment at the Grand Central terminal in New York City and designed to eliminate waiting by passengers.

A staff of 46 employes, including ticket sellers and clerks, under the direction of Agent Earl N. Blood, will handle the sale of tickets while a staff of 22 employes will handle Pullman reservations under Edward Rose. To facilitate the operation of the ticket windows, eleven additional employes were added to the staff brought to the new terminal from the Exchange street station where only ten ticket windows were operated.

## Kiosk for Information

Directly opposite the ticket windows, near the center of the concourse, is located the information kiosk. An information clerk will be on duty at the kiosk at all times to give information regarding train movements and to distribute time tables.

At each of the ticket seller's window is a hand telephone connected directly with the Pullman reservation offices on the mezzanine floor. Reservations made by telephone may be had by calling Jefferson 9400. For information regarding tickets and fares, the telephone call is Jefferson 8000. Nine telephone operators will be on duty.

Each ticket agent has his own case of tickets. The cases are of an improved self-locking and rolling type. When the ticket seller goes off duty, his case is locked and taken into the ticket agent's office for accounting. The relief ticket seller wheels his own case to his window when going on duty and is directly responsible for the tickets allotted him.

## Randolph in Charge

W. S. Randolph, assistant general passenger agent, is in direct charge of the ticket offices. At the terminal he will be assisted by Agent Blood and Fred Wolf, assistant ticket agent.

In addition to the eighteen windows for the purchase of tickets, an additional window is available in the same row for the checking of stop-overs. The ticket is taken from the passenger and filed alphabetically in a filing cabinet until called for at the expiration of the stop-over and validated.

In offices, facing Curtiss street, is located the desks of the accountants and stenographers attached to the ticket agent's department. At the end of these offices is the cashier's cage of special design. The cage is self-locking and serves as a additional protection to the huge wall safe. An hallway connects the ticket agent's offices with the record and stock rooms. In the record rooms, in steel filing cabinets, are kept the records of all sales for at least ten years in keeping with interstate commerce commission regulations.

## Equipment Best Obtainable

The equipment of the entire offices are of all steel furniture and provide for the comfort of employes during working hours.

The facilities for making Pullman reservations are of an improved style and designed to reduce confusion and possibilities of error to a minimum. The reservation clerks are each supplied with a telephone and the switchboard so arranged that the operator can place the incoming calls with a clerk who is not busy.

The offices in the Pullman reservation department are equipped with specially adjusted chairs for the clerks. The chairs are what is known as the Western Union type. The rooms where reservations are received are of sound-proof construction and so designed that employes are not annoyed by street or building noises.

A separate counter is included in the furnishings for the taking of reservations made from out of town.

## HARDCOTE ON WALLS

MacDougall-Butler Company furnished brilliant finish

Selecting the finish for the many walls and corridors of the New York Central station at Curtiss and Lovejoy streets, was not the least important problem of the builders. It

was necessary to make them beautiful and possessed of enduring charms. To accomplish this task the builders turned to McDougall-Butler Company, manufacturers of paints, varnish and enamels, for guidance in their choice of finishes.

Hardcote, a wall finish of unusual brilliance and lasting qualities, was selected for the job. And like all other products bearing the McDougall-Butler mark of quality, Hardcote flowed from the brush with a smoothness that won the praises of the painters for its covering qualities and of the builders for its economy.

Its clear, brilliant whiteness readily mixes with tints for a wide range of color tones or for sharp contrasts where a bold treatment is required.

Hardcote is but one of a group of McDougall-Butler master painter specialties, which includes Utilivar, the Utility varnish, Zanzite enamel, and Iroquois paste white paint, a paint containing titanium pigment and zinc oxide, finely ground in pure linseed oil. Each is produced to win and hold the confidence of the painter and his customers.

to the roofing best suited. The architects, Fellheimer & Wagner of New York, finally accepted a specially designed Cementile as furnished by the American Cement and Tile Manufacturing Company of Pittsburgh and New York.

These precast concrete slabs cover the main concourse and train sheds giving a wonderful effect of massive beauty and bold architectural lines. The rough mottled gray surfacing enhances the beautiful appearance.

These specially designed Cementile were inspired by the massive granite roof of the U. S. Treasury Building in New York City. The tile measure 26 inches by 60 inches, with large box side rolls. This original design was first used by the American Cement Tile Manufacturing Company for roofing a group of 56 buildings erected fifteen years ago by the City of New York for the Catskill water supply. Since that time there has been absolutely no maintenance cost.

On the Buffalo station the American Cement Tile Manufacturing Company were sub-contractors under the Carey Company, who in turn served as sub-contractors under general contractors, the Walsh Construction Company.

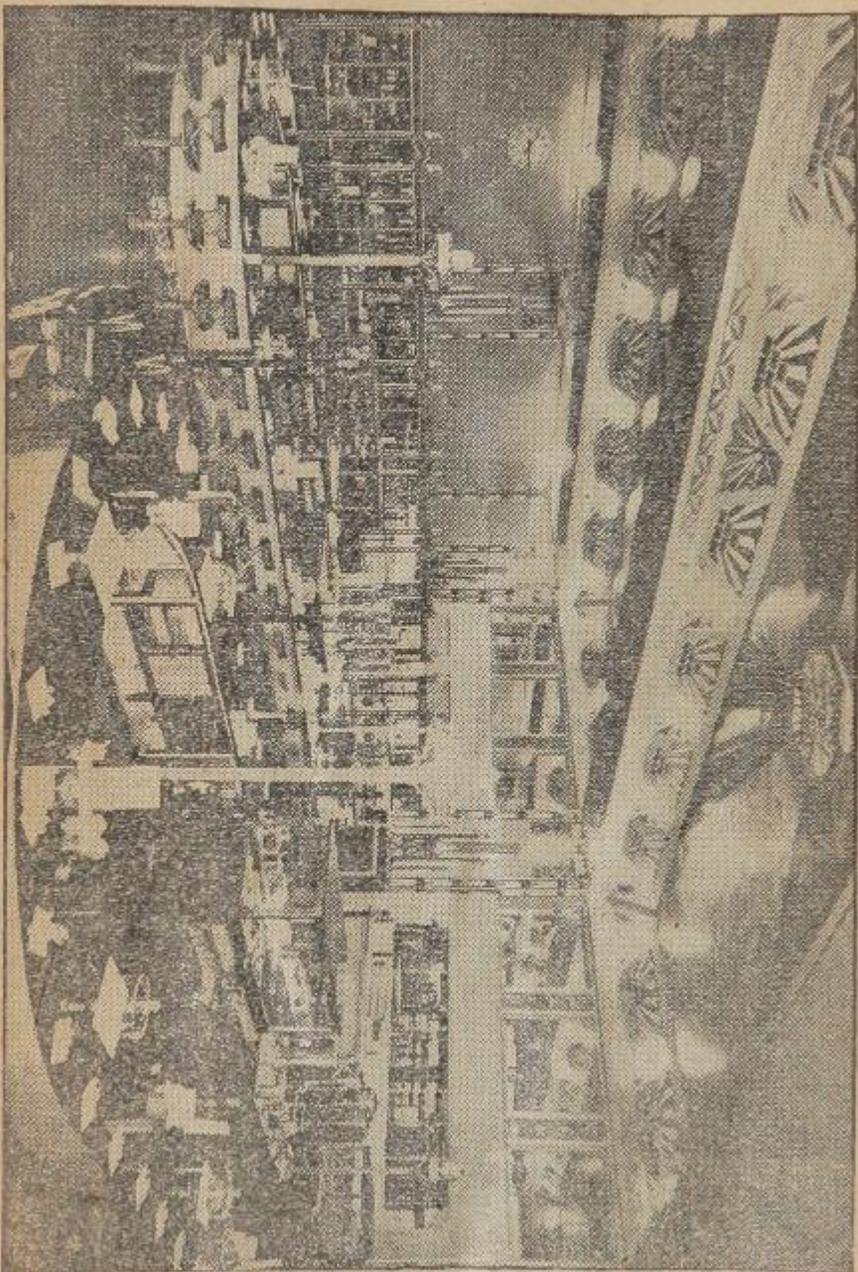
### SPECIAL ROOFING

X-6-23-29

Precast concrete slabs used in concourse and sheds

In the design and construction of the new terminal for the New York Central railroad at Buffalo, considerable study and thought was given

## *Interior of Curtiss Street Station Lunchroom*



The above is one of three units which include a restaurant, lunchroom and coffee shop conducted by the J. E. Martin Company at the new terminal of the New York Central railroad at Curtiss and Lovejoy streets. Restaurant facilities at the depot will accommodate 250 persons at one time. Each unit is magnificently done in elaborate, modernistic style, modeled on the flame and beacon theme.

*Courier-Exp*  
Coffee shop, lunch counter and  
restaurant conducted by J. E.  
Martin Company

### CAN SERVE 250 PERSONS

*6-7-3-1929*  
Ladies' and men's lounging rooms  
are innovations ; all furnish-  
ings modernistic

Comforts for the traveler have been provided with lavish detail at the new New York Central Terminal. Facilities for the care of travelers viewed at the opening yesterday we hailed universally as the most outstanding and remarkable of any seen in any such place in the world even including the great Grand Central in New York.

Restaurants facilities head the list of attractions with three separate units for the satisfaction of men and women, that rank with the best eating places of the city. Decorative settings for the three units, restaurant, coffee shop and lunch counter, are magnificently done in elaborate modernistic style modeled on the flame and beacon theme. On a neutral background, decorative panels in brilliant red, greens, black and creamy white are worked out and lights in the same coloring catch and center all eyes.

#### Black Topped Tables

The ceiling is in domed effect with a central panel of sky blue with six stars painted on it and the lights in the manner of twin stars. Black onyx topped tables in the coffee shop and lunch counter with low swivel seats also worked out in the angular fashion of the moderns, complete the decorations which are subtly brought out by the black and white maid's costumes of the waitresses. The J. E. Martin company operates the restaurant divisions and it is calculated that all three units will accommodate about 250 people at one time.

The ladies rest room is another unusual and big feature of the new building. It is comparable to the most pretentious lounging rooms of the big theaters or stores and is probably the biggest contrast between the old and new depots—at least according to the conversations of feminine contingent of admirers. The lounge room of the women's division is brilliant in color, the main note being salmon-red. All of the furniture is low and the tables, extremely modernistic

are not more than eighteen inches from the floor. Huge divans are done in salmon red leather with gold buttons and feet are of dark macassar wood.

This same beautiful wood is used in the modernistic version of the Windsor wing chair and the gold grainings on black of the wood makes a marvelous effect and is in keeping with the richness of the new terminal. The wood is very expensive and imported from the Malay peninsula. At the end of each divan the low square modernistic tables are placed. These little stands have onyx black marble tops with supports of silver metal connecting with a bronze base. A large table of the same design is in back of most of the divans and is about three feet above the floor.

#### Walls Are Cream Tan

The walls in the lounge room are finished in a cream tan with decorative panels of gold, green, red, black and gray. Gold and green parallel lines finish the walls instead of woodwork and seven full length mirrors are spaced about the room. These mirrors are paneled in silver and gold sunburst decoration.

Four modernistic desks in the tier design, made of a combination of the macassar wood and onyx marble with little chairs of the unusual wood cushioned in salmon red leather, were also much admired. A drinking fountain at one end of the room is quite beautiful, being done in a combination of the gold and onyx marbles. Chaise lounges in the salmon-red leather complete the furnishings.

Rubber inlaid floors in neutral tones but angular designs and phone booths, complete a salon that is sure to snare feminine fancies and acclaim. Lavatories lead from this salon. Both men's and women's lavatories are done in black and white tile. In the women's suite there is an innovation in two sections of five and ten cent toilets. The latter are dressing rooms containing individual wash basins and towel and soap supplies. Entry to both is by the turnstile system.

The men's lounge is more like a smoking room and is equipped with a huge bench of stained oak. Both rest rooms are separated by a length of the central waiting room which is also most unusual. A room of magnificent proportions, it is furnished with sloping benches of the stained oak divided by a central aisle. There are 32 benches in the room, each seating about 30 persons. A marble clock adorns each end wall of the waiting room and to each side

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of each clock are beautifully executed medallions.

One shows the Statue of Liberty in base relief, another shows a view of West Point, another the Twentieth Century and the last Niagara Falls. Bronze grilled decorations in the walls and the marvelous tan and silver modernistic lights which are used throughout the station complete the decorations of this room. The

floor is of terazza rubber.

A host of sweepers and cleaners on duty at all time assure travelers of cleanliness and matrons and attendants insure service and aid. Three times the number of red caps and porters and signs clearly pointing the way to waiting rooms, rest rooms, baggage rooms, taxi stands and other parts make the travelers' visit to the New York Central terminal an event.

# Will Employ Many Women Workers at Railroad Terminal

COURIERX-9-26-28

New York Central to move car  
service department here in  
its entirety

## TO BE READY IN SPRING

Transfer of entire operations de-  
partment not contemplated,  
New York says

*Special to the Courier-Express*

New York, Sept. 25.—The only department of the New York Central Railroad Company which will be moved in its entirety into the road's new \$18,000,000 terminal in Buffalo is the car service department, officials of the company said today. Removal of the entire operations department, as rumored, is not contemplated, it was said.

The car service department, under the supervision of H. D. A. Day, employs upward of 500 persons, mostly girls. Since most of the girls live with their parents or have affiliations which may keep them in this city, it is expected that many will be transferred to other departments here and a new force, possibly several hundred, recruited from the ranks of Buffalo's woman workers, according to officials.

### May Be Other Transfers

It was also stated that before the offices of the new terminal are thrown open, which will not be until next March or April, the road may decide to transplant other small departments to Buffalo or some part of them, but it is unlikely that any such future decisions will affect more than a few employees.

The Buffalo offices of the company will likewise be moved into the terminal tower.

# Here's a Moving That Will Need About Twenty Days

*Courier-Express 4-7-1929*

Belongings in numerous places, so time's essential—Big job going to East Side

A railroad which contributes to the moving days of thousands of families yearly will have its own moving day beginning a week from tomorrow. From the standpoint of the ordinary mover whose ideal it is to be out of the old by 9 a. m. and settled in the new by noon, it will be a moving day nightmare. The moving day of the New York Central will last at least twenty days, according to General Superintendent Frank E. McCormack, in charge of operations.

When the railroad moves into its new quarters at Curtiss street and Lindbergh drive, it will collect its scattered belongings from Chippewa street to the foot of Main street, stopping here and there along the way. The different departments are housed now at 70 West Chippewa street, in the Lafayette building, in

the Liberty building, in the Genesee building, in the Root building, in the Exchange street station, in the Lehigh Valley station and at 45 Main street.

That means moving the business effects of from 1,100 to 1,200 persons. Hence the length of the railroad's moving day.

In the general offices in Exchange street are records of the railroad's earliest days in the city. Mr. McCormack is not certain just when the railroad moved in that long-slandered abode, but he thinks that the offices have been there for about 75 years. At one time, he says, the railroad had its quarters on a site not far from the palatial new terminal.

The official date of the opening of the new station has not yet been announced. It is tentatively set for around May 1st.

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# New York Central Officials Move Into New Quarters at Huge East Buffalo Terminal

*Comman. Express*  
General Superintendent McCormack, staff occupy offices in tower of giant structure

## GET READY FOR BUSINESS

—4-21-1929  
Formal opening of new passenger station set for April 28th, will be delayed

The New York Central's big new station that towers high up above the sea of peak-roofed houses of the east side, and gleams in soft grandeur through the night skies, its imposing tower illuminated by floods of colored lights, is already being occupied by the permanent dwellers within its spacious confines, and within a few weeks will be the scene of hurrying thousands of the traveling public.

Yesterday Frank E. McCormack, general superintendent of the second district of the New York Central railroad, moved into his office in the tower, and a number of other departments have preceded him.

### Railroad Police Get Quarters

The railroad police, under Captain W. J. Davis, were the first to take up their quarters in the new building. The date was April 15th. District Engineer W. F. Maurice and his staff came in the following day, as did Division Engineer B. M. McDonald. Assistant Freight Claim Agent T. A. Ward moved in the 17th, 18 and 19th.

Within the next few days the remainder of the departments now housed in the Exchange street station will take their new offices, except for the men needed to remain on the job



FRANK E. McCORMACK

to look after the active conduct of the old station.

Claim Agent C. C. Gleiner and G. L. Morse, land and tax agent will bring their staffs in tomorrow. J. H. Root, district accountant will come in Tuesday and Wednesday. W. O. Thompson equipment assistant, comes Thursday as does T. J. Maar, piece work inspector, the A. R. A. bureau which is the equipment department comes the 26th and 27th; James Singer, general master mechanic, Charles H. Hogan, manager of the department of shop labor and popularly known as the locomotive engineer who made the

fastest time on record with his famous old engine, 999, are due to follow shortly thereafter.

**Work Being Rushed**

George E. Taylor, assistant general freight agent; W. S. Randolph, assistant general passenger agent and W. A. Hamler, superintendent of the Buffalo division will follow later.

Just when the new station will be placed in full operation was not forthcoming yesterday, except the fact that it will probably be coincident with the change to summer schedule.

Meanwhile workmen are busy at work on the final tasks of the big job. In the spacious T-shaped concourse a crew was at the job of grinding smooth the terrazzo floor, pushing enormous polishing machines through a muck of cement, making as level as a quiet pool the floor where millions of hurrying feet will tread in decades to come.

Perhaps centuries to come—who knows. The life span of such a building as this has not yet been calculated, but the materials and workmanship are of the sort put into buildings of the past that have defied centuries.

**Seven Trainsheds Provided**

From the veranda of the sixteenth floor one gets a new idea of the size and dignity of the new station. Over a vast terrain of wooden residence houses—acre upon acre of two-story buildings punctuated here and there by a church spire or chimney the eye reaches without serious interruption to the tall buildings of the business district. In the foreground, between the wide boulevards, are spacious areas that are to be used for parking. A wide driveway cuts down at the left to a lower level. At right and left are city blocks that seem self-sufficient enough from the street level. Seen from above they have the appearance of being marked for elimination—out of the picture with this new structural giant that has arisen among them, and will need ample spaces in which to stretch his limbs.

From the opposite side of the building one looks down upon the seven train sheds that stretch out into the maze of tracks over which flyers and freight trains sweep. It is suggestive of a new and Greater Buffalo—all this great area: deserted now, soon to be a gigantic beehive of activity.

*Carrier - Exp -*  
**Force of 3,400 working under W. A. Hamler needed to handle traffic**

*6-23-1929*

Two hundred passenger trains, according to the present railroad schedule, will enter or leave the new terminal each 24 hours.

The movement of this heavy train traffic, approximately eight trains every hour both day and night, will be one of the fascinating features of the Central's new station and a movement that must go on with speed and without delay.

**3,400 Handle Trains**

To handle this traffic, the entire personnel of the operating department of the Buffalo division, comprising 3,400 men and women under the supervision of Superintendent W. A. Hamler, will work hand in hand. In this department will be found the men who actually run the railroad. The train dispatchers, the signalmen, the tower operators, the engineers, the firemen, brakemen and all others whose work is to keep the trains moving are in this department.

The directing and following up of train movements when ready to leave the terminal is up to the train dispatchers. They must know just what trains occupy each of the nineteen station yard tracks and they can tell just where each train is for miles before entering and after leaving the terminal. The three chief dispatchers at the new terminal are J. N. Hyland, W. H. Hyland and F. A. Pettelack with R. E. Metz as a relief dispatcher. These men can tell where any train is east of Depew, west of Bayview and as far north as Suspension Bridge and on the West Shore line as far as Bowmansville. Aiding the chief dispatchers in keeping a check on the train movements are six train dispatchers, the signal supervisors and the five general yardmasters.

**In Charge of Operation**

In entire charge of passenger train operation, which includes the making up of trains, including mail and express trains, and the responsibility of getting the trains away from the terminal on schedule time are the two stationmasters, Michael J. Murphy and Richard A. Gilroy. Mr. Murphy supervises operations during the day and Mr. Gilroy during the night.

Under Superintendent Hamler's supervision also comes the handling

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of baggage and of freight trains in the yards. In charge of the baggage room at the new terminal will be M. J. McMahon. The power plants, the heating plants and other buildings will be supervised by Frank Gilroy, chief engineer, and his assistant, R. K. Hoffman.

Assisting Mr. Hamler in the multitude of duties necessary to keep the movement of trains up to the schedule is the assistant superintendent, C. H. Weber.

With the opening of the new terminal, activities at the old Exchange street station will be reduced to a minimum. The most important trains that will stop at the old station will be three New York trains and a Boston train daily. The agent in charge of the old station will be J. A. Martin, former ticket agent at the Terrace station. He will have an operating force. The Terrace station, however, will remain in service until a ruling on the application of the company to abandon it is made by the public service commission.

## NEW TERMINAL IS MONUMENT TO P. E. CROWLEY

*Comm. Exp.*

Represents highest achievement of  
Central's president who  
rose from messenger

### HE WAS BORN NEAR CITY

*6-23-1929*  
Climb to position at head of huge  
railroad system has been  
almost meteoric

Completion of the palatial new \$6,000,000 Central Terminal is more than a valuable addition to Buffalo, more than a thing of beauty and utility for the millions of travelers who will use it in years to come; it represents the crowning achievement of Patrick E. Crowley, president of the New York Central Rail-

road since April 1924, and throughout one of the warmest advocates and backers of the project of giving Buffalo a station that would compare with any in the world.

Buffalo's Central Terminal is only one of the outstanding achievements of President Crowley since his incumbency in office. His whole record is that of a man who does things in a big way, and his career over a period of half a century of railroading is the story of a man who has made an exceptional success from a very modest beginning.

#### Born Near Here

He was born in Cattaraugus County, August 25 1864, and as a boy attended district school. At the age of twelve he used to accompany his father, Dennis Crowley, to the railroad station where he was fascinated by the sights of railroading. He determined to enter this field.

His first job was as a telegraph messenger at \$5 a week. At the age of 19 he became one of the world's great transportation systems.

The interval between is one of steady climb from position to position. At eighteen, he was appointed station agent for the Erie at Cus'cr City, Pa. and it was here that he picked up telegraphy in his spare

time. This enabled him to qualify as dispatcher's operator and brought him a transfer to the Erie's office in Buffalo.

**Became Dispatcher**

Little did the young telegraph operator know then that within a few decades he would be the guiding spirit behind the erection in this city of such a terminal building as the world of that day little dreamed!

In 1889 young Crowley was offered a dispatcher's post in the employ of the newly organized Railroad. Watertown & Ogdensburg Railroad. Fifteen months later this road was leased by the New York Central Lines, he was made chief dispatcher at Watertown, and his career with the New York Central was started.

Promotion followed rapidly thereafter. In August, 1891, two months after his marriage to Miss Catherine Nichols at Attica, he was made trainmaster. The following year he became chief trainmaster, and at the age of 37 was appointed superintendent of the Pennsylvania division of the road.

**His Rise Was Rapid**

Three years later he became assistant general superintendent, with headquarters at Syracuse. In March, 1907, he was selected as assistant general manager, at Albany and in five years he became general manager of the eastern lines of the Central. In December, 1914, he became assistant vice-president in charge of operations and his duties were extended to include supervision over transportation equipment and maintenance.

In 1916 he became vice-president in charge of operation, in 1918 he be-

came federal manager for the New York Central and several of the lesser roads of that system, and following the cessation of federal control went back to his post as head of operations.

When Alfred H. Smith, president of the New York Central lines, was killed as the result of a fall from his horse in Central Park, it was Patrick E. Crowley whom the board of directors of the road selected as president.

The reputation of Patrick E. Crowley as a railroad man among railroad men suffered no loss when he became executive head of the lines. In his numerous inspection trips to various parts of the huge network of lines, he frequently traveled in the regular trains of the company, leaving his private car in the shed. Losing none of his old friends and warm supporters, he ever gained new ones and drew his co-workers closer to him, securing their utmost co-operation in his plans for development of the great railroad system.

A temperate man who does not smoke is Patrick E. Crowley. A temperate man in speech and habits. In his youth he maintained that a man could be a train dispatcher without swearing, and when he became president of the Central, he reiterated the principle. He has stated that his success has been due to hard work and constant study. He is a great reader and is fond of history.

Among the other outstanding achievements of Mr. Crowley's administration is the erection of the Castleton bridge over the Hudson River. Grand Central terminal in New York still uncompleted in his manifold features, has continued to expand and develop.

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# Veteran Ticket Agent In Exchange Depot 40 Years

*Courier-Exp-6-23-1929*

Recalls names of famous people he saw in old station as he moves to new terminal

Earl N. Blood, veteran ticket agent of the New York Central after serving in that capacity in the Exchange street station for more than 40 years, yesterday assumed charge of the ticket office at Central Terminal. His department was the last to leave the old station.

Mr. Blood remarked yesterday that it seemed like leaving home when he shifted his quarters to the new station, adding that in the two score of years spent in the old station he had many interesting experiences, and had come in contact with a host of famous and highly interesting people, as well as having seen passing through numerous notorious characters, not a few of whom were on their way to state prisons to pay the death penalty for murders.

### Saw Many Presidents

Among the most illustrious men who Blood saw pass through the old station on their way to board trains were several Presidents of the United States, including Gen. Grant, Rutherford B. Hayes, James A. Garfield, Grover Cleveland, William McKinley, Col. Roosevelt, Woodrow Wilson and Warren G. Harding. He frequently chatted with Grover Cleveland and saw Mrs. Frances Folsom Cleveland as a stunning young bride. He saw Gen. Grant during the Garfield campaign and heard Gen. Garfield speak in St. James's Hall after he had arrived at the Exchange street station.

Mr. Blood has a vivid recollection of the arrival here of Col. Roosevelt when he came here to be sworn in as President after the death of the martyred President McKinley, and he saw Teddy delay the parade on another occasion while he shook hands and chatted with a Buffalo policeman, Tony Gavin, who had served with him in the Rough Riders

## In New Quarters



EARL N. BLOOD

in the Spanish-American War.

"I also saw the assassin Czolgoz taken aboard the train that took him to Auburn after he had been sentenced to death by Justice Truman C. White for the murder of President McKinley," said Mr. Blood. He was a mild-looking chap with big blue eyes, the last person one would pick out as a cold-blooded assassin.

# 1,500 WORKERS OCCUPY BIG CENTRAL TERMINAL

*Commer - Exp - 6-23-1929*

## Large family, housed under one roof, toils to serve Buffalo

A new city was born yesterday within the limits of the city of Buffalo.

Its inhabitants are the officials and employes of the New York Central railroad, numbering some 1,500, who occupy the new Central Terminal.

They constitute only a portion of the Buffalo residents who are working for the Central but create a family, housed under one roof, whose size would be the envy of many villages and communities intent upon progress and expansion.

Housing of the Central's family of officials and employes under one roof marks another stage in the progress of Buffalo—a step that exceeds the expectations of those who visioned a new railroad terminal in days gone by.

### Transferred to Buffalo

Buffalo's new terminal is the headquarters for officials and their staffs of all departments of the New York Central on the so-called Lines West which extend eastward from Buffalo to New York city.

Here are located the offices of the general superintendent, district and divisional engineers, passenger and freight agents, accounting department, dining car service department and numerous other branches of the gigantic transportation service.

Some of these offices heretofore had been located in various buildings in the city. Others were transferred here from New York, Utica and other points co-incident with the completion of the new station.

Only recently there was transferred to Buffalo from New York the department over which D. A. Day, superintendent of car service, presides. With him came a staff of 450 employes whose duties are to see that the cars are properly serviced for the benefit of patrons of the New York Central.

Another department that came to Buffalo a short time ago is that of fuel conservation. A. A. Raymond is superintendent of this department, which formerly had headquarters in

Utica. It is the effort of this department to cut down operating costs by conserving fuel as much as possible.

Heading the huge New York Central family which occupies the magnificent new terminal is Frank E. McCormack, general superintendent, whose offices are located on the second floor proper of the towering structure.

### Executive Personnel

Others, who are in charge of various departments of the railroad's activities in Buffalo, include W. A. Hamler, superintendent; E. Hoagland, assistant general freight agent; W. S. Randolph, assistant general passenger agent; W. C. Maurice, district engineer; B. M. McDonald, division engineer; T. A. Ward, assistant freight claim agent; J. H. Root, district freight accountant; C. C. Gleiner, claim agent; C. H. Hogan, manager of the district shop labor; L. C. Snyder, dining service department manager; W. O. Thompson, in charge of equipment; D. A. Day, superintendent of car service; W. J. Davis, captain of railroad police; C. B. Ireland, manager of buildings; C. J. Hayes, supervisor of the A. R. A. building bureau; F. J. Marr, general supervisor of piece work schedules; A. A. Raymond, supervisor of fuel conservation; E. Van Dine, superintendent of the Pullman Company; J. Singer, general master mechanic; G. L. Morse, land and tax agent, and W. F. Jordan, principal assistant engineer.

These are the leaders in the big family whose headquarters have been established in the new station. Under their direction are working about 1,500 employes on the various floors of the new structure with the striking fifteen-floor tower.

The number of employes does not nearly represent all the Buffalo people who are connected with the giant transportation enterprise. It comprises only those who work in the offices and buildings which make up the fine new terminal.

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# Retired N. Y. C. Executive Proud He Aided Crowley

*Committee - Sep - 6 - 23 - 1929*  
Promoted present chief of system on three different occasions many years ago

Isaac H. McEwen, retired superintendent of the New York Central, now living with his family at No. 11 Ketchum place, began his career as office boy on the Buffalo & Erie railroad. He attended to his duties so diligently that he gained gradual promotion until he became trainmaster. Under him there worked a bright-eyed young man named Pat (Patrick E.) Crowley, copier of dispatches for the train dispatcher. This was in 1889.

About that time McEwen was made superintendent of the Rome, Watertown & Ogdensburg line. Soon after assuming his new duties, Mr. McEwen discovered that a reliable dispatcher was needed at Oswego. He immediately negotiated with young Crowley and hired him for the job. He also took Lucas H. Van Allen as dispatcher to Oswego. He later promoted Crowley to chief train dispatcher at Watertown and later made the future president of the New York Central, trainmaster at Watertown.

### Was Exceptional Youth

Three promotions that were considered important by young Pat Crowley at the time, were given him by McEwen, who declares that no young man was ever more deserving of promotion, for Crowley was an energetic and conscientious worker, possessed of excellent judgment at all times. Even in those early days of his career, it could be seen that he was an exceptional youth. He earned every boost given him.

The New York Central took over the R. W. & O. in 1891, and it was then that Crowley's record with the world's greatest railroad system began. Mr. McEwen feels justly proud of what he terms the slight part he took in the early part of such a wonderfully brilliant career. McEwen was selected by the N. Y. C. as first superintendent of the R. W. & O. division of the New York Central. He remained in this position until 1893 when he resigned and returned to his home in Buffalo. He entered the University of Buffalo from which he graduated in due time with the degree of bachelor of law. He prac-

## Helped Big Boss



ISAAC H. McEWEN

liced law for four or five years and returned to railroading.

This time he entered the service of the Albany & Hudson, now the Albany Southern, extending from Albany to Hudson, a distance of 40 miles. It was the first railroad in the country to operate steam trains and electric trains on the same track.

### Prepared Book of Rules

McEwen prepared the book of rules for the operation of the road and broke in the conductors, motormen, engineers and dispatchers. He finished his work there and was presented with a handsome gold watch suitably inscribed, by the employes, a gift he still possesses.

Later C. A. Goodnow, general su-

perintendent of the Chicago, Milwaukee & St. Paul, made him inspector of transportation. Some time later Goodnow became general manager of the Rock Island and made McEwen assistant superintendent at Topeka, Kan. After he had put in two years in that berth, the late Jim Hill of Great Northern fame, absorbed the Rock Island and dropped Goodnow, which automatically let out McEwen, who once more returned to Buffalo and again took up his Blackstonian activities.

Meanwhile, P. E. Crowley had become general superintendent of the New York Central at Syracuse, and he gave McEwen a job as special

traveling train dispatcher, a job never before or since held by another man. He was subsequently appointed special agent by Mr. Crowley reporting direct to him. McEwen, while special agent, was also made assistant superintendent of the Mohawk division and superintendent of the Oneida electric road, a joint title. In 1907 McEwen was appointed superintendent of the Buffalo division of the New York Central, and in 1910 he went to Utica as superintendent of that division.

Among McEwen's treasured souvenirs is a train order in an old despatcher's book in the handwriting of Mr. Crowley.

# LAUD CENTRAL'S YARD PLAN AS BOON TO CITY

*Carrier-Express 2-3-1929*

## \$1,000,000 switching project hailed as step to bigger Buffalo

Buffalo is to get transportation facilities unexcelled by any district in the country as a result of plans announced by the New York Central Railroad yesterday to establish huge new switching yards costing \$1,000,000 in the town of Tonawanda.

Expenditure of \$500,000 for the yards is contemplated this year and 135 acres of land just north of the city limits have been optioned by the railroad company. The effect of this program will be to open up thousands of acres of land to new industrial development.

It will also expand transportation service to shippers by giving them access to the Lehigh and D. L. & W. railroads and relieve conditions in the railroad yards in the Black Rock and Central Park sections, where residents have long complained of the noise and dirt caused by the switching of cars.

The new switching yard is to be located near the junction of the Wonalancet line of the railroad and Sheridan drive in Tonawanda town-

ship. According to Frank E. McCormack, general superintendent of the Buffalo division of the New York Central railroad, the yard will have capacity for 600 cars and will greatly increase efficiency of service.

The land to be obtained by the railroad company, located near the plant of the Curtiss Aeroplane and Motor Company, will not be used in its entirety for switching yards. Some of it will be held in reserve for expansion purposes.

The railroad company has had the co-operation of the Buffalo Chamber of Commerce and the town board of Tonawanda in preparing its plans and according to Samuel B. Botsford, general manager of the Buffalo Chamber of Commerce, Councilmen Harry Fisher and Joseph W. Becker of this city have been of very material assistance.

### Board O. K.'s Proposal

A meeting of the Tonawanda town board yesterday resulted in unqualified approval of the proposed step of the Central in constructing the

new switching yard. The town officials promised their co-operation in the necessary steps of closing streets and other official aids.

"An industrial area can be worked out in connection with this yard space similar to the Indiana harbor development in Chicago and other developments in several other great cities of the country," said Samuel B. Botsford, general manager of the Buffalo Chamber of Commerce.

"The proposed improvement will greatly stimulate development not only in the immediate vicinity, but also throughout the city. It will result in a much faster handling of freight and express for many of our concerns, and is an important step here in making Buffalo the finest transportation center in the country for all types of industry which belong in this part of the world. As transportation is the most important factor nowadays in the locating of industry, the Buffalo Chamber is naturally delighted to have the New York Central enter upon this important step."

"During the war there was a tremendous industrial development in North Buffalo and in the Black Rock section. From Central Park west to the Niagara River many new plants were located and existing plants expanded very rapidly. Some of these concerns have continued to grow since the war. The very recent enlargements by the American Radiator Company, the Wire Wheel Corporation, the Pierce Arrow Motor Car Company and several other concerns in that vicinity are outstanding examples. Expansion means more cars, more shipments, more activity in all transportation work. A great increase of shipments in North Buffalo and in Black Rock has resulted in the installation of many new sidings and in the necessity for the storage of cars on sidings extending along the Belt Line into the Central Park section. This has caused considerable uneasiness and much protesting from North Buffalo and Black Rock residents. It was unwise to stifle the growth of industry and was, therefore, unwise to ask the transportation lines to refuse the business. On the other hand, it was natural that the residents should complain bitterly. During the past year the chamber has been working constantly upon this particular problem.

#### Conference Arranged

"Last summer I arranged a conference between leading officials of the New York Central and Councilmen Harry Fisher and Joseph W. Becker, who represent the particular

districts affected by this expansion. In an extended conference the problems of the residents in that section of the city were presented by their representatives. Mr. Fisher has resided in the vicinity of the Belt Line from the very earliest days and was personally familiar with its entire history.

Becker has been in intimate touch with railroad development in the city for years. They presented the situation in a masterly fashion and the railroad officials explained their problems in an excellent spirit.

#### To Serve Whole Area

"At this conference it was agreed to do away with night switching in the vicinity of Central Park, with the exception of emergency demands from industry. The railroad officials further decided to create, if possible, new yards farther west, which would relieve the congestion in North Buffalo and in Black Rock.

The decision of the Curtiss Aeroplane & Motor Company to locate its plant on the Wonalancet branch of the Central on property optioned through the Chamber of Commerce undoubtedly hastened the decision of the railroad. Mr. Burber's experience in railroad work peculiarly qualified him to work out a practical plan, which he did to the satisfaction of the Central officials.

"This improvement will give service to the whole area over three railroads on equal rights. The Lehigh and the Lackawanna have joined the Central in giving this service. Shipments can be made up into carload lots and full trains will leave from the yards for distant points east, west and south, giving a type of service unexcelled in any part of the world. The results in attracting industry to this section are self-evident."

"Although no official of the chamber or of the railroad company has said so, it is certain that establishment of the new yards in Tonawanda will mean the greatest industrial development Buffalo and the Niagara Frontier have ever seen."

## NEW STATION DISCUSSED

*Courier* 4-27-29  
Heads of eleven roads interviewed  
by chamber publication

The Buffalo Journal of the Chamber of Commerce has put out a special number relating to the New York Central station at Curtiss and Lovejoy streets and its importance to the city. Presidents of eleven railroads are quoted, all agreeing that Buffalo is making rapid business strides. The new station is shown on the cover.

Railroad presidents, who are quoted as to Buffalo and its future, are E. E. Loomis of the Lehigh Valley, J. M. Davis of the Lackawanna, W. L. Ross of the Nickel Plate, John J. Bernet of the Erie, Patrick E. Crowley of the New York Central, George W. W. Atterbury of the Pennsylvania, William T. Noonan of the Buffalo, Rochester & Pittsburgh, Sir Henry W. Thornton of the Grand Trunk and Canadian National, John N. Beckley of the Toronto, Hamilton & Buffalo, Frank H. Alfred of the Pere Marquette and J. E. Taussig of the Wash.

The article, describing the new station, is by R. D. Starbuck, vice-president of the New York Central.

*Courier-Exp*  
Station accessible from all parts  
of city, resident engineer

6-23-1929 <sup>says</sup>

W. F. Jordan, resident engineer of the New York Central railroad, expressed an opinion that is widely held when he said recently that the new terminal is so located as to be unusually convenient to access from all parts of the city. Indeed, the location is in many ways unique in this respect.

In the first place it is near the geographical center of the city, and hence plays no favorites in this respect. In the second place, the location which some critics looked upon as out-of-the-way, carries with it some peculiar advantages, particularly as regards space. The approaches to the station, its own plaza—not to mention its own dimen-

sions—are as spacious as they were cramped in the old quarters downtown.

The site of the building proper—old Polonia Park—is itself one that offered unusual opportunities to create a terminal that has been created to meet the needs, not only of the Buffalo of today, but also the Buffalo of tomorrow. All about it wide avenues were laid, offering approaches from all directions of a sort that would facilitate the handling of the traffic and minimize the confusion, congestion, delay and danger with which so many city terminals have to contend.

### Boulevard 100 Feet Wide

The general location of the station already is well known, even to those who have not visited this palatial depot of rail transportation, for towering high above its neighbors, it stands like some great watch tower of old—or as someone has put it—like a sentinel guarding the approaches to the city—holding out welcome to the visitor in dignified and impressive way, of which all Buffalonians may be proud.

At night they have seen it during past months, its gilded tower blazing dimly like a beacon through the night skies, clearly visible from any eminence in the city.

Roughly speaking, it is in the Fillmore-Broadway section of Buffalo, lying nearly a mile to the south and east of the busy intersection of those two thoroughfares, where one of the principal business districts of the city is located.

Sweeping like a great crescent before the station is Lindbergh drive—a creation that has come with the new station, and especially designed to meet the traffic needs it involves. This new concrete boulevard, 100 feet wide, built by the railroad on the right-of-way of the West Shore railroad, but to become a part of the city's pavement runs from the junction of William street and Fillmore avenue northeast to Broadway.

### Plaza Striking Feature

Cutting right across this new thoroughfare and leading directly to the doors of the new terminal is Lovejoy street, one of the old streets of this section. But the Lovejoy street that finds its terminus at the station doors is a new edition. From Fillmore avenue south it has been widened to a thoroughfare 90 feet from curb to curb, and up this concrete path taxis already are darting with their passengers, or to park on

the spacious plaza, like an upper veranda—a two-acre veranda, incidentally.

The plaza is one of the striking features of the new Central Terminal. Its two acres are included in a strip 650 feet in length by 140 feet in width, lying like an ample apron about the doors of the building. It stands twenty feet above the level of Curtis street, and that much above

the general level of the flat area in which the station is located.

Since the main floor of the terminal is on a level with this plaza, this means that the part of the station which the passengers will think of as the ground floor in reality will be elevated twenty feet above the ground. Underneath this level the trains pass.

# BUSINESS MEN PREPARING FOR NEW CIVIC ERA

*Comm-Exp*  
Merchants of east side see palatial station boon to trade

6-23 <sup>expansion</sup> 1929

## COMMUNITY GROUP ALERT

Growth of association in heart of great east side reviewed by President Jahraus

Almost within a stone's throw of the new Central Terminal is one of the principal business districts of Buffalo. The intersection of Broadway and Fillmore avenue is at the heart of this district, and merchants, who serve the section, already are making plans for developments accruing from the opening of the terminal, which will bring added thousands through this shopping section.

Fine stores, completely equipped to suit the needs of the buying public—a great variety of merchandising firms that are prepared to serve the homes or the persons, and a setup that easily can be adjusted to meet altered needs are found in the district.

### Allive to Possibilities

Merchants of this section are keenly allive to the possibilities that lie before them. They have a history of expansion which has prepared them for this new development in their part of the city, and they have an organization, alert and vigorous, ready to co-operate in any enterprise which will redound to the benefit of the neighborhood.

Fred C. Jahraus, of the Jahraus-Brown Company is president of this

## Alert Leader



FRED C. JAHRAUS

association. Other officers are Walter C. Erion, vice-president; Elmer L. Theobald, treasurer and August C. Schillo, secretary. Directors include Marcus Barmon, Emil Adler, Monroe Bloch, Charles Roesch, Edward Lipowicz, David Abrams, Theodore Becker, Charles Hahn, Jr., and Charles Metz.

### Community Spirit Fostered

Referring to the organization of the Broadway-Fillmore Business Association, the president, Fred C. Jahraus, said:

"The Broadway Fillmore Business Association is an infant in age but a potential giant in strength. About a year ago representative merchants of the Broadway Fillmore community came together with a common need,

Up to this time several attempts had been made to organize a business men's association. Every attempt failed. It seemed impossible to harmonize the differences of the neighborhood.

"Today with the younger generation in the saddle, the idea of a community association was received in better spirit. The common need brought home the fact that united we could meet our difficulties, divided we were at the mercy of circumstances and conditions. In our organization work we met with all kinds of ups and downs but we weathered the storm and grew in strength and proved the worth of our unity.

"Today the Broadway Fillmore Business Association is a truly representative group of the second largest business section of Buffalo. Banking, retailing, wholesale, manufacturing, professional, all groups have contributed their strength to our members. The objects of our associations are:

"1. To foster, promote and protect the common business interests of its membership and of the community at large.

"2. To promote a more enlarged and friendly spirit between and among its members and business interests in general.

"3. To enable its members to better arrive at measures for furthering their united business interests by such rules and regulations as may be deemed advisable as a group to adopt.

"4. To be able as an association to take united action for or against such matters of legislation, ordinances or otherwise which directly or indirectly affect the affairs of its members or the community or the City of Buffalo.

**Twelve on Board of Directors**

"The affairs of the association are managed by a board of directors consisting of twelve members. This group of men has general control of the association affairs. The officers of the association consist of a president, first vice-president, second vice-president, secretary and treasurer.

"Two classes of meetings are held.

## Eye Tester



Joseph Drexelius, vision expert for the New York Central at Buffalo, is one of the best known veterans in the company's service. He was chief train despatcher at the Exchange station half a century ago.

General meetings which are get-together occasions to create and foster good will and to invite from the membership information of constructive value to the community. Complaints and criticisms are liberally invited. All business is referred to the board of directors.

"The other meeting concerns the board of directors. They are responsible for the general control of the affairs of the association and are responsible to the association for their stewardship. The association has created unusual activity on the part

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of all other associations within the territory and this is as it should be. The Broadway Fillmore Business Association stands ready at all times to co-operate with individuals or other associations in the promotion of things to better the locality. The association stands willing to offer moral and active support in the advancement of Buffalo's city interests.

"Co-operation is our middle name. We recognize in this the strength of the future. Competition used to be hailed from every quarter, but co-operation today is the spirit that is accomplishing the bigger things. Our aim is to win the confidence not only of our own community, but of the city at large. We are interested at the present time in building into our association a permanency and a responsibility. As a representative organization of the second largest business community in Buffalo we are mindful of our responsibility. We want to measure up to it in every way. The officers of the association are as follows: Fred C. Jahraus, president; Walter C. Erion, vice-president; Elmer L. Theobald, treasurer; August C. Schillo, secretary. Board of directors: Marcus Barmou, Emil Adler, Monroe Bloch, Charles Roesch, Edward Lipowicz, David Abrams, Theodore Becker, Charles Hahn, Jr., and Charles Metz."

*Courier Exp-*  
**Experts man large yards for coaches, Pullmans and terminals for locomotives**

6-23-1929  
The 200 trains that daily roll over the 39 miles of new track that has been laid at the terminal require some nursing. Coaches have their own peculiar ailments which must be diagnosed and treated. Locomotives are complicated mechanisms and need the services of experts. To meet these needs, ample provisions have been made.

For instance there is the coach yard, nearly half a mile east of the station, with eleven tracks holding about 100 cars. To look at this coach yard from the level of the tracks, one might think it no great matter. But the equipment is underground. Air, water, steam and electric lines thread the yard, with taps and outlets studded at convenient places throughout, ready for instant need.

#### Two Terminals for Engines

The locomotives receive their treatment at two special engine terminals near the station. A new one, to combine these two, is to be erected later to the east of the station.

The new car repair shop is at the west end of the coach yard layout and consists of two two-story brick buildings, one 165 feet by 78 feet, the other 102 feet by 29 feet. There are inspection pits underneath the track levels, similar to those motorists find at service stations. Drop tables are arranged so that the axles of cars may be dropped to a lower level for needed repairs. An air brake room, a wheel delivery pit, carpentry and upholstery shops are other features of the equipment.

The new Pullman service building is west of the carshop on the north side of the station track lead. The building is fully equipped for all Pullman car supplies and is connected with all passenger platforms at their east end and with the baggage subway by a concrete trucking way.

Access to the streets of Buffalo facilities the bringing in of supplies by purveyors.

## SANITARY SYSTEMS

### Murdock service boxes supply clean drinking water

Clean, wholesome drinking water is essential to good health and since many millions of people will use the trains leaving the new terminal, the matter of providing proper drinking water facilities and hydrants for con-

veying the water to the coaches, pullmans and diners was of vital importance. Also since trains must be watered in winter as well as in summer, hydrants must be anti-freezing.

The Murdock Water Service box as made by the Murdock Manufacturing & Supply Company, Cincinnati, O., originators of anti-freezing hydrants, was selected.

The Murdock Water Service box not only safeguards the public health as a means of conveying clean water to the trains but because of the self-closing lid being flush with the platform and leaving nothing to stumble over or step into, it also is a safety measure against personal injury.

**THE NEW TERMINAL.**

The opening of the new Central terminal in Curtiss street is the realization of a project conceived more than a generation ago. The city government and various civic organizations sought vainly for years to advance it. Numberless conferences were held with New York Central officials. The matter of selecting a site for the terminal was the principal stumbling block. There was no spirit of accommodation on either side. It appeared as if Buffalo would have to endure indefinitely the accommodations of the discreditable Exchange street station. Then Patrick E. Crowley came on the scene as president of the Central. The terminal project at once engaged his attention, and he determined to see it through. Thanks to his good offices, and those of the Terminal and Grade Crossing commission, with particular emphasis on the services of William H. Fitzpatrick as chairman, the seemingly impossible problem has been solved.

The terminal in Curtiss street is a splendid realization of the project. It expresses in architectural design and in serviceability the dignity of a great city. It distinguishes Buffalo and does credit to the New York Central as one of the chief railroad systems in the country. Nowhere is there a handsomer terminal than that in Curtiss street. It is somewhat of a counterpart, on a smaller scale, of the Grand Central terminal in New York city. From ramped entrances to its great concourse, it is truly metropolitan. As a gateway, it will make a lasting impression on all who enter Buffalo by the Central lines.

Unhappily the completion of the terminal finds facilities for the transportation of travelers to and from the center of the city as yet undeveloped. The city government has been sadly remiss in this matter. The authorities temporized

while work on the terminal went steadily forward. Now that it is completed and open for service, there is a great show of activity on their part. However, this matter of their being in arrears in the performance of an obvious duty is not to be emphasized upon this occasion. Buffalo is celebrating, and with very good reason, a great step forward in the development of the city. The opening of the Central terminal is a memorable occasion. The main thing is to look upon the proportions and beauty of it as symbolic of a bigger, better and more beautiful Buffalo to come.

**IS MONUMENT TO  
PROGRESSIVENESS  
COUNCIL STATES**

*Council - 6-11-29-*  
**Adopts resolution to be forwarded  
to President Crowley and  
directors**

**OPENING ON JUNE 22D**

**L. R. C. to institute emergency  
bus service to station for  
time being**

**Congratulations of the common  
council to the New York Central  
Railroad because of the erection of  
the Central Terminal, which is to be  
placed into active service on June  
22d, was voted unanimously at yes-  
terday afternoon's meeting of the  
city legislators.**

The resolution was offered by  
Councilman Frank E. Freedman.  
President Frank C. Perkins sought to  
amend it by adding a request that  
President Patrick E. Crowley inform  
the council what he thinks about elec-  
trifying the lines in the city. Coun-  
cilman George P. Keating seconded

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the amendment, but on the protest of Mr. Freedman that such a proposal should not be attached to a message of congratulations, he withdrew his second and the resolution was passed in its original form.

#### Unable to Press Proposal

Due to legal requirements, Councilman Freedman was unable to press his proposal that the council grant a formal consent to the International Railway Company to operate a bus line from McKinley monument to the Central Terminal on the council's terms. The city law office held that the consent must lie on the table for two weeks because it was amended.

This means that the consent cannot be approved until after the new station is open for service. Meanwhile the company will institute emergency service with the consent of the mayor. The company has announced that it will not accept the terms of the formal consent proposed by the common council.

Proposal of the council is that the buses run to William street and Fillmore avenue instead of only to the new station over Curtiss street to Broadway, that children be carried for five cents instead of ten and that there be a universal transfer privilege.

The Freedman resolution congratulating the New York Central railroad company upon the erection of the new terminal read:

#### Civic Monument

Whereas, the New York Central Railroad on June 22, 1929, will open its new terminal in the City of Buffalo, and

Whereas, this magnificent structure will be a monument, not only to the progressiveness of the New York Central Railroad, but also a civic monument to the citizens of Buffalo, and

Whereas, the common council of Buffalo takes especial pride in the opening of the terminal, therefore, be it

Resolved, that the common council of Buffalo hereby sends its felicitations and official greetings to the New York Central Railroad upon the opening of the terminal on June 22, 1929, and be it further

Resolved, that an engrossed copy of these preambles and resolutions be sent to Patrick E. Crowley, president, and the board of directors of the New York Central Railroad.

York Central, that the first two tickets bought at Central Terminal after it began to function were by Mrs. Elizabeth L. Conklin and her daughter, Hazel Conklin of Rider avenue, Patchogue, L. I. They arrived here from the West on a late train Saturday night and bought their tickets for New York at the new station at 2.30 o'clock Sunday morning. They then were driven to the Buffalo, remaining here until yesterday morning, when they left on train No. 58 for New York.

There was some congestion at Central terminal yesterday and Sunday night, Mr. Randolph said, for the reason that everything was so new and the personnel of the big station had not got accustomed to the methods. However, he added, things will be moving with perfect smoothness in every department today.

"There has been some confusion about taxi service and other minor things, but this has all been remedied, and we will be operating tomorrow as if we had been out here for a year. The organization is splendid and everybody concerned is co-operating."

#### Crowds Visit Depot

Large crowds visited the station yesterday and the trains were all well patronized. Late yesterday afternoon a big improvement was noted in the general service, and veteran transportation men who went out to look things over expressed surprise that things were going so well considering that the station had been functioning less than two days.

The men are rapidly becoming familiar with the switching system in the vicinity of Central terminal, and the officials here are well pleased with the progress that is being made.

*Courier* 6-25-29

New York Central employes getting accustomed to their surroundings

Announcement was made yesterday by Walter S. Randolph, assistant general passenger agent of the New

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# CELEBRATION PLANS TO BE MADE TODAY

*Comm X-3-1-29-*

Date to be made definite at meeting to be held this morning at Chamber of Commerce

## IS \$14,000,000 PROJECT

First trains to pass in and out of new terminal on Sunday, April 28th

Sunday, April 28th, has been practically decided upon as the day on which trains will first operate in and out of the station of the New York Central at Curtiss and Lovejoy streets and Saturday, April 27th, as the day on which the formal celebration of the completion of the station will be held. A meeting of New York Central officials and Chamber of Commerce representatives will be held at the Chamber of Commerce at 10 o'clock this morning to discuss celebration arrangements.

Local officials of the New York Central who will attend the meeting are Frank E. McCormack, general superintendent; William A. Hamler, division superintendent; Edward H. Croly, assistant general freight manager, and William S. Rann, attorney. Officials of the company from New York also are expected to be present. General Superintendent McCormack, it was said yesterday, will be chairman of the general committee on arrangements.

### Prominent Men to Attend

The grade crossing and terminal commission, which brought about the station contract, is not expected to participate in the arrangements for the celebration, but the members along with city and other public officials will be guests of the occasion. From a railroad point of view, the station and terminals at East Buffalo mark a new era in rail traffic, and prominent railroad men from the

United States and Canada will attend the opening ceremonies. A feature of the new station is the possibility of the later utilization of the East Buffalo stockyards as an airfield in a combination of rail and air passenger service.

Buffalo on Sunday, April 28th, will pass out of the class of a way station on through traffic between New York and Chicago and become a regular stopping place for the Twentieth Century Limited and other fast trains. The station, so far as the railroad company is concerned, will be a completed proposition that date, it was said yesterday. The city has still to act upon the question of transportation service to and from the station and in providing more direct connection between east side streets and the approaches, which already have been finished in the area about the station.

The outlay made by the railroad has been placed at \$14,000,000. The city's share in the cost is said to have been less than \$100,000 and to have consisted in providing sewer and water facilities.

# CENTURY TO BE FIRST TO ENTER NEW TERMINAL

*Comm - Exp -*

Two sections of crack train expected to meet at Central station June 23d at 12.01 a. m.

## GET READY FOR OPENING

*5-8-1929*  
Leading railroad presidents of U. S., Canada slated to take part in ceremonies

The Twentieth Century Limited, both east and westbound, will meet and probably be the first trains to stop at the new New York Central station, the date for opening which has been officially set for Sunday, June 23d. Frank E. McCormack, gen-

eral superintendent, said last night that it could not at this time be definitely stated that the Twentieth Century will be the first train to stop and take on and discharge passengers at the station, but that it seemed that would be the case.

The summer-time schedule will go into effect on June 23d and may result in changes by which some other train than the Twentieth Century would take first place. The present outlook is that the Twentieth Century, both eastbound and westbound, will draw into the station at 12.01 a. m., Sunday, June 23d. Buffalo has been a changing point for engines and crews of this train and will continue to be under the new arrangement.

#### Get Ready for Opening

The celebration in connection with the completion and opening of the station will take place on Saturday, June 22d. It will be directed by the Chamber of Commerce and railroad officials. The Chamber of Commerce will give a luncheon at the Statler and extend the invitations for it. The ceremonies at the station will be conducted by officials of the New York Central and there will be present the presidents and other representatives of the leading railroads in the United States and Canada.

Samuel B. Botsford, manager of the Chamber of Commerce, will be toastmaster at the luncheon. Except in a general way arrangements for the station opening have not been worked out. Superintendent McCornack said there will be a conference held in the meeting room of the station on Friday to discuss the subject and a committee from the Chamber of Commerce will be present.

A report from New York last night said that the date chosen for the opening is for the convenience of the public inasmuch as it corresponds not only with the change in train schedules, but means that all the various accessories to the station will be completed and in working order. The new terminal, on Curtiss street, 2.2 miles from the business center of the city and near the present center of population, is a worthy civic monument for the second largest railroad center in America.

Its location makes for the minimum of delay for persons using the terminal, as wide and uncongested thoroughfares make approach to it easy. The new terminal will take

the place of the old station at Exchange street, which was built in the early 60s. It will be the largest station in New York State outside of New York City.

Standing on an elevated plaza, beneath which is a street car terminal, it is designed in modern American style.

## LUNCHEON TO BE HELD ON DAY BIG TERMINAL OPENS

*Comm X 5-31-29*  
Interstate commerce men, rail  
leaders, P. S. board members  
to be among guests

Arrangements for the luncheon, which will be held on the occasion of the opening of the new terminal of the New York Central railroad, Lindbergh drive and Curtiss street, June 23d, are expected to be completed at a meeting of the station committee of the Chamber of Commerce next week. It is proposed to send out 1,500 invitations for the luncheon, to be held in the concourse of the new station at 1 o'clock in the afternoon.

At a meeting of the committee Wednesday, Fred C. Jahraus, president of the Broadway-Fillmore Business Men's Association, was appointed chairman of a committee on street decorations; Ganson Depew, chairman of a committee to arrange for golf courses for the entertainment of visitors after the ceremonies; Henry Zeller, who is chairman of the general committee, was made chairman of invitations.

#### Ready For Ceremonies

A division has been made of the ceremonies in connection with the station opening. The luncheon and entertainment arrangements will be in charge of the Chamber of Commerce and the formal functions, matters connected with the starting of the first train and the public ceremony, will be directed by officials of the railroad.

Samuel B. Botsford, general manager of the Chamber of Commerce, who will be toastmaster, stated that the speakers of the occasion have not been definitely stated upon, but among them will be representatives of the interstate commerce commission, the public service commission and a prominent railroad official. All of the principal railroad systems on the continent will be represented. Gov. Franklin D. Roosevelt sent word that he would be unable to attend on account of a previous engagement at Harvard University.

Speeches and other features of the ceremonies are to be broadcast on a hookup that will take in the more important Eastern radio stations. Movies also are to be taken. Among those, who attended Wednesday's meeting, was W. J. Conners, Sr. Mr. Conners was a member of the terminal commission, later merged into the grade crossing and terminal commission, which inaugurated and put through the station agreement.

terminal. At noon a luncheon under auspices of the Chamber of Commerce will be served in the station. In addition to the railroad executives, guests of honor at this luncheon will include Lieutenant Governor Herbert E. Lehmann and William A. Prendergast, chairman of the public service commission, representing the state; Mayor Schwab and William H. Fitzpatrick, representing the city, and Thomas H. Hanrahan and Samuel B. Botsford, representing the Chamber of Commerce.

Mr. Botsford will be toastmaster. There will be speeches by President Crowley, Gen. Atterbury, Sir Henry Thornton, Acting Governor Lehmann, Mayor Schwab and others. The New York Central band from Avis, Pa., will play and the Buffalo Orpheus and Polish Singing Society will sing.

**Empire First Train Out**

The Empire State Express, the Central's crack train between New York and Buffalo, will be the first train to leave the terminal. Mr. Crowley, in the presence of the guests, will despatch it on its way at 2.10 p. m., after passengers have boarded the cars at the Exchange street station.

The party then will proceed to the west entrance to the station where the flag will be raised and where Mr. Fitzpatrick, as chairman of the grade crossing and terminal commission, will present the station to the railroad representatives. Mr. Crowley will accept it, then relinquish it to the service of state and city.

*Courier X-6-8-29.*  
**Representatives of other lines,  
 state and city officials to  
 assist in program**

Buffalo's imposing new passenger station, the largest in the state outside of New York City, will be opened to the public two weeks from today when Patrick E. C. Crowley, president of the New York Central railroad, will despatch the first train out of the terminal.

Representatives of other railroad lines in the United States and Canada, including General W. W. Atterbury of the Pennsylvania and Sir Henry Thornton of the Canadian National railways, will take part in the ceremonies, which will be broadcast by radio. The building will be open for public inspection from 3 to 9 p. m.

**Program Arranged**

According to preliminary plans made yesterday in the office of Frank E. McCormick, general superintendent of the railroad here, at a meeting attended by Mr. McCormick, W. S. Randolph, assistant general passenger agent, and C. W. Y. Currie, manager of public relations for the New York Central, the program will follow these lines:

There will be a reception for invited guests at 10.30 a. m. at the

*Courier X-6-15-29-*  
**Street decoration plans consid-  
 ered at meeting yesterday**

There was a meeting at the New York Central station at Lovejoy and Curtiss streets yesterday, which was attended by Samuel B. Botsford, general manager of the Chamber of Commerce, railroad officials and representatives of east side business men's organizations to take up the matter of street decorations for the station opening ceremonies next Saturday.

The grade crossing and terminal commission at a meeting yesterday discussed the station ceremonies. The members of the commission will be in the nature of guests on that occasion. William H. Fitzpatrick, chairman, and William E. Robertson, vice-chairman, will be speakers. Mr. Fitzpatrick also will take part in the ceremony of receiving the key to the station.

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# CENTRAL READY FOR CIVIC FETE AT NEW STATION

*Courier-Exp*

Palatial structure, requiring three years to build, to be scene of historic ceremony

## RAIL CHIEFS TO ATTEND

*6-16-1929*

Distinguished leaders from all parts of continent coming for big celebration

After three years of construction and an outlay of upwards of \$15,000,000, the new terminal of the New York Central will be opened to public inspection at 3 o'clock Saturday afternoon. Under the direction of the Chamber of Commerce, a luncheon will be served in the station concourse to distinguished visitors, including prominent railroad officials from all parts of the continent, state, county and city officials and business and professional men and women.

The luncheon and a civic ceremony will precede the formal unlocking of the station doors. The civic ceremony will be held on the station plaza at 2.30 o'clock. The speakers will include President Patrick E. Crowley of the railroad, Sir Henry W. Thornton, president of the Canadian National Railways; William A. Prendergast, chairman of the public service commission; Thomas H. Hanrahan, president of the Chamber of Commerce; William H. Fitzpatrick, chairman of the grade crossing and terminal commission, and Mayor Frank X. Schwab.

Samuel B. Botsford, general manager of the Chamber of Commerce, will be toastmaster at the luncheon, which will be served promptly at 11.45 o'clock. Arrangements have been made to seat 1,800. It was announced yesterday that the whole procedure in connection with the ceremonies and station opening will be carried through on schedule.

The New York Central will have a score of ushers on hand to take visitors through the station and explain its principal features. No trains will

be run in or out of the station before Saturday midnight except the Empire State Express, which will draw into the new station from the Exchange street station at 2.10 o'clock and come to a stop. The signal for the Empire to pick up again on its way to New York will be given by President Crowley. It will take on no passengers at the new station on its first stop Saturday afternoon. Passengers must board the train at the Exchange street station.

Beginning midnight Saturday, the new station will go into full operation. Several trains are due about that hour, among them the trains of the Twentieth Century, both east and west bound. Commissioner James W. Higgins of police is co-operating with the railroads in arrangements for handling the large crowds which are expected to go through the station during Saturday afternoon and evening.

### Street to Be Decorated

Large committees have been formed by the Chamber of Commerce for arranging for the smooth carrying out of the ceremonies and the entertainment of distinguished visitors. Fred C. Jabraus, chairman of the committee on decorations, has arranged for special decorations in Broadway, William, Genesee, Clinton, Fillmore, Lovejoy, Bailey and other streets and avenues leading to the station. Municipal and business buildings in the city will be decorated.

Mr. Botsford said yesterday that the new station marks a step in Buffalo's progress that will be more emphasized as time goes on. The New York Central Railroad has been distributing literature concerning Buffalo's new station among its passengers for some time.

The dedication ceremonies are to be broadcast from stations WGR,

WMAK, WKBW and WKEN and hookups that will take in a good part of the Eastern United States. Moving pictures of the crowds and ceremonies will also be taken. The L. R. C. is expected to have a bus service to the station, beginning Saturday, from the McKinley monument by way of Broadway.

The station located at Lovejoy and Curtiss streets may be approached directly from Lovejoy street. Lindbergh drive, a new thoroughfare, sweeps across the front of the station from Broadway to Fillmore avenue at William street. William

street is one of the most direct routes to the station from downtown.

### Public Inspection Planned

The Avis Band, crack musical organization of the New York Central employes, will play at the luncheon and outside ceremonies. Other musical and singing features will be the Buffalo Orpheus, Guido Chorus and the Polish Singing Society. Arrangements have been made to make radio announcements during the week on the station program.

Mr. Botsford said yesterday that events that will be kept to schedule will be the luncheon at 11.45 o'clock, the departure of the Empire State Express at 2.10 and the opening of the dedication ceremonies on the Plaza at 2.30 o'clock. When the doors have been opened at the conclusion of the ceremonies, the public will have the opportunity to inspect the buildings.

The list of railroad presidents and other notables will be announced later in the week. The contract for the new station was signed on December 22, 1925, with the proviso that its construction was to be begun in April, 1926, and to be ready for train operations in April, 1929.

While the station had been so far completed in April of this year that train operations could be instituted, it was thought more advisable to wait until it was completed in every detail. The decision to install sound-proofing material delayed the interior finishing. When the public views the new station on Saturday, it will find nothing missing. Everything will be set for click-clock operation, as if the station had been in operation for months.

### Total Cost \$15,000,000

The official staff and operating employes have been at the station for several weeks. All these employes will leave the building Saturday, except the train dispatchers and a few others who must necessarily remain on the job, and the doors will be locked until the conclusion of the dedicatory ceremonies.

The station building itself is but a part of an extensive layout for the expeditious handling of passengers and baggage. The approaches to trains are overhead. Baggage is handled through underground passages. The track layout, operating towers and interlocking switching system, the express and mail buildings, approaches and stands for taxis and buses have been thought out and devised for quick and safe operation and public convenience.

The station building and tower are said to have required an expenditure in excess of \$6,000,000. The other features of Buffalo's new passenger

terminal cost close to \$9,000,000.

### General Committee

Edward G. Zeller is chairman of the general committee having charge of the station dedication. Serving on this committee are the following:

John J. Albright, Henry G. Anderson, E. C. Andrews, Frank B. Baird, Dr. Charles R. Borzilleri, Fred Brentnisen, George S. Buck, Frederick H. Buehl, H. P. Burgard, Timothy Burns, E. H. Butler, William E. Carroll, William J. Connors, Sr., Joseph Coplon, Dr. Peter C. Cornell, William H. Crosby, William H. Daniels, Louis R. Davidson, Ganson DePew, Robert S. Donaldson, Edward A. Eisele, Laureus Enoas, Eugene L. Falk, George F. Fisk, Charles L. Fletcher, Myron E. Forbes, H. M. Gerrans, I. S. Given, Anson C. Goodyear, Carmelo Gugino, L. G. Harriman, Ralph Hochstetter, William G. Houck, William R. Huntley, E. H. Hutchinson, Edward K. Hyde, Henry W. Killean, George G. Kleindinst, E. L. Kleinhaus, E. L. Koons, William H. Kreiner, Jr., John D. Larkin, George C. Laub, Edward H. Letchworth, Edmund R. Lipowicz, J. J. Lunghino, Clarence MacGregor, Norman E. Mack, George B. Mathews, Elliott C. McDougal, Frank S. McGraw, Duncan McLeod, Isidore Michael, H. D. Miles, John V. Naber, H. C. Palmer, Fenton M. Parke, Charles A. Pooley, George F. Rand, Harry J. Roblin, Frank Ruskiewicz, Frank L. Schlager, S. F. Schoellkopf, Michael Shea, J. J. Siegrist, Henry W. Sprague, Daniel Streeter, Horace Reed, John L. Tiernon, Jr., John W. Van Allen, Kenneth A. Wood, Harry Yates, B. J. Yunghiath, George J. Zimmerman, Godfrey Morgan.

Other committees are:

### Hospitality

Ganson DePew, chairman; Edmond D. McCarthy, N. Loring Darforth, Lucius E. Bartlett, Hans Schmidt, Jr., Floyd M. Mills, Seymour P. White, R. M. Graves, Eugene Warrner, Sheldon Thompson, Jr., Charles H. Wilson, George E. Latimer, Walter B. Robb, Charles W. Goodyear, W. L. Collins, Frank Patison, Howard K. Burkhardt, Fred L. Heitzmann, C. Roy Keys, Burt G. Weber, Walter W. Huntley.

### Reception Committee

Menotti B. Spoll, Lewis G. Mitchell, Martin W. Landon, J. Jay Futler, Eugene Klocke, Willis K. Jackson, Ernest M. Hill, I. A. McIntosh, William C. Hornung, S. F. Stall, L. C. Wilson, Delancey Rochester, Jr., Walter Erion, John W. Henry, Arthur G. McDonnell, Frank M. Suchocki, Oscar Raith, Rudolph Bargmann, Edward Laube, Jack Brindley, J. Killean M. Shanks, Henry Ritter, H. G. Farrell, E. J. Lucker, M. A. Johengen, E. W. Selvage, Lawrence Tremaine, P. G. Hehr, H. W. Whitney, Edward B. Green, Jr., Robert Williams, E. A. Cromley, Dr. Earl Osborne, George H. Kramer, George Kimberle, Albert Hertzog, Jr., Lee Hopkins, H. S. Norris, Mrs. Ethel Holmes Munsey, Mrs. Charles G. Moore, Miss Jeanette Eichel, Miss Etta Zimmerley, Richard Humphrey, J. Fred Berner, Dr. Charles Blazer, Mr. Frank J. Sweeney, Mrs. Frank Messenger, Theodore Steeg, Charles B. Cole.

### Women's Reception Committee

Mrs. Ethel Holmes Munsey, Mrs. Charles G. Moore, Jeanette Eichel, Etta Zimmerley, Emma M. Abplanalp, Bessie Bellanca, Mrs. E. K. Bixby, Mrs. Gertrude G. Bryant, Josephine Frances Flynn, Cassy Gilbert, Elizabeth Hodrius, Helen Wade Jackson, Mrs. Richard K. Noye, Jr., Henrietta O'Brien, Mrs. Ida S. Steele, Clara Ulbrich, Tess Sedweek.

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# 100 POLICE ASSIGNED FOR STATION OPENING

News 6-21-1929

## Arrangements for Handling the Crowds at Dedication Sat- urday Completed.

All details for handling crowds at the opening of the Central Terminal Saturday were completed Friday by Police Commissioner James W. Higgins.

Captains, lieutenants, motorcycle police, mounted patrolmen and precinct patrolmen, numbering approximately 100 have been detailed to the terminal to facilitate parking and to supervise pedestrian and motor traffic. The Buffalo police will be augmented by a special detail of New York Central railroad police.

The officers assigned to the station will be on duty from 9 A. M. until 5 P. M.

The sidewalk in front of the grandstand to be used for the public ceremonies will be roped off and the public will be excluded from the terminal until after the ceremonies are over.

Automobile parking is to be prohibited in the Plaza from 9 A. M. until 4 P. M., to allow automobiles to carry officials and guests to the station. Parking will also be forbidden on Lovejoy street to the terminal and on Curtiss street.

The parking spaces on Curtiss street adjacent to the baggage station are to be reserved for taxis, to enable them to be called from the depot.

No vehicles will be permitted to enter Lovejoy street, east of Lindbergh drive, except official or guest cars.

A parking space for 450 cars has been provided by the railroad authorities, near the terminal.

In concluding his official announcement of arrangements, Police Commissioner Higgins souled an admonishing note to police on duty. All patrolmen assigned to the station will wear white gloves and are warned that uncreased trousers, wrinkled coats or unshined shoes will warrant a reprimand.

## CENTRAL TERMINAL'S DEDICATION PROGRAM

Following is the complete dedication program schedule:

11:30 A. M.—Inspection of new Central Terminal by luncheon guests and visitors.

11:45 A. M.—United Buffalo luncheon in the grand concourse. Samuel B. Botsford, general manager, Buffalo Chamber of Commerce, toastmaster.

2:10 P. M.—Empire State Express, first train out of new terminal, will leave for New York City. Patrick E. Crowley, president, New York Central Railroad, will give the signal for departure.

2:30 P. M.—Public dedication ceremonies on the plaza in front of the main entrance. The entire program will be broadcast by the Buffalo Broadcasting Corporation through stations WGR, WMAK, WKBW and WKEN.

## ENGINE MODELED IN SUGAR

Handiwork of Statler's Pastry Chef Displayed in New Terminal.

One of the feature displays at the luncheon in the concourse of the new Central terminal was a sugar locomotive, designed and prepared by Hubert Vander Broeck, pastry chef of the Hotel Statler.

The sugar model is approximately six feet long, two feet wide and three feet high. Mr. Vander Broeck spent his spare time for the last three weeks in creating this reproduction.

## Sugar Engine Graces Luncheon

*E. News 6-22-29*



—Evening News Staff Photo

### At Speakers' Table

The men who will sit at the speakers' table at the luncheon are President P. E. Crowley of the Central, Chairman William H. Fitzpatrick, grade crossing and terminal commission, W. E. Robertson, vice-chairman; Mayor Frank X. Schwab; Chairman William A. Prendergast, public service commission, and Commissioners George R. Lunn and William R. Pooley; Sir Henry W. Thornton, president of the Canadian National Railways; President W. L. Ross of the Nickel Plate; President William T. Noonan of the Buffalo, Rochester & Pittsburgh; President J. B. Beckley of the Toronto, Hamilton & Buffalo; President E. R. Darlow of the Buffalo & Susquehanna; President J. T. Walsh of the Walsh Construction Company and David Small, vice-president; R. D. Starbuck, vice-president of the New York Central; R. E. Dougherty, vice-president of the New York Central; T. W. Hume, vice-president of the Pennsylvania; Bishop William Turner; President Thomas H. Hanrahan, Chamber of Commerce; President George F. Rand of the Marine Trust; President Lewis G. Harriman of the Manufacturers & Traders-People's Trust Company; President George G. Kleindinst of the Liberty Bank; Henry C. Zeller, Fred C. Jahraus, William G. Clayton, Jr., Paul A. Schoellkopf, A. D. Graves, vice-president, and Seymour J. Knox, treasurer of the Chamber of Commerce.

#### Inspect New Terminal

Passenger heads and agents of the New York Central Lines from all part of the country arrived here yesterday morning and after a meeting in the spacious conference room at Central Terminal they had luncheon in the station restaurant, after which they were taken on a tour of inspection of the terminal by Walter S. Randolph, assistant general passenger agent at Buffalo, and members of his office staff.

The visiting passenger men were enthusiastic over the new building and its equipment, and they lavishly praised the various features of the terminal.

Among the higher officers in the party were: Louis W. Landman, passenger traffic manager, Chicago; Harry Parry, assistant passenger traffic manager, New York; J. S. Hall, general passenger agent, Cleveland; J. W. Switzer, general passenger agent, Chicago; D. M. Bowman, passenger traffic manager, Cincinnati; W. A. Barrows, general passenger agent, Boston; H. Bertermann, general passenger agent, Cincinnati; W. S. Randolph, assistant general passenger agent, Buffalo; C. H. Chevee, assistant

general passenger agent, Buffalo; Clare Hartigan, assistant general passenger agent, Chicago; A. L. Miller, assistant general passenger agent, New York; E. C. Cook, assistant general passenger agent, Toledo; R. B. Holmes, assistant general passenger agent, Detroit; H. C. Carson, assistant general passenger agent, Chicago; A. W. Foelger, assistant general passenger agent, Chicago; F. H. Wipper, assistant general passenger agent, Cincinnati; J. N. Lemon, assistant general passenger agent, Chicago; J. W. Gardner, assistant general passenger agent, St. Louis; C. B. Munyan, assistant general passenger agent, Cincinnati; E. E. Pierce, assistant general passenger agent, Boston; W. M. Skinner, general baggage agent, Albany.

Others in the party were: J. B. Martin, Rochester; R. W. Bratton, Syracuse; Lewis Crane, Utica; Ira G. Rapp, Albany; L. A. Schroeder, Cleveland; G. W. Knittie, Youngstown; Thos. J. Minick, Charleston; E. D. Disque, Columbus; A. W. Manship, Cleveland; P. H. Eisenmenger, Louisville; J. T. Hays, Toledo; Jas. P. Corcoran, Indianapolis; J. C. Ranney, Grand Rapids; C. W. Coon, Pittsburgh; F. H. Baird, New York; W. E. Frackelton, Detroit; Geo. F. Stanton, New York; C. F. McDonald, Niagara Falls; A. P. Blossier, Buffalo; W. K. Parkinson, St. Thomas; O. J. Petrie, Springfield; J. W. Sweeney, Worcester; M. R. Hepplewhite, Pittsburgh; F. C. Foy, Toronto; F. C. Dutenbeck, Buffalo; C. J. Babcock, Buffalo.

E. W. Lane, New York; E. N. Blood, Buffalo; L. Bluestone, Syracuse; C. A. Yackel, Rochester; F. J. Lyon, Albany; M. M. Hennessy, Utica; J. M. White, Cleveland; F. N. Hartman, Chicago; J. R. Largent, Pittsburgh; E. A. Messerschmidt, Springfield; E. D. Maynard, Worcester; A. J. Wiselogel, Detroit; O. J. Steinhart, Detroit; C. D. Raines, Columbus; Fred W. Wolf, Buffalo; C. E. Colony, Boston; J. J. Burgoyna, Erie; W. E. Leibundgut, New York; C. J. Greitner, New York; M. S. Wilken, New York; E. N. Brodock, Syracuse; E. R. Hutton, Chicago; F. L. Long, Cleveland; F. H. Fricke, New York; C. E. Vekovius, Detroit; A. W. Emerson, Chicago; F. M. Dierks, Toledo; S. W. Sankey, Pittsburgh; C. G. Black, Indianapolis; W. A. Berger, Columbus; L. F. Zelle, St. Louis.



Patrick E. Crowley, (inset) president of the New York Central,

# Luncheon, Attended by Nearly 2400 Guests, Opens Formal Celebration; President Crowley to Present Keys.

Buffalo paused in its usual pursuits, Saturday, to rejoice over another of its triumphs of progress, the completion of the New York Central terminal.

Buffalonians of a generation ago were denied this day of civic satisfaction, when a new railroad passenger terminal, symbolic of the city's greatness, is dedicated by its builder, the New York Central lines.

Awakening Saturday morning to the historical significance of the formal opening of the terminal, the majestic new "door to the city" which has been reared at Lindbergh drive and Lovejoy

and Curtis streets, Buffalo donned its celebration garb and thousands of citizens prepared to go to the terminal to witness the ceremonies.

### Nearly 2400 At Luncheon.

Shortly before noon the largest number of guests ever to dine at a single time in Buffalo—close to 2400—gathered in the grand concourse of the terminal for the nited Buffalo luncheon, the first of the major events of the

day's program. Railroad leaders, municipal officials and Grade Crossing and Terminal commissioners, who were participants in the struggle and conciliation from which the Central terminal has emerged, were among the luncheon guests.

Gathered with these were representatives of every phase of the transportation field, of other branches of the nation's business and of municipalities both on the Niagara frontier and farther away, all come to bestow congratulations for the accord attained by a city and a great railroad system which serves it.

**Crowley to Present Keys.**

Saturday afternoon the keys to the Central terminal will be presented by Patrick E. Crowley, president of the New York Central lines, to the city and the state, in public ceremonies on the plaza at the main entrance. Then "Old Glory" will be raised aloft and the terminal will be formally open.

A little earlier the man to whom train dispatching once was a daily activity but who sought the heights much as heights were sought in East Buffalo for this city's new terminal, will approach the cab of the Empire State Express, holder of the world record for speed in average running time. At a signal by Mr. Crowley the first train will move out of the terminal yards.

**Plane to Escort First Train.**

Not so paradoxically now as it might have appeared before the combining of air and rail service, a Fokker plane, piloted by Miss Mary Daly of New York, will escort the Empire State Express from the old Exchange street station to the Central terminal; then circle above the site where are two streets named for pioneers of aviation, Glenn H. Curtiss and Col. Charles A. Lindbergh, and finally journey with the train to the city boundary.

An international aspect was given the opening by the presence of Sir Henry W. Thornton, chairman and president of the Canadian National railways, and other citizens of the Dominion.

Mr. Crowley and Sir Henry arrived in Buffalo during the night in private cars.

**Civic Half Holiday.**

Both expressed gratification when they were interviewed at being able to come to Buffalo for the terminal dedication. The other visitors from both the United States and Canada came to this city throughout the night and

early morning.

Saturday was a civic half holiday, proclaimed by Mayor Schwab. The business thoroughfares of the city and the residential streets in the vicinity of the General terminal were appropriately decorated.

The program of the day began Saturday morning when the invited luncheon guests inspected the terminal just before they were seated in the grand concourse. The guests began to arrive early because of the admonition by the committees of arrangements that prompt seating and beginning of the exercises was necessary to permit radio broadcasting.

**Program in Three Phases.**

Police Commissioner James W. Higgins' detail of 100 officers and patrolmen were at the terminal at 9 o'clock to supervise traffic. The police will continue on duty until 5 o'clock Saturday afternoon.

The terminal dedication ceremonies were divided into three principal

phases: The United Buffalo luncheon, the dispatching of the first train and the public outdoor program. With the inspection of the terminal by guests made Saturday morning, the public will be given the privilege of viewing the interior of the buildings and the adjoining yards after the outdoor ceremonies.

Samuel B. Botsford, general manager of the Chamber of Commerce, was the toastmaster at the luncheon. Thomas H. Hanrahan, president of the chamber, will preside over the program at the main entrance of the terminal.

**Other Principal Figures.**

The principal figures in the day's events are, besides Mr. Crowley, Sir Henry, Mr. Botsford and Mr. Hanrahan William A. Prendergast, chairman of the New York state Public Service commission; William H. Fitzpatrick, chairman of the Grade Crossing and Terminal commission; William E. Robertson, vice chairman of the Grade Crossing and Terminal Commission; Thomas W. Hulme, vice president of the Pennsylvania railroad, and Mayor Schwab.

The chairmen of committees of the Chamber of Commerce, under whose auspices the United Buffalo luncheon and the public ceremonies were arranged, are Henry C. Zeller, general committee; Fred C. Jahraus, decorations; Ganson Depew, hospitality, and William G. Clayton Jr., reception.

# Railroad President Blames War Activity and Problem of Location for Long Delay in Erection of Terminal.

E. News 6-22-29

The address of Patrick E. Crowley, president of the New York Central lines, at the United Buffalo luncheon, follows:

"We meet here today to dedicate to the public service this station and its facilities. The station building on Exchange street was constructed in 1870 and enlarged from time to time, but for many years it had been unsatisfactory to the people of Buffalo, who desired either a union station or a station more conveniently situated.

"Commissions and committees were appointed and plans were actually prepared for a union passenger station, but these plans were finally abandoned 25 years ago, and no progress was really made until 1911, when the Railway Terminal Station commission was created by an act of the Legislature, and members were appointed by the governor.

### First Real Work in 1915.

"Even then, hope for a union station seemed to be small, so small that two of the railroads serving Buffalo erected stations for their own use, thus leaving for study the problem of a station for the New York Central, a study which was seriously undertaken in 1915. Sites were examined, plans were prepared, negotiations were undertaken, but progress was interrupted by our entry into the war, and all activities of the commission were temporarily suspended.

"The question was attacked anew in 1920, with the result that a decision was reached that the only satisfactory solution of the problem was to be found in the location of a station at some point on the main line, thus giving to Buffalo the service and advantage of the high class through trains which could not make use of a station at any of the locations which had previously been considered.

### Selection of Site Difficult.

"With this end in view, studies of various sites were made, but none of them was satisfactory, mainly because of the street problems; and it was not until 1925 that the site upon which the present station is erected was selected and was determined upon as being the best from every point of view. It is near the center of population, it is convenient for the undoubted future expansion of Buffalo to the north and to the south, and is at the focus of wide streets from every section of the city.

"Following this decision, matters moved fast. A plan satisfactory both to the Terminal Station commission and the railroad was developed and the public hearings which were held upon it showed that that plan had the approval of practically all of the business and civic organizations in Buffalo.

### Plan Adopted in 1925.

"The formal adoption of the plan by the Terminal commission in June was followed by the execution of the contract between the commission and the railroad company, covering the entire improvement, in December, 1925. Physical construction was commenced early the next year and proceeded in the most satisfactory way, as no serious delays were encountered.

"I shall not weary you with a description of the details of this building and its surroundings. The end consecrates the work. In formally opening and dedicating to the public service this station, the last word in passenger and in railroad convenience, we are doing much more than merely throwing open for public use the most modern facility of its kind. We are celebrating the erection of a monument to complete and cordial co-operation; co-operation between public authorities and private interests; between civic pride and private enterprise.

### Praises Commission.

Since the Railway Terminal Station

commission of the City of Buffalo was established by statute in 1911, the commissioners named in that law and their successors, the city authorities, with the proper officers of the railroad company, have been tirelessly engaged in the consideration of all those questions, large and small, having to do with the construction of this new railroad station.

"Many eminent citizens of Buffalo have contributed their services and their advice, and I cannot too highly praise the untiring efforts, the civic spirit and the cordial and helpful assistance given to the railroad officers by the members of the Terminal Station commission, over which your distinguished fellow citizens Mr. William H. Fitzpatrick and Mr. William E. Robertson, have so ably presided as chairman and vice chairman, respectively, and who have given unstinting-

ly of their time, talents and efforts in the consummation of the project.

#### Buffalo Central's Center.

"I should be remiss if I failed to mention also those three men whose wise counsel was always at the service of those seeking it, whose insight into our station problems was deep, whose absence here today is keenly felt and whose loss we mourn. If Commissioner William P. Northrup, Elmer E. Harris and John E. Robinson could be with us their presence would remove the only cloud we have upon the brightness and brilliancy of this occasion.

"Buffalo is the geographic center of the New York Central lines, and in discussing plans, adopting plans and executing them, railroad officers have kept this fact constantly in mind. It has been my privilege to be concerned in all the negotiations with the terminal and the city authorities, and it has been my pleasure to work with those authorities and with the railroad representatives in doing what I thought was my share toward erecting a station center which would be worthy of the great railroad system building it and of the great city in which it is built.

#### Cites Many Problems.

"I will not go into any detailed description of the discussions we have had, of the difficulties encountered and overcome, or of the construction itself. The completed work, representing many years of study and three years of actual construction, speaks louder than could any words of mine. Architects and artisans have contributed their best to furnish a pleasing and, it is hoped, a fitting building.

"Engineers have put forth the utmost efforts of their ingenuity and genius in planning the working parts of the station and track arrangements. The approaches and surroundings speak volumes for the combination of taste and practical knowledge possessed by those responsible for planning and executing that work.

#### Praises City Officials.

"I regard it as one of the highest privileges that has come to me during my life to be able to say to you today that this completed station is now open for public use; that it could not have been planned and completed without co-ordination of effort on the part of everyone interested, railroad representatives, terminal commission members, his honor, Mayor Francis X. Schwab, and other officers of the city of Buffalo.

"We express to all of you our hearty appreciation of your helpfulness, so characteristic of your city, and we hope and believe that our relations will continue and will grow even closer and become even more friendly, and that the occasion of today will make the beginning of an epoch of greater cordiality and greater friendliness."

## LEADERS IN TERMINAL PROJECT ARE PRAISED

### Fitzpatrick Lauds Efforts Resulting in Municipal Asset.

Confidence and support of the public and city officials pending determination of the downtown New York Central facilities was urged by William H. Fitzpatrick, chairman of the Grade Crossing and Terminal commission, at the Greater Buffalo luncheon at the opening of the new New York Central terminal Saturday afternoon.

Mr. Fitzpatrick paid tribute to several men who were prominent in the preliminary and actual work of the terminal and briefly reviewed some of the outstanding events in its inception and construction.

Some of the names mentioned in praise by Mr. Fitzpatrick were William E. Northrup and John W. Robinson, who died recently, both members of the commission; Patrick E. Crowley president of the New York Central; Alfred H. Smith, who preceded Mr. Crowley as president of the New York Central; Richard D. Dougherty, vice president of the New York Central, and William A. Prendergast.

"It was in 1910 that Mr. Robinson approached me to influence me to take part in the creation of the commission," Mr. Fitzpatrick said. "I wish to express my appreciation to all the men of the commission who have assisted me in every way and have been loyal on all occasions. This was not a one man's job. The engineers, the newspapers, the Federation of Businessmen's Clubs and all the other Buffalo organizations have done more than their part.

"It is the things that attract gratitude that we do that are most satisfactory to us. I congratulate Buffalo on its new terminal, especially as it comes to them as a real present.

"Gossip has reached me that indicates a misunderstanding on the part of the public regarding the division of the expense of the project. The railroad not only built the terminal but gave to the city Lindbergh drive, connecting ten streets. The expense the city incurred was limited to the cost of the construction of sewer mains and other incidentals."

President Crowley's party left on a special train for Albany immediately after the ceremonies had been completed.

### Congratulations of Canada Extended by Sir Thornton

The congratulations of Canada to Buffalo and the New York Central

were extended by Sir Henry W. Thornton of Montreal, chairman of the board of directors and President of the Canadian National railways.

"We, in Canada, have come to look upon Buffalo almost as a sister city," said Sir Henry. "The traffic passing through this city means much economically to both countries. Laying aside our competitive interest, we extend a hand of congratulation to Mr Crowley and the New York Central for what he has accomplished."

Closing his remarks, Sir Henry said humorously that the occasion was unique in the history of railroads of the world in that it required 2500 people co-operating to get the Empire state express out on time.

As toastmaster Botsford introduced President Crowley, who had already been eulogized several times by the speakers, the crowd of 2500 was in an uproar, waving handkerchiefs, napkins and hats and cheering loudly as the New York Central executive arose.

### Appreciation of City to Central Heads Expressed by Schwab

Mayor Schwab expressed a hearty welcome to the visiting railroad officials and the heartfelt and sincere

thanks of the citizens of Buffalo to Mr. Crowley and his associates. This station, he said, has been accomplished by the co-operation of the hands of toilers and the heads of leaders.

The mayor pointed to a buffalo mounted in the rear of the concourse which symbolized the thanks of Buffalo's children for the station. The buffalo bore a key to the city and the mayor explained that the next generation which would profit most from the terminal was unable to attend the ceremonies but had sent the buffalo as its representative.

He recalled that 60 days after his first election as mayor, he visited former Gov. Alfred E. Smith to urge immediate erection of a new terminal here. Thanks to Mr. Smith's efforts, the mayor said, and the co-operation of Mr. Crowley, Buffalonians had the privilege to assemble today in this magnificent structure instead of waiting 20 years more.

Railroads are the arteries of social and business life, declared Thomas W. Hulme, Philadelphia, vice president of the Pennsylvania railroad, who cautioned that the arteries must be kept from hardening if America is to remain alive.

## Speakers at Dedication of Terminal



William E. Robertson, vice chairman of the Grade Crossing & Terminal Station commission, and Thomas W. Hulme, vice president of the Pennsylvania railroad in charge of real estate, taxation and valuation.

# LOCATION IS CENTRAL, BOTSFORD TELLS GROUP

The address of Samuel B. Botsford, general manager of the Chamber of Commerce, at the United Buffalo luncheon:

"We are met to celebrate the realization of a hope long deferred. We assemble to congratulate the New York Central upon a splendid achievement, and also to congratulate the city of Buffalo and the entire Niagara frontier on this great addition to the basic factor in our growth—transportation.

"Sometimes a humorous exaggeration reveals most clearly the true situation. During the last week, a comedian in one of our local theaters has referred to the opening of this terminal, and has called attention to the fact that it is a unique railroad station, located so far out that it can serve two cities, Buffalo and Rochester.

### Is In Real Center.

"The real joke is on the comedian and the theater audience which smiles. They fail to realize that this great terminal is not located far away, but is actually at the center of metropolitan Buffalo. Not only a railroad station but also a magnificent office building, its very situation and the business activities about it establish the fact that our city is a great metropolis. Today we celebrate the complete elimination of all geographical divisions in our community.

"Buffalo is no longer restricted in its business life by political boundaries or affected in its business policies by the interests of one street or section. In its first hundred years of life, our city has grown from Main street to manhood.

### Symbol of Faith.

"The New York Central Railroad has declared its faith in Buffalo. To us has been accorded the privilege of attending this historic event in our civic life. Speakers have been selected who will voice the sentiments proper to this event. As toastmaster, I will not attempt to duplicate their words. In its equipment and design, this is said to be the most perfect terminal in the world. To match its perfection in or-

tory, we have assembled speakers who will exemplify in their talks the finest quality in a more difficult art than railroading—terminal facilities in after-dinner speaking.

"In difficult and prolonged business negotiations, that city is fortunate which secures the services of able men.

### Commission Appointed.

"Years ago, when the need for one or more new railroad terminals became apparent, Buffalo approached its part of the task by selecting a commission of able citizens. To its everlasting credit, the Chamber of Commerce led in the agitation to create such a commission. So many have contributed to this result that it is, perhaps, unfair to mention persons.

"Nevertheless, I take the liberty to call attention to the fact that the man who served as the energetic and aggressive president of the Buffalo chamber at the critical time and has since worked faithfully on the commission as its vice chairman, is present today. I refer to William E. Robertson.

### Three Terminals Now.

As a result of its ability to do its share in a businesslike way, Buffalo now has the Lackawanna, the Lehigh and finally this great terminal. In the long years of patient negotiations leading up to this result, the chairman of the Terminal Station and Grade Crossing commission has, more than any other man, been the leading factor for Buffalo. As a successful business man, he has added to the assets of this city millions of dollars of valuation and whole neighborhoods of homes for our people.

"As a political leader of vast authority, because of the confidence men instinctively give to him, he supported the creation of the commission and long afterwards, in response to a general demand, became its head. On this day, when we express our appreciation of the commission's work, it is a pleasure to call on their chief, the man who has worked for years to get this result, one of Buffalo's most loyal and able citizens, William H. Fitzpatrick."

# EVENT EPOCH IN CITY, HANRAHAN DECLARES

The address of Thomas H. Hanrahan, president of the Chamber of Commerce, at the public dedication ceremonies:

The opening of this great terminal is an outstanding event in Buffalo's history. This terminal means greater growth for our city and more prosperity for our people. As president of the Chamber of Commerce, I consider it a privilege to preside upon this historic occasion. For over a generation, **Buffalonians have looked forward to this day.** The great structure, in front of which we now stand, is finer and larger than we anticipated. It is built not only for the great city in which we dwell, but also for a far greater city of the immediate future.

### Serves Two Purposes.

"This terminal is both a railroad station and an office building. A sufficient number of people to constitute the **working population of a small city** are employed beneath its roof. It constitutes a rallying point for the business men of this district. Its very existence should end all future talk of sectionalism in Buffalo.

"This station stands in the center of metropolitan Buffalo, in the heart of what has been called the East Side. Undoubtedly, its fine restaurant and social facilities will become a meeting place for the business leaders of the district.

### Hopes For Prosperity.

"We hope that the businessmen in the vicinity will have increased prosperity, and hope they will discuss here their business problems. The growth of Buffalo depends upon a general understanding of our common business problems and a spirit of unity among our people.

"In recent years this spirit of unity has been growing throughout the Niagara Frontier. Buffalo has long since passed the stage when its development was limited to a few streets or even to its own political boundaries. We are all interested in the growth of the entire Niagara area on both sides of that famous river.

### All Are Affected.

"Factory owners, store keepers, theater managers, hotel men, bankers and workers, all are affected by the general prosperity of the whole region. The direct business effects from this improvement will be notable.

"I am deeply impressed with the fact that the social effects growing out of the location of this station, where we are today, will be very striking and helpful to all the people of the Niagara

area. Anything that destroys sectionalism and breaks down false barriers in a community is good for it. After 100 years of growth, we can truly say that Buffalo has become a great and united metropolis.

### Extends Congratulations.

"We congratulate the New York Central railroad, and we also congratulate the people of the Niagara frontier. During the years of difficult negotiations leading up to this day, Buffalo has been represented by its Terminal Station and Grade Crossing commission.

This commission has been composed of leading citizens, willing to give their services for the improvement of our community. The chairman of the commission, Mr. William H. Fitzpatrick, was born in Buffalo. Probably few men in our city know its needs as well or are better known to our people. He has given time, money and great talent to his work. Even against the advice of his physician he has worked towards the completion of this great task.

### Calls on Robertson.

"Mr. Fitzpatrick spoke at the Chamber of Commerce luncheon inside the building a short time ago. I intended to call on him here, but he has requested that the vice chairman of the commission should speak in his place. Vice Chairman Robertson was president of the Chamber of Commerce at the time the Terminal commission was first created. He was one of the most earnest workers for the enactment of the necessary laws whereby this commission came into being.

"Mr. Robertson is one of the most loyal and public spirited men in our city. He will speak as a substitute for Mr. Fitzpatrick on behalf of the Terminal Station and Grade Crossing commission. I take pleasure in calling on Mr. William E. Robertson."

## Crowley Eulogized as Genius of Industry by Prendergast

A eulogy of Patrick E. Crowley, president of the New York Central line, as an epitome of all that goes to make up the industrial supremacy and character of this country, and congratulations to the community, featured the talk of William A. Prendergast, chairman of the New York State Public Service commission at the luncheon.

"If you want to find the great source of America's industrial supremacy today, of the position she occupies in the

eyes of the world, of the great advance she has made in the past, you will find it in the service and character of men like Patrick E. Crowley."

Mr. Prendergast offered congratulations to the community on behalf of the state and the Public Service commission for what he said he regarded as a stupendous achievement due largely to the enterprising genius of Buffalo's citizenry.

The New York Central Terminal, in the opinion of the speaker, represents a demonstration of the great administrative ability by the New York Central lines and typifies the artistic genius of the times.

"But with such ability and genius, this terminal would not have been possible if it had not been for the services of the men who work with their hands," declared Mr. Prendergast. "Here is found a great undertaking il-

lustrating solidarity of American industrial wealth, artistic capacity and labor."

## Loss of Leg Keeps Paddy Kern From Throttle of Express

The Empire State Express, the crack train of the New York Central, won't leave at its throttle Saturday, Paddy Kern who first drove it out of the old station in 1892. For Paddy Kern is in the General hospital minus one of his legs, and so had to refuse the invitation of President Crowley to be at the throttle.

"Those railroad schedules can't wait on an old duffer with one of his pins gone," said Paddy, who is 75 years old and who worked 54 of those years for the New York Central. "I hope they keep her on the inside track. In the old days it was worth your job if you didn't."

# Schwab Bestows Token On Children's Behalf

Newspaper, press association and New York Central photographers and moving picture operators jumped about, lining up the notables for pictures as they arrived at the terminal. President Crowley was the first high rail official to arrive and was requested to pose immediately for several pictures with W. J. Conners, Sr., and with officials of the Central. Mr. Conners is a former member of the terminal commission.

Shortly after 11 o'clock the guests began to assemble in the handsome grand concourse. The natural beauty of this arched room, with its grey and buff toned tile walls and ceiling, bronze doors and brilliant lighting effects, was enhanced by a liberal profusion of floral pieces.

Over the speaker's table, which was elevated along the south wall of the concourse, was a huge horseshoe. Across the room, where the guests entered, was a mounted Buffalo over whose shoulders circled another large horseshoe of roses and carnations. This Buffalo was presented to the Central by Mayor Frank X. Schwab on behalf of the children of Buffalo to serve as a permanent memento of the occasion.

While the guests were being seated the Avis band composed of employees at the New York Central shops at Avis, Pa., entertained with popular airs. They also played throughout the luncheon.

President Crowley received a tribute of loud applause as he entered the concourse which had been converted into a huge dining room and promptly at the scheduled hour of 11:45 the ceremonies began.

### Honor Place for Rail Head

Mr. Crowley took a seat of honor at the speakers' table where also sat the following: W. H. Fitzpatrick, chairman grade crossing and terminal commission; William E. Robertson, vice-chairman, grade crossing and terminal commission; Mayor Frank X. Schwab, William A. Prendergast, public service commissioner; George R. Lunn, William R. Peoley, public service commissioners; Sir Henry W. Thorton, president, Canadian National Railways; W. L. Ross, presi-

dent, Nickel Plate railroad; William T. Noonan, president, B. R. & P. railway; E. R. Darlow, president, Buffalo & Susquehanna railroad; T. J. Walsh, president, Walsh Construction Co.; David Small, vice-president, Walsh Construction Co.; R. D. Starbuck, vice-president, New York Central railroad; R. E. Dougherty, vice-president, New York Central railroad; T. W. Hulme, vice-president, Pennsylvania Railroad Co.; the Rt. Rev. William Turner, bishop of Buffalo; Thomas H. Hanrahan, president, Bu-

falo Chamber of Commerce; George F. Rand, president, Marine Trust Co.; Lewis G. Harriman, president, M. & T. Peoples Trust Co.; George G. Kleindinst, president, Liberty Bank of Buffalo; Henry C. Zeller, chairman, general committee of Chamber of Commerce; Fred C. Jahraus, chairman, decorations committee; William G. Clayton, Jr., chairman reception committee; Paul A. Schoellkopf, chairman, development committee of Niagara area.

Chamber of Commerce officers: A. D. Graves, vice-president; Seymour H. Knox, treasurer; Steward Wagner and Alfred Fellheimer, architects; C. W. Golloway, vice-president, B. & O. railroad; W. L. Ross, president, Nickel Plate railroad; Charles Bradley, chairman of board of Erie railroad; P. H. Joyce, Chicago & Great Western; Samuel B. Botsford, general manager Chamber of Commerce, toastmaster.

**Invocation Pronounced**

After the guests had joined in singing America, the invocation was pronounced by the Rt. Rev. William Turner, bishop of the Catholic diocese of Buffalo.

This prayer was offered by Bishop Turner: "Bless, O, Lord, this great structure which, with Thy aid, has been brought to a happy completion. Bless those who are responsible for it, those who gave it for the furtherance of the comfort and prosperity of this community, those who planned it, those who constructed it and those who are here today to celebrate the formal beginning of its use. Bless us all, and these, Thy gifts, which, of Thy bounty, we are about to receive, through Christ, Our Lord. Amen."

Special tribute to William E. Robertson, vice chairman of the grade crossing and terminal commission and president of the Buffalo Chamber of Commerce when the station was begun, to William H. Fitzpatrick, chairman of the commission during the years that the plans were worked out and the building constructed and to President Crowley was paid by Samuel B. Botsford, general manager of the Buffalo Chamber of Commerce and toastmaster.

"We are met to celebrate the realization of a hope long deferred. We assemble to congratulate the New York Central upon a splendid achievement, and also to congratulate the city of Buffalo and the entire Niagara frontier on this great addition to the basic factor in our growth—transportation.

"Sometimes a humorous exaggeration reveals most clearly the true situation. During the past week a comedian in one of our local thea-

ters has referred to the opening of this terminal, and has called attention to the fact that it is a unique railroad station, located so far out that it can serve two cities, Buffalo and Rochester. The real joke is on the comedian and the theater audience which smiles. They fail to realize that this great terminal is not located far away, but is actually at the center of metropolitan Buffalo.

**City Grows to Manhood**

"Not only a railroad station, but also a magnificent office building, its very situation and the business activities about it establish the fact that our city is a great metropolis. Today we celebrate the complete elimination of all geographical division in our community. Buffalo is no longer restricted in its business life by political boundaries or affected in its business policies by the interests of one street or section. In its first hundred years of life our city has grown from Main street to manhood.

"The New York Central has declared its faith in Buffalo. To us has been accorded the privilege of attending this historic event in our civic life. Speakers have been selected who will voice the sentiments proper to this event. As toastmaster, I will not attempt to duplicate their words.

**Most Perfect in World**

"In its equipment and design, this is said to be the most perfect terminal in the world. To match its perfection in oratory, we have assembled speakers who will exemplify in their talks the finest quality in a more difficult art than railroading—terminal facilities in after-dinner speaking.

"In difficult and prolonged business negotiations, that city is fortunate which secures the services of able men. Years ago, when the need for one or more new railroad terminals became apparent, Buffalo approached its part of the task by selecting a commission of able citizens. To its everlasting credit, the Chamber of Commerce led in the agitation to create such a commission. So many have contributed to this result that it is, perhaps, unfair to mention persons. Nevertheless, I take the liberty to call attention to the fact that the man who served as the energetic and aggressive president of the Buffalo chamber at the critical time and has since worked faithfully on the commission, as its vice-chairman, is present today. I refer to William E. Robertson.

**Praises Fitzpatrick**

"As a result of its ability to do its share in a businesslike way, Buffalo now has the Lackawanna, the Lehigh and finally this great terminal. In the long years of patient negotiations leading up to this result, the chairman of the terminal station and grade crossing commission has, more than any other man, been the leading factor for Buffalo. As a successful business man he has added to the assets of this city millions of dollars of valuation and whole neighborhoods of homes for our people.

"As a political leader of vast authority, because of the confidence men instinctively give to him, he supported the creation of the commission, and long afterward, in response to a general demand, became its head. On this day, when we express our appreciation of the commission's work, it is a pleasure to call on its chief, the man who has worked for years to get this result, one of Buffalo's most loyal and able citizens, William H. Fitzpatrick."

"This is indeed my happy day," were the opening remarks of Mr. Fitzpatrick. He then asked the guests to arise and to pay a silent tribute of respect to the memory of three deceased members of the terminal commission "who faithfully and unselfishly assisted in the work culminating in this splendid achievement." They were Elmer E. Harris, William E. Northrup and John W. Robinson. Mr. Fitzpatrick also asked a silent homage to the memory of the late A. H. Smith, former president of the Central, "who gave his very best toward this undertaking."

**Thanks Everyone**

Mr. Fitzpatrick then voiced his thanks to the numerous agencies which had contributed toward the erection of the new terminal. Mentioning the Chamber of Commerce among them, he recalled that the first thought of creating a new terminal "emanated several years ago in the confines of that organization." He said that William E. Robertson has asked his aid and advice in preparing and having approved legislation which created the commission.

"If I have contributed in any material way toward the success of this achievement," added Mr. Fitzpatrick, "the Lord knows that I am pleased."

Mr. Fitzpatrick thanked the commission for their 100 per cent. loyalty.

"This as everybody knows was not a one man job, and I would have been lost were it not for the fine cooperation I received," he said.

He also expressed his thanks to the newspapers for their "wonderful support" of the project, the Federation of Business Clubs and each and every club and organization in the city.

"Our path has not been one bed of roses," commented the commission chairman, "but when difficulties arose it seemed as though all business men's associations and every citizen who amounted to much backed us up and showed their confidence in us. This support and encouragement was of great value to us. I believe that the people of Buffalo are gratified for the efforts and results that were brought about by the terminal commission.

"I want to congratulate the city upon this wonderful edifice. It is a real gift. Some people seem to have the impression that it has cost the city much money. They are inclined to view corporations with suspicion. Our experience with this corporation has been at all times most pleasant.

"The expense to the city for this fine terminal was not \$1 except for laying some water mains in streets which the city naturally should have paid for. The New York Central railroad not only built the terminal but gave us Lindbergh drive that connected fifteen or twenty dead end streets. It bought the property, paved the streets and bore all the cost in connection with this great improvement."

**Lauds Crowley**

High tribute to President Crowley was paid by Mr. Fitzpatrick.

"If it were not for the sense, fairness and modesty of Mr. Crowley, you might be setting around another 20 years without a new building of this kind. I always try to place the credit where it belongs. The big percentage of credit for this achievement is due to the fairness of Mr. Crowley. We never had one word of trouble. Credit also is due to R. C. Dougherty, his representative on this work. We all hope to be able to call

Dick some day by the name of president."

Mr. Fitzpatrick concluded with words of congratulation and a request for future support.

"I thank the people at large for the patience they've had with the commission and for the support they've given us," he said. "I ask for their continued support until we've cleaned up the downtown station situation and a few other little things. I trust that the downtown situation will be cleared up in the near future."

**Typifies Artistic Genius**

William A. Prendergast, chairman of the New York State public service commission, termed the construction of the terminal a stupendous achievement due to the enterprise of the citizens of Buffalo and to the energies and friendly activities of the New York Central railroad officials.

"In common with all who are participating on this occasion I desire to offer the congratulations of the State of New York and particularly of the public service commission and its present members, William R. Pooley, George R. Van Namee, George R. Lunn and Neal Brewster," Chairman Prendergast declared.

"Your new terminal typifies the artistic genius of the times and represents a great administrative activity and accomplishment on the part of a great corporation. It could not have been accomplished without the support, activity and services of men

who worked with their hands. It typifies the solidarity of America's wealth of capacity. It was built to make it secure, permanent and eventful for the civilization of today."

Chairman Prendergast also paid tribute to Patrick E. Crowley, president of the New York Central railroad.

"If you want to find the great source of America's industrial supremacy and of its tremendous advance, you will find it in the service and character of such men as Patrick E. Crowley," Prendergast declared.

**Mayor Presents Buffalo**

Mayor Schwab presented to the railroad officials a small buffalo surrounded by a wreath of flowers in behalf of the children of Buffalo. The mayor said the opening of the new terminal was a dream of 50 years come true, and that he is proud the work was accomplished during his term of office as mayor.

Mayor Schwab said a month after he took office he visited the late A. H. Smith, president of the railroad, and asked him if the New York Central wouldn't build a new terminal in Buffalo. President Smith asked Mayor Schwab where he wanted the terminal. The mayor replied he didn't care just so the terminal was constructed. Mayor Schwab declared Smith told him he was the first mayor to whom he had ever talked who hadn't personally selected a site for the terminal.

Seventy-five per cent. of the population of Buffalo lives east, north and south of Jefferson avenue, Mayor Schwab declared, and in view of that fact, he expressed the opinion that the terminal is ideally situated.

T. W. Hulme, vice-president of the Pennsylvania railroad, described the new terminal as one of the finest and most complete in the United States.

**Canadian Rail Head Speaks**

Sir Henry Thornton, president and chairman of the board of directors of the Canadian National Railways, expresses the greetings of Canada to New York Central railroad officials and citizens of Buffalo.

"Greetings," he declared with a smile, "are the only thing that can be brought across the border in safety these hectic days."

"Your terminal," he continued, "is one of the greatest in the world and a lasting tribute to the foresight of all who made it possible. We, in Canada, look upon Buffalo as a sister city, because through Buffalo passes the railroad traffic of both countries, countries that are contributing much to economic greatness."

**Ceremonies Are Broadcast**

The ceremonies were broadcast by the Buffalo radio stations.

At the conclusion of the addresses, President Crowley, railroad and terminal commission officials, Mayor Schwab, city councilmen and other guests marched down the train concourse at the rear of the Avis band to send the Empire State Express on its journey.

They found the train which had been made up at the Exchange street station and was devoid of passengers, waiting to get away, with Engineer Goulding, Fireman Boland and Conductor Everett anxious to go.

Crowley heaped profuse greetings upon the trio and especially upon Goulding, who appeared to be an old personal friend of the days when he occupied a less exalted position with the Central.

A large crowd gathered around while the officials were greeting the crew of the crack train No. 5250 which a few minutes later was to speed for the Exchange street station to pick up passengers and then to proceed eastward.

**Prized Mementos Sought**

Seeking prized mementos of the occasion, many besieged Mr. Crowley and Engineer Goulding for their autographs. These were cheerfully given until the time came for the departure of the train. Ruth Klaus, 46 Wex avenue, got the first autographs and Grace Kolb, 52 West Chippewa street, got the second.

While these ceremonies were going on, airplanes circled overhead. Just before the panting locomotive began to roll away, the railroad president spoke into the microphone. His brief words were:

"I want to thank the radio operators."

Then he released the instrument to watch the crew clamber up the engine and to wave them goodbye.

The group then lined up behind the Avis band of 42 pieces, conducted by Frank Schoendorfer, and marched out the east station doors to the bunting draped platform that was erected on the station plaza.

To the strains of the Star Spangled Banner, the American flag was raised on the pole.

**Built for Future**

William E. Robertson, vice-chairman of the terminal commission, expressed his appreciation to Mr. Fitzpatrick "for his continued thoughtfulness and consideration shown the members of the commission during the long years of negotiations."

"The dedication of this terminal,"

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he continued, "is an accomplishment of great progress. The terminal marks the belief of the New York Central railroad of its faith in a Greater Buffalo. It is big enough to serve Buffalo for years. The facilities it affords will accommodate a city of a population of 1,500,000."

Mr. Robertson urged all to forget differences of opinion, to stop bickering over small matters and to become united so that we all "can go forward to a greater city." He pleaded for co-operation by all concerned to meet the downtown station problem and removal of tracks from the Terrace and the complex is my high privilege to express to when Buffalo's centennial will be celebrated.

#### President Crowley Speaks

Mr. Crowley then stepped up to the microphone and spoke as follows:

"Mr. President, Mr. Fitzpatrick, Mayor Schwab, Ladies and Gentlemen:

"In accepting this station for the public service and on behalf of the railroad system which I represent, I wish to express to you, to your colleagues, to the officials of the city and to the state officials, all of whom have been most helpful in the planning and carrying out of the construction of this building, our deep and sincere appreciation of the great assistance which we have had from you and of the very cordial and friendly manner in which that assistance has been rendered.

"No work of construction in which both public and private interests were associated has ever been carried out in so sincerely helpful a spirit of co-operation as this.

"The departure of the Empire State Express, the first train whose passengers have used this station, officially marks the opening of the structure to public use. It is the consummation of years of study and of three years of actual work. It is my high privilege to express to you the belief that the building and the opening of this station is only typical of the enterprise, progressiveness and public spirit which animates the citizens of your city."

These ceremonies, featured by the presentation of a gold key that unlocks the main terminal door, were witnessed by several thousands of persons. Voices of the speakers were carried to them by loud speakers. These same speakers had been employed earlier in the day to carry outdoors the exercises in the con-

course. Many, unable to get inside, were enabled to enjoy the exercises in this manner.

#### Presents Key to Terminal

Movie cameras clicked as Mr. Crowley presented the key to Mr. Hanrahan at the close of his remarks.

"Permit me to present this key to Buffalo's terminal," he remarked in handing the key to the president of the Chamber of Commerce.

After accepting the key, Mr. Hanrahan in turn presented it to Mr. Fitzpatrick. He will give it to the Buffalo Historical Society to be kept as a treasured memento of the occasion.

Stating that the new terminal constitutes a monument to the city, Mayor Frank X. Schwab complimented the contractors and workmen of all trades who had helped in its erection. He assured Mr. Crowley that Buffalo will do all in its power to help the New York Central Railroad and presented to the president a key to the city.

"Co-operation of all will be shown in settling the downtown station and city hall problems," concluded the mayor.

In thanking the mayor for the key, Mr. Crowley said that the people may rest assured that "the company will meet the downtown station problem one of these days and then will have completed its work in Buffalo."

#### Stands for Advancement

Chairman William A. Prendergast, public service commission, next speaker, said:

"This splendid building stands for something more than a mere station. It stands for an advance in civic and corporate enterprise and spirit, and it is in that sense that I would like to have you look upon it.

"We are often told by men, sometimes by men of honest thought and sometimes by men not of honest thought, that the great salvation of our democracy rests in reposing in the government itself, all the responsibilities and the work and the service that has to be done for the people of the land.

"I want to stand here and take issue with that idea because it is opposed to every doctrine, principle, practice and experience of human endeavor from the time civilization commenced to function.

"Every institution, be it a city or a state or a corporation or a partnership engaged in private enterprise,

has a certain definite work that it can best do. One man is better qualified than another to perform a certain character of service. We are not all equal to perform the same types of service and do them efficiently.

**Tribute to Private Enterprise**

"Consequently there are functions that the state and the government can perform efficiently and the best interests of the American republic lie in permitting the government to perform only those functions and confining it strictly to those functions.

"There are institutions organized under government control, if you will, which are better qualified to do certain things, perform their deeds and do those things in their way, and thus we have efficient, competent division of labor and effort and enterprise.

"And it is from them or out of that

division of labor and enterprise, competently exercised, that we find everywhere the great prosperity of the American republic today.

"Remember government is capable only of certain things and can only do those things well. Private enterprise, let me reiterate, private enterprise, initiative and genius are the foundation stones of the successful, triumphant United States of America."

These ceremonies concluded, the officials returned to the interior of the terminal where Mayor Schwab pulled a string, drawing back curtains which brought to view the bronze tablet at the entrance to the terminal.

At the conclusion of the ceremonies the station was thrown open to inspection by the general public.

## *Presented to Terminal*



Mounted buffalo which was given to new Central station yesterday by Mayor Schwab in name of city's schoolchildren.

# BILL BABBLE BROADCASTS TERMINAL DEDICATION

1444 6-23-1929

"Well, folks, the big moment in Buffalo's life has arrived. Oh, yes! I forgot to announce that this is station Q-C-O-L. Right! Queen City of the Lakes. Bill Babbie announcing.

"As I started to say before, folks, the zero hour in the life of Buffalo is at hand. It won't be long now before we will broadcast ceremonies that will smash Buffalo's provincialism into smithereens. Within a few very moments we are forever going to put an end to all these cheap vaudeville jokes and jibes about that dear old Exchange depot, an heirloom of barbaric days. We are about to present as a gift to the people of Buffalo the finest railroad passenger terminal in the world, barring none.

### Central's Greatest Achievement

"The formal ceremonies will begin at 11:45, folks. It is now 11:25. I am broadcasting from a 'mike' on a balcony at the west end of the grand concourse. Beneath me is the greatest sight you ever beheld. A sea of immaculate white linen, shiny dishes and magnificent silverware. It is truly a marvelous sight. Within an hour those pretty tables will be surrounded by everyone who is more or less important in Buffalo, and by a trainload or two of railroad dignitaries from everywhere, here to pat Pat Crowley on the back and help him to glorify the Central's greatest achievement in the Buffalo area.

"Do you hear the music from that real band? They call it the Avis band. Swell music, folks. I do not know the name of what they are playing but you can tell by its swing that Sousa had something to do with it.

### World and His Wife Come In

"The music is attracting the crowd from the outer entrance. They are getting ready to let the guests into the concourse for the luncheon. It is now 11:30, folks, and the ceremonies will get under way in another 15 minutes.

"The notables are beginning to enter. A dapper looking man whose hair is red has just handed in his ticket. Oh, yes. Our councilman from the William Street district — Frank A. Freedman.

"And there is former Senator Henry W. Hill, zealous guardian of our canals, looking over this truly magnificent structure. He is eyeing the architecture and seems greatly impressed. And there is a monument man—Tom McDonnell—lamping this great monument to transportation . . . and Chauncey Hamlin, our pioneer in city planning . . . and Frank Brown of the Lafay-

ette, here to find out if the Statler crowd under Elmore C. Green, who is walking around in his shirt sleeves, really can serve 2,000 guests at one sitting as well as the Lafayette can do it.

### Clergymen

And here come some distinguished looking clergymen . . . Bishop Turner, Monsignor Britt, Monsignor Duffy . . . the Rev. Broughton . . . and the Rev. Jessup . . . and if there isn't a guest from East Aurora, none other than Father Cornelius Cash, who has just remarked to Dr. James J. Mooney that this station is almost as nice as South station in Boston . . . and, folks, things are running as smooth as silk, which reminds me that our leading silk man, Charles G. Duffy, has just entered and, like all others, is marveling at the magnificence of our new depot . . . and here comes the City Court, represented by Judge Peter A. Maul, who always looks good in any crowd . . . and—just a minute, folks, there is some commotion at the entrance . . . it is Mayor Frank X. Schwab being greeted on all sides by our citizens . . . he is now being escorted into the concourse by Captain Jerry O'Brien, generalissimo of the great East side, which today is included in a United Buffalo dedicatory program . . . and . . . my heavens, this is not a New York Central affair . . . it looks like the annual outing of the Erie County Bar Association. . .

### And Lawyers

Look at them coming in, legions of lawyers; William S. Rann, counsel for the New York Central, who, as city editor of The Times 25 years ago, handled stories about plans for a new depot that the New York Central planned to build in Buffalo . . . and John W. Van Allen . . . and Roland Crangle . . . Henry W. Killen . . . Walter Hofheins . . . Charlie Boine . . . Tom Burke . . . goodness, let me see if there is something other than a lawyer . . . ah, ha! bankers . . . here they come . . . George Rand . . . Frank Collins . . . Norman P. Clement . . . Lewis G. Harriman . . . and a dozen more from the M. & T., the Marine and those who have escaped mergers . . . and here comes Mel Van Dyke, the taxi man, who is not crying over the station being where it is . . . Imagine the long haul to the downtown hotels now . . . and John Montana of Yellow Cab fame, who will share honors with the Van Dyke fleet, also is wearing a broad grin . . . and here comes Dan McKenzie, secretary of our terminal commission, whose

red rose is giving a breath of June to this gala occasion . . . but he is not the only one with a rose . . . Charlie Kenney of the I. R. C. legal staff also is flowery . . . and how about cigars . . . Joe Snyder has just come in . . . and though the automobile is the deadly rival of the railroad, Chester Hickey is here to represent Pierco-Arrow Company . . . and wasn't there a lot of real estate involved in the terminal . . . why not spot a real estate man to show you that we have everything you want in the way of a crowd . . . where is he Here he is looking at the four-faced clock in the center of the concourse . . . William C. Doerr . . . and there is Henry Sellheimer . . . and George Driscoll, helping to swell the invasion of lawyers.

And where did Buffalo corral so many lawyers—Frank Dwyer, Gregory

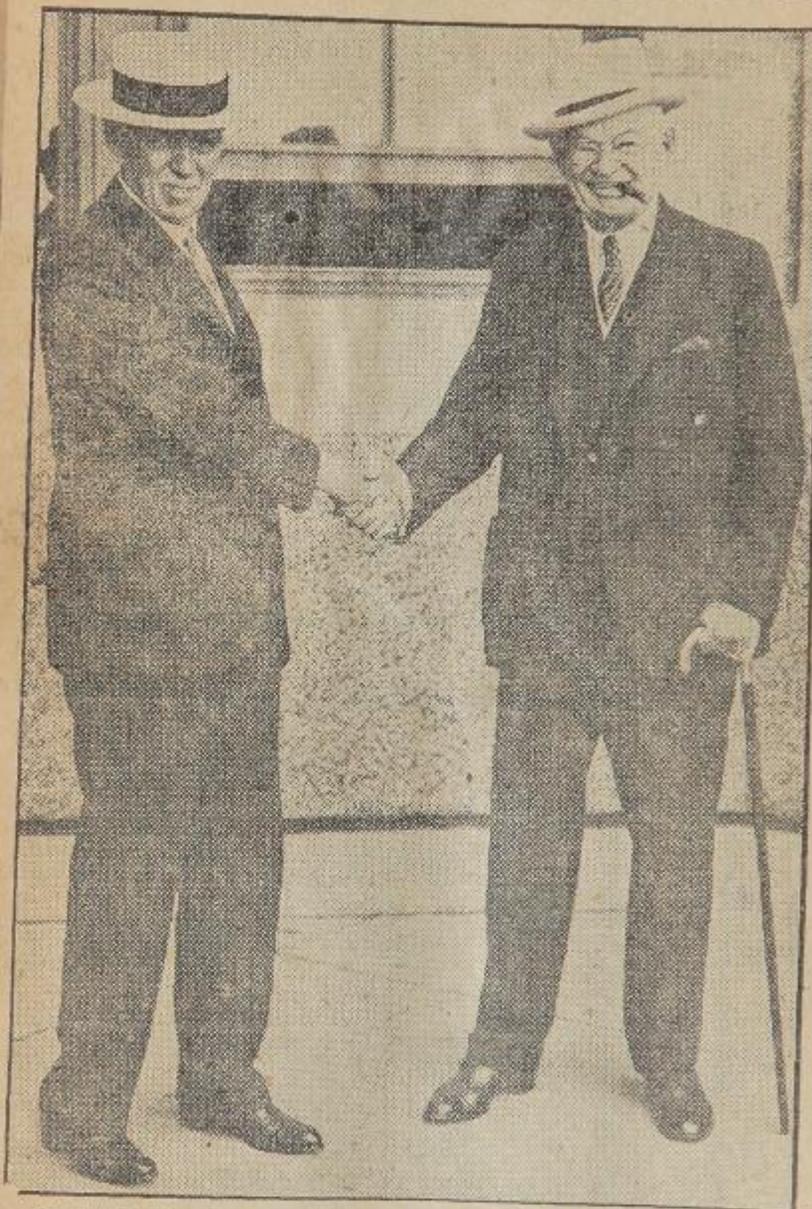
Harmon. . . and Henry M. Naylor, who has shown as much faith in the future of Buffalo as did the N. Y. C. with his vast real estate holdings. . . and Henry C. Zeller, chairman of the general committee in charge of this big blowout. . . everyone is taking a look at the magnificent mounted buffalo which Mayor Schwab sent to President Crowley. . . It has a big floral horseshoe around its neck. . . quite an idea, but the mayor is full of them.

**More Bankers**

Some more bankers. . . George G. Kleindinst of Liberty. . . Seymour J. Knox. . . Paul A. Schoellkopf. . . always among those present, Archie Landon. . . William T. Noonan of Rochester, president of the B. R. & P., well known in Buffalo, folks. . . and Commissioner William R. Pooley of the public service commission. . . but

they are now coming in too fast, folks, and I can't reel off the names fast enough. . . It is now a little past 11:45 and Guilbert of the Chamber of Commerce has just directed everyone to be seated. . . they are glad that luncheon is served. . . and now I will let you hear that wonderful Avis band for a moment and then surrender the "mike" to Sam Botsford. Thank you, folks. This is Bill Babble speaking from station Q-C-O-L, Queen City of the Lakes. . . there goes the band with "Hail to the Chief". . . proud Pat Crowley is coming in amid the cheers of the assemblage. . .

## *Greeting Between Old Friends*



Patrick E. Crowley, president of the New York Central, meets William J. Conners, Sr., at the Central Terminal dedication.

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# Women Envious as Men Reign At New Terminal Dedication

*Times* 6-23-1929

By Margaret Wilkinson

Unfortunately the president of the New York Central Lines is not a woman—unfortunately for the women I mean, not for the New York Central Lines. If the head of that marvelous institution had been of the frailer sex, what a grand and glorious time the women of Buffalo might have had at the dedication of the Buffalo Central Terminal.

As it was, all the women did at the opening of the impressive new station was to look pretty and remain quiet. And the proceedings started on time and ended as per schedule in plenty of time for everybody to descend to the station platform to see The Empire dispatched in regal style from the new Terminal.

## Great Place for Party

The Grand Concourse was a magnificent place to stage a party. To begin with, it permits the seating of over two thousand people; and because it is just as high as it is wide and five times as long, there seems to be space enough for many more. Each table was laid for ten, a touch of green in the crystal being the bit of color to bring out the sparkling beauty of the white.

The speakers' table, placed along the length of one side, was decorated with gift flowers, the center piece, a model of the first engine of the line. Everywhere: there were flowers, baskets of them, train-loads of them, on floor, walls, and in the stalls that tomorrow will be used for such mundane things as selling tickets, chairs and berths. In the news-stand there was the grandest display of colored toys and huge woolly bears and dogs.

Never again will they find themselves in so aristocratic surroundings, not again will they see themselves bedecked with gorgeous peonies and lovely roses. Ordinary, belittling if beloved, peonies and soiled dollars will be their fare tomorrow, but today they live in fairyland.

## Dignity Must Stay

No matter how sordid, time and traffic may make this place, it can never lose its dignity of design, its grace and contour. The massive walls rise cathedral-like to the dome that is the ceiling. At either end majestic windows, grilled with bronze, let in a flood of sunlight, augmented on dark days with soft, indirect light from handsome fixtures.

The floor is terrazo in designs of four colors; cedar, pink, Botticino, which is a creamy tan and red. This color combination with the soft tones of the walls, done in wainscoting of Botticino marble for 15 feet and then in beautiful tile of varied tones of tan. The entire height of walls and dome makes an ensemble that is truly magnificent.

So much for the grand concourse,

the lobby, the waiting room and balconies are quite as lovely; and throughout the building will be found for the traveler every comfort and convenience that human ingenuity has devised.

## Party Air Lacking

Of course tomorrow you will miss the party-like atmosphere that prevailed on the festive occasion, and the lovely luncheon frocks of the women, the brilliant colors showing up exquisitely against the neutral tones of the walls; but you will be just as pleased with the dispatch and cleverness with which your traveling wants will be met.

I knew if I searched long enough I'd find a woman somewhere who had a share in the glory of the new building. I found her in Mary Corcoran, long and affectionately known as matron of the old Exchange Street Station, and now spick and span in her new quarters at the Central Terminal. Mrs. Corcoran showed me the rest rooms with all the pride of the perfect housewife. "Isn't it beautiful?" she asked. And indeed it is. The rest room which is twice the size of the largest living room you ever saw, is fitted with comfortable chesterfields and chairs in leather of a gorgeous shade of scarlet. The chairs are of the simplest modernistic design, and extremely good-looking. The red, which you might think

sounds bright, is just the right shade to suggest cheer and comfort against the shade of the walls. The pillars are effectively decorated and the casement cloth at the window is in a neutral, soft green.

## Mary Corcoran Proud

"But look here," said Mary Corcoran proudly: "did you ever see anything finer? A private washroom for ten cents." And if we know Mary, the rooms will always be as spotlessly shining as they are today.

There is another proud woman in Buffalo, and that is Mrs. William Goulding, whose husband was engineer of the first train to leave the new station.

Thousands of people assembled to see the train dispatched by the President of the New York Lines, Patrick E. Crowley of New York. As the Empire State Express, affectionately known as The Empire, and considered by Buffalonians much as the family used to regard its favorite carriage horse, drew into the station, Patrick Crowley jumped forward to greet the engineer, William Goulding. Their hands met, and their eyes, and in that keen, level glance of all tried trainmen, president and engineer perhaps but trainmen both, trainmen who knew the thrill of riding the throbbing, living monster of the rails, they met on that common ground of understanding, faith in their work and pride in a great achievement.

# DEDICATION SIDELIGHTS

*Courier-Exp* By Walter C. Kelly  
6-23-29 Railroad Editor Courier-Express

Chairman William H. Fitzpatrick of the Grade Crossing and Terminal Commission as he moved from place to place was quite proud of the new terminal and he received the congratulations of numerous friends with undisguised pleasure. He remarked to one group:

"Somehow, I had a sort of hunch after Patrick E. Crowley had been elected president of the New York Central that the advent of Buffalo's long-looked for passenger terminal was not far off. Long before I had met Mr. Crowley, Mr. Connors had told me what a far-seeing, clear-sighted energetic man he was, at the same time predicting that Mr. Crowley would accomplish great things as chief executive of the New York Central.

"Mr. Crowley was not long in office as president of the railroad before we were given cause to believe that at last Buffalo was going to have a real passenger terminal. And gentlemen, here it is, a credit to the New York Central railroad and a thing of beauty which fills a long-felt want in Buffalo."

The offices of Frank E. McCormack, general superintendent, were

the gathering place of the higher officers of the lines yesterday, and they found Mr. McCormack as serene as if he had no responsibility, while, as a matter of fact he was the pivot around which all the activities in the operating end of the celebration revolved.

He was warmly congratulated by President Crowley and the other officers of the system on the splendid manner in which the arrangements had been perfected. One prominent transportation head remarked to the writer:

"A finer gentleman never has been associated with a railroad, and I say without fear of contradiction that he is one of the biggest men who has held the office of general superintendent in Buffalo. Just keep your eye on Mr. McCormack and see how things progress in the next decade. He is a most energetic worker, and in a quiet, unobtrusive way, he accomplishes much. I have had many dealings with him, and I know whereof I speak."

Walter S. Randolph, assistant general passenger agent of the New

York Central, with headquarters in Buffalo, received many congratulations in which the arrangements for that part of the celebration that came under his jurisdiction were carried out. He has worked indefatigably several weeks helping to get things lined up for the opening; and it is doubtful if there was a happier man on the scene yesterday. Mr. Randolph will have been 51 years in the service July 1st, and like many New York Central officials, he arose from the ranks. He is considered one of the most efficient passenger officers in the country.

William (Bill) Autch, chief clerk to General superintendent F. E. McCormack, was complimented by Mr. McCormack in an interview with the writer. Mr. Autch and his staff worked tirelessly in preparing for the big event. Yesterday they were bubbling over with enthusiasm.

Al. P. Blossier, district passenger agent of the Michigan Central Railroad, and probably one of the oldest passenger men in point of service in the Buffalo offices, wore a pleased smile as he surveyed the vast throng and extolled the advantages of the splendid terminal. "Yes, I feel very happy today," said Mr. Blossier. "I have been 43 years with the company in Buffalo, and have waited nearly all of that time for the new station. At last we have it, and it is a dream."

Robert B. (Bob) Holmes, a former Buffalonian, now assistant general passenger agent at Detroit, renewed old acquaintanceships with many of the old timers, and declared that he felt proud of Buffalo, his old stamping ground and its magnificent new terminal. Holmes was formerly city ticket agent at Buffalo for the New York Central from 1903 to 1917, having broken into the business in 1891 at Auburn, N. Y. "A new station had been talked of here for several years before I left Buffalo," he said, "and although there were many postponements and considerable delay, I felt sure Buffalo one day would have a splendid passenger terminal, and that I would live to see it. That long wish for event has materialized today, and every Buffalonian and ex-Buffalonian has much cause to feel elated."

Michael W. Hassett, another former Buffalonian, who several years ago was promoted and sent to New York as assistant superintendent of motive power for the New York Central, was kept on the jump meeting old friends.

"I stood plenty of joshing when I was sent to New York about our old station," said Hassett, "but they can't josh me any more about my old town not having a real passenger terminal. I feel simply delighted at this spectacle before me today. I feel thankful it materialized in my time."

Earl N. Blood, veteran ticket agent of the New York Central in Buffalo, and J. M. White, who served in a similar capacity in the old station at Cleveland more than 30 years, congratulated one another yesterday in the presence of several ticket and passenger men.

"Buffalo's new terminal goes into commission first," said Mr. White, "but it will have less than one year start over our immense new station at Cleveland, for that will be operating by January 1st, 1930. In fact,

our Terminal Tower or office building has been in commission nearly a year."

"Cleveland, like Buffalo, waited a good many years for its terminal," said Blood, "and now that we both have what we want, we veterans have not served and waited all these years in vain."

It is doubtful if there ever was a more popular railroad passenger official in Buffalo than Harry Parry, now assistant passenger traffic manager of the New York Central in New York. He came along the line in this city through the various grades of the passenger department, and he made friends by the thousand. A dashing, dapper young man with very dark hair in those days, Parry now is as white as snow, although still spry and as courteous and likeable as ever.

A red-bloded man who loves manly sport and can always laugh at a good yarn is Parry. His looks yesterday attested his happy feelings over the brilliant spectacle at the opening of Buffalo's new terminal.

F. H. Baird, general agent for the New York Central in New York, who for many years has been associated with Harry Parry's office in Buffalo, was around shaking hands with friends and accepting congratulations as a former Buffalonian.

"We are proud to be known as Buffalonians today," said he. "This is surely a big day for the old home town, and it does me good to be here to join in the festivities."

Charles Chevee, assistant general passenger agent of the Michigan Central railroad, is in point of service one of the oldest officers on the New York Central lines and probably the best known passenger man in America. He has served under a dozen presidents, and has seen a great many high officials come and go. This jolly veteran was the center of enthusiastic groups yesterday, and he had stories and reminiscences for all of them. He still is a hustler and go-getter in his line.

Police arrangements were perfect, and the crowd was handled with efficiency under Commissioner Higgins' directions.

Inspector Hyland had charge of the police detail of 55 men, with Capt. Jeremiah O'Brien and Lieuts. William F. Scofield, Daniel M. Condon, and Thomas J. McMahon, assisting. Capt. W. J. Davis, head of the New York Central police of the Buffalo district, had 50 men on duty.

Chief J. D. Roosa, New York, in charge of the N. Y. C. police of the lines east of Buffalo, also was on hand.

**The Great Lakes Transit Corpora-**

tion was represented by President James Carey Evans, Francis W. Dever, general freight agent; John F. Condon, passenger traffic manager; Charles J. Wolf, publicity director; General Agent George Holme, and Warren E. Emblidge, chief clerk in the freight traffic department.

Daniel W. Dinman, general manager of the New York Central, with offices in New York, formerly general superintendent in Buffalo, was missed by his friends. He is confined to his home by illness. For that reason he was unable to be present at the celebration.

Among the early arrivals at Central Terminal were President Crowley, accompanied by Vice-President R. D. Starbuck in charge of operation, William A. Prendergast, chairman of the New York State Public Service Commission; C. F. Smith, manager of passenger transportation; C. C. Paulding, vice-president in charge of public relations, and Capt. Flynn, secretary to Mr. Crowley. Other high officials who joined the presidential party on the plaza and submitted to several camera and movie shots were W. J. Fripp, assistant vice-president; R. E. Dougherty, engineering assistant to the president, David B. Fleming, assistant general manager; So. Gage, former superintendent of passenger transportation on the old Lake Shore, L. F. Vosburg, traffic manager; F. E. McCormack, general superintendent and Harry Parry, assistant passenger traffic manager.

President Crowley was greeted by Commodore W. J. Conners on his arrival, and after chatting for some minutes, they were photographed together, after which several group pictures were taken by the camera man. Mr. Crowley and Commodore Conners have been warm friends for many years.

A. E. Calkins of New York, formerly president of the Central Railway Club of Buffalo, now superintendent of rolling stock, met several friends who reminisced with him over old days in the club. Mr. Calkins was accompanied by W. H. Flynn, general superintendent of rolling stock, and R. M. Brown, superintendent of motive power.

Charles H. Hogan, manager of shop labor, and former driver of "old 999," world's fastest locomotive that hauled the Empire State Express, was given a cordial handshake by President Crowley. Later Hogan remarked that he had known Mr. Crowley more than 30 years.

"I used to come frequently in contact with him when he was trainmaster on the Pennsylvania division at Lyons and Corning," said he, "and he is just the same today as was then. Elevation to the presidency of the world's greatest railroad system has not changed Mr. Crowley a particle. In the old days he used to take as much interest in the workers on the track as he did in the higher officials, and he is the same today. He is the best liked railroad executive in the country."

**The Canadian National Railways**

had a goodly representation at the terminal. Exclusive of Sir Henry W. Thornton, president of the system, the following members of the office staff were escorted by H. M. Morgan, assistant general passenger agent at Buffalo; A. E. Warren, General manager at Toronto; C. W. Johnston, assistant general passenger traffic manager, Montreal; F. A. Young, General eastern passenger, New York; H. F.

Tilley, district passenger agent, Toronto; George W. B. Shaw, secretary to the president, Montreal; John V. Maloney, general agent freight department, and Charles E. Heidenburg, traveling freight agent, Buffalo.

Prominent among the guests was W. T. Noonan, president of the Buffalo, Rochester & Pittsburgh with the following members of his staff: Thomas F. Brennan, general manager; Charles T. O'Neill, general manager; H. E. Huntington, assistant traffic manager; General Passenger Agent J. P. De Vaughn and W. J. Sheridan, general freight agent.

J. J. Dowling, New York, superintendent of terminals for the Railway Express agency, formerly president

of the Transportation Club of Buffalo, surrounded by a group of old transportation and industrial traffic friends, told of having seen the start of the work preparatory to the construction of the new terminal. He used to watch the men at work in Curtis street from his office window in the Railway Express building.

William S. Rann, legal representative of the New York Central in Buffalo, was felicitated by many friends on the consummation of the new terminal. He handled all the preliminary legal angles for the railroad company and took an active part generally in bringing the great project to a successful climax. R. E. Dougherty, engineering assistant to the president, who had general supervision of the construction, modestly acknowledged several compliments.

M. F. Welch, superintendent of the New York Central at Syracuse, formerly of Buffalo, who had been in California recuperating from recent illness, said he managed to return just in time to be present at the festivities. He was accompanied by George Dager, superintendent at Rochester, and A. B. Stevens, district manager of the American Railway Association, Detroit. Mr. Welch looked well, apparently having fully recovered his health.

E. M. Kain, assistant general freight agent of the Erie, accompanied by Superintendent F. O. Plummer and Division Freight Agent G. A. Lamb, represented that railroad and praised the terminal in glowing terms.

Charles S. McGinley, president of the New York Central Athletic Association, had charge of the ushers and handled the trying situation capably. He pointed with pride to an immense horseshoe of American beauty roses that hung in the restaurant, which was presented by the Athletic Association.

W. A. Hamler, superintendent of the Buffalo division in direct charge of operations here, was one of the busiest men at the new terminal. His presence was in demand in a dozen different places at once. He supervised the handling of the Empire State Express yesterday, ably assisted by Trainmaster Michael Murphy. Hamler has been in Buffalo only a few years, but he has made a host of friends here by his promptness and efficiency as well by his courtesy toward all with whom he comes in contact. Experts have expressed the opinion that he is bound to go higher in the service.

Among the especially interested guests was Nisbet Grammer, president of the Eastern Grain & Elevator corporation, whose father the late George J. Grammer was vice-president of the Lake Shore & Michigan Southern Railroad, New York Central Lines, west. Friends of Mr. Grammer present were: George Grammer, brother; Surrogate Louis B. Hart, Judge Daniel J. Kenefick, Shelton Weed, Richard Ball, U. S. Thomas, John J. Boland, J. J. Rammacher, E. T. Douglass and Norman Macpherson.

"A very impressive ceremony and a brilliant opening of the new terminal," remarked Judge Kenefick.

State and City Officials Play Active Part in Dedication of Terminal



THOMAS H. HASKRYAN  
President, Buffalo Chamber of Com-  
merce.



HENRY C. ZELLER  
Chairman General Committee, Cham-  
ber of Commerce.



WILLIAM A. PRENDERGAST  
Chairman, New York Public Service  
Commission.



WILLIAM H. FITZPATRICK  
Chairman, Grade Crossing and Termi-  
nal Commission.



**FRANK X. SCHWAB,**  
Mayor of the City of Buffalo



**SAMUEL B. BOTSFORD**  
Gen. Manager, Chamber of Commerce.

## Men Who Planned and Built Terminal

Several groups and numerous individuals have participated in the development of a Central terminal plan and the subsequent construction of the terminal. Among them were:

**BUFFALO GRADE CROSSING AND TERMINAL COMMISSION:** William H. Fitzpatrick, chairman; William E. Robertson, vice-chairman; Daniel J. McKenzie, secretary; George H. Norton, chief engineer; Dewitt Clinton, attorney; Frank X. Schwab, ex-officio; William F. Schwartz, ex-officio; Alfred A. Berrick, William J. Conners, William H. Crosby, Henry M. Gerrans, Elmer E. Harris, Harry D. Kirkover, William W. Reilley, William T. Roberts, William H. Ryan, James Smith and Paul E. Streich.

Others to serve were John W. Robinson, Elmer Harris and William P. Northrup, who died in office; Edward B. Guthrie, who retired as commission engineer a year ago last January, and John J. Love, who was on the board while Buffalo's commissioner of public works.

**THE CITY COUNCIL:** Mayor Frank X. Schwab, Ross Graves, James P. Moore, Frank C. Perkins, William F. Schwartz.

**DIRECTORS OF AGREEMENT, NEGOTIATIONS AND EXECUTION:** R. E. Dougherty, engineering assistant to the president of the New York Central Lines; William S. Rann, Buffalo corporation counsel.

**ARCHITECTS:** Fellheimer & Wagner, New York.

**CONTRACTORS:** Walsh Construction company, Buffalo.

**SUPERVISORS OF CONSTRUCTION:** New York Central Engineering department, F. B. Freeman, chief engineer; W. F. Jordan, principal assistant engineer; F. B. Hank, assistant designing engineer.

# Veteran Offers Railroad Library; Urges City Gift

## Retired Official Pledges Books For New Terminal Museum; Lauds Dean Richmond.

A retired railroad veteran, who is a former superintendent of the Buffalo division of the New York Central lines and who was influential in the early development of the career of President Patrick E. Crowley, is the author of two suggestions for the Central terminal.

Isaac H. McEwen, 11 Ketchum place, who entered railroading as a boy of 11 and has not lost interest in the industry notwithstanding his retirement and advanced age of 72, has proposed that

a railroad library and museum be founded in the new terminal and a statue of Dean Richmond, a Buffalo pioneer of transportation, a founder of the New York Central and the second president of the system, be erected on the plaza in front of the station.

Possessing voluminous books and documents of almost priceless value and pertaining to practically every phase of railroading and especially to the history of the New York Central, Mr. McEwen made an offer to President Crowley, in a letter written March 1, to contribute his collection to the founding of a library and museum, where veterans and others might gather for information and relaxation.

Includes Own Writings.

Among Mr. McEwen's records are



I. H. M. McEwen.

some of his own writings, including the Manual of Train Orders, Rules and Signals, prepared by him in 1883 as the first textbook on the subject. Mr. McEwen then was chief train dispatcher of the New York, West Shore & Buffalo railroad.

R. D. Starbuck, vice president of the New York Central, replied to Mr. McEwen's offer and said that the suggestion was appealing and would be given consideration.

The other suggestion by Mr. McEwen was made not to New York Central officials but to the City of Buffalo. Made informally in a newspaper article and never presented to the city council for consideration, that proposal, for the present at least, appears to have little possibility of realization.

Lauds Dean Richmond.

In the published article several years ago, Mr. McEwen described Dean Richmond as Buffalo's greatest citizen. Giving thought to the achievements of Millard Fillmore, Grover Cleveland and other Buffalonians, Mr. McEwen nevertheless awarded to Dean Richmond the highest plane of accomplishment by a citizen of Buffalo.

A commission merchant in this city, although he was a resident of Batavia, and a railroad director, Mr. Richmond participated in the consolidation in 1853 of the lines between Lake Erie and the Hudson river into the New York Central railroad.

Mr. McEwen recalled in his article that James S. Thayer, an eminent Buffalo lawyer, said in an address in old St. James hall that "Dean Richmond

was one of the remarkable men this country had produced.

**Tells of Influence.**

"That he exercised an influence in the formation and direction of public opinion second to no man in the United States, that his death was a national calamity, and that at one national convention a nod of his head would have made him President of the United States."

Then Mr. McEwen advanced this suggestion: "There is no memorial of him in Buffalo. When the New York Central station is built, nothing could be more appropriate than a bronze statue of him standing in front of it, a gift of the City of Buffalo."

Modest, although rightfully proud of his own railroad career, Mr. McEwen is reluctant to speak about the assistance which he gave Patrick E. Crowley in the ascendancy to the presidency of the New York Central system.

The facts are these: Mr. Crowley worked under Mr. McEwen when the now retired veteran was trainmaster of the Erie railroad in Buffalo. In 1889, when Mr. McEwen became superintendent of the Rome, Watertown & Ogdensburg railroad in Oswego, Mr. Crowley accompanied him to that railroad to be a train dispatcher.

**Then Headed Road.**

Subsequently, upon the acquisition of the system by the New York Central, Mr. McEwen was made superintendent of the entire R., W. & O. Mr. Crowley then was appointed chief dispatcher and trainmaster in Watertown.

Frank E. McCormack, the present general superintendent of the New York Central in Buffalo, was a train dispatcher for Mr. McEwen on the Rome, Watertown & Ogdensburg railroad.

Beginning his career in 1868 as a messenger boy for the Buffalo & Erie railroad in the old Exchange street station, Mr. McEwen, then 11, became a telegraph operator within a year. He served successively as a timekeeper, sta-

tion agent and brakeman. Eventually he was appointed a train dispatcher and then chief train dispatcher of the Erie railroad.

**Held International Post.**

In 1884, when the first American Train Dispatchers' association was formed as an international organization whose chief object was to obtain adoption by railroads of uniform train rules and orders, Mr. McEwen was elected secretary and treasurer. In 1891 Mr. McEwen was president of the organization.

After serving for a time as the first chief train dispatcher on the West Shore railroad in Utica, Syracuse and Buffalo, Mr. McEwen returned to the Erie railroad as chief clerk to the general superintendent. Later he was the trainmaster in Hornell and Buffalo. The double order system and standard code was inaugurated on the Erie by a committee of which he was chairman.

Next Mr. McEwen held the Oswego superintendency and not long afterwards the entire superintendency of the R., W. & O.

**Sought Law Practice.**

Although he had reached high position in railroading, Mr. McEwen abandoned the work to study law. He was admitted to the bar and practiced for a time. But railroading was his favorite vocation and he accepted various capacities with several railroads in the years which followed.

Among his principal achievements was organization work for the operation of steam and electric trains on the same tracks. In 1907 Mr. McEwen compiled the "Book of Rules" of the New York Central and in 1913 he represented the railroad on the American Railway association's committee on revision of the standard code.

Mr. McEwen's final railroad positions were the superintendency of the Buffalo division of the New York Central for two years and then an assignment in Utica, from which he retired in 1921 because of physical disability.

# COMPLETION MARKS END OF LONG DELAYS

## Chief Credit Given to William H. Fitzpatrick for Correcting Difficulties Which Blocked Progress.

By CHARLES H. ARMITAGE.

Among those familiar with the long series of complications which eventually were resolved into agreement between New York Central railroad officials and the city of Buffalo for construction of the Central's new terminal, chief credit for surmounting the difficulties which for many years blocked progress is given to William H. Fitzpatrick.

It was Mr. Fitzpatrick who, as chairman of the Grade Crossing and Terminal commission, was closest to the forces that formulated and carried ahead the comprehensive plan brought to formal completion Saturday.

For many years there had been agitation for a new station to replace the Exchange street terminal. Various local commissions were named to study the project. For a time a union station was favored. It progressed to a stage where Architect George Cary prepared plans involving a site at the foot of Genesee street.

### Opposition Is Found.

Speedily there came opposition, partly from interests adjacent to Exchange street, partly from the east side which saw it would be far removed from the proposed terminal. Eventually the plan, like others that had gone before it, was dropped.

Some progress was made. The Lackawanna and the Lehigh Valley, convinced there would be no union terminal, erected handsome stations of their own. Only the New York Central and the Erie remained without improvement.

Such was the situation in 1911 when John A. Dix sat in the executive chair at Albany, the first Democrat to be elected governor since 1891. Here in Erie county William H. Fitzpatrick sat atop the political world, with an almost unanimously Democratic representation in the Legislature from Erie county looking to him for leadership.

### Meets Chamber Leader.

One day, as was not unusual, Mr. Fitzpatrick took a run down to Albany to look into political matters of the moment. There he was introduced

to William E. Robertson, then president of the Chamber of Commerce.

Mr. Robertson, who had in mind legislation that would, he felt, solve the terminal problem, was glad to meet Mr. Fitzpatrick. He invited him to come before the chamber's executive committee some day after they both got back home and discuss the matter. The call for the meeting a week or so later reached Mr. Fitzpatrick while he was busy directing the opening of his Roanoke parkway property, but he washed his hands and responded.

At the chamber he found some 40 members to whom he was asked to give his views after the plan of a terminal commission had been outlined to him.

### Takes Charge of Bill.

He gave them, with characteristic vigor. As the upshot of it all he agreed to take charge of their bill, provided it met the views of Spencer Clinton, counsel for the Grade Crossing commission, of which Mr. Fitzpatrick was then a member.

The bill was introduced and promptly met vigorous opposition. The powerful railroad interests fought it and received help from back home from sources which, for one reason and another, saw fit to assume the offensive against it. The Legislature was close, the Democrats counting a slim majority in Senate and Assembly, but finally the bill passed both houses and was sent to Mayor Louis P. Fuhrmann as was the practice before the home rule act became law, who vetoed it.

Back to Albany the fight was carried and there the bill was re-passed in spite of the fact that the Legislature was Democratic and the veto message came from a member of the party.

### Fitzpatrick Meets Dix.

Then it went to Gov. Dix, upon whom the opposition concentrated. Fitzpatrick, close on the trail, sought audience with Dix, whom he found of set purpose to kill the measure by a final veto.

\* To soften the Fitzpatrick wrath the governor urged that Fitzpatrick accept appointment to the Public Service com-

mission, where, as was pointed out, he would be in a position to bring about the same results sought by creation of the local commission.

Fitzpatrick shook his head. There were two reasons, he said, why such an outcome of the long struggle wouldn't be satisfactory. One was that he had five children at home and he didn't propose to be separated from them three or four nights a week. Moreover, he had given his word to the people of Buffalo that he would put the legislation through and he hadn't learned the art of flirting with his word.

**Talks to Rail Head.**

Dix, who knew the Fitzpatrick nature, fidgeted in his chair. Finally he asked if Mr. Fitzpatrick would be willing to meet President A. H. Smith, of the New York Central. Mr. Fitzpatrick was not only willing, but would be very glad. He saw him very much sooner than he had anticipated, for Gov. Dix pushed a button and directed his secretary to usher in Mr. Smith.

Smith and Fitzpatrick, introduced, shook hands and retired to a nearby room in the executive suite. There they faced each other with the latter doing most of the talking. He used blunt language. He reminded the Central's president that the railroad's legal representative in Buffalo was William B. Hoyt, one of the city's leading lawyers, to whom he was paying some \$10,000 or \$15,000 annually for part-time services.

**Takes Another Tack.**

Opposing him was the corporation counsel, Louis E. Desbecker, who was drawing only \$3500 for giving all his time to the city's business. It was the expressed Fitzpatrick opinion that Mr. Smith had no cause to worry that his interests would not be fully protected by Mr. Hoyt under the proposed legislation.

Then Fitzpatrick took another tack. He painted a picture of the Central's antiquated station and pointed out that the time would come when the Central's growing business would require construction of a terminal on the road's own initiative.

Looking ahead to that time, the Fitzpatrick hand sketched a picture of what would happen to the Central representatives when they came to do business with a city administration.

**Future Trouble Cited.**

In the first place they would have to combat the antipathy toward public utility corporations by buying their way through the Board of Aldermen. Next would come repetition of the process in dealing with the Board of

Councilmen. Finally, there would be a mayor to do business with. With all this behind him, a New York Central president would have to come to Albany and seek from a Legislature the very powers which the bill now before the governor guaranteed.

Turning the picture, Smith was asked if he wouldn't prefer to sit down with a small body of representative citizens who would be found willing to meet him half-way in negotiations looking to the mutual advantage of the railroad and the municipality. Smith had listened intently.

"Fitz," he declared, slapping his newly-made acquaintance on the back, "I started on the railroad choking cars, I wish I'd met you long ago."

Back to Gov. Dix they went at Fitzpatrick's suggestion and to the governor, Smith said:

"Governor, I want to confess that, after talking with Mr. Fitzpatrick, I've come to the conclusion that the bill's all right."

"It's a good thing sometimes to bring men together," said Dix.

Later at a public hearing he told a delegation representing the Chamber of Commerce that he would give the bill "careful consideration." Then he signed it.

Later, in 1923, came consolidation of the newly-created Terminal commission and the existing Grade Crossing commission of which Fitzpatrick was the head. Clashing views of engineers played a part in this combination. The Terminal commission had its engineer, the Grade Crossing commission another, the city had Maj. George H. Norton, each with his own ideas.

**Bill is Enacted.**

One day Mr. Fitzpatrick directed Joseph P. Zenger, long-time secretary of the Democratic county committee and deep in his confidence, to go to Daniel J. Keneflick and ask him to draft a bill consolidating both commissions. It was enacted into law and Maj. Norton was named engineer of the new commission. Since then things have gone smoothly.

President Smith met sudden death and was succeeded by Patrick E. Crowley, whom Fitzpatrick had met once or twice. Crowley came to Buffalo to undergo what he thought would be the "third degree" at the hands of the commission. Fitzpatrick invaded his presence down at the old station and there and then cemented an understanding which has since smoothed out all the rough places in subsequent developments.

**Dougherty is Named.**

Crowley placed R. E. Dougherty in

charge of the work. From time to time suggestions were made that he confer with his chief regarding details. "What's the use?" he would demand. "If I go to Mr. Crowley he'll only ask 'What does Mr. Fitzpatrick think ought to be done?'"

Since the inception of the plan just carried to completion, Mr. Fitzpatrick has given it his closest attention. He withdrew from active participation in politics half a dozen years ago, but his interest in the new station never flagged.

Once, during the long drawn deadlock in which the Democratic national convention became involved in 1924 word went around that an incoming train from Buffalo had landed William H. Fitzpatrick in New York.

**Sought By Smith.**

Friends of Gov. Alfred E. Smith who had been keeping the wires busy urging him to come and take a hand in the struggle made eager search for him, without avail.

Later, after his return home, it developed that Mr. Fitzpatrick had

merely run down to see President Crowley on some details of the new terminal. He hadn't even looked in on Madison Square Garden, where the embattled Democracy was perspiring over a presidential nomination.

Today, as he sees his hopes realized, Mr. Fitzpatrick is modestly adverse to taking credit for what has been accomplished.

"Credit," he said, "should go to the members of the Grade Crossing and Terminal commission who have worked so loyally with me in bringing about results. Buffalo is to be congratulated on acquiring a splendid structure, practically without cost to the taxpayers of the city."

**NEW TERMINAL GUARDED.**

Three patrolmen Saturday were shifted to the new terminal of the New York Central lines by Police Commissioner James W. Higgins from the Franklin street station. The guardians of the new station are John W. Livingstone, John F. Bender and Edward A. Cullen.

**A** GIRL aviator, Mary Daly of New York, will escort the first train of a new Central terminal on Saturday, June 22.

In her airplane Miss Daly will swoop over downtown Buffalo and the Exchange Street depot as the Empire State Express, crack daylight train of the Central system, leaves the downtown terminal for the great new station.

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**W**HILE the train halts briefly at the new terminal, Miss Daly will circle in the air over the structure, and then will accompany the train to the city limits as an aerial escort.

Miss Daly is the daughter of the late J. W. Daly, formerly general

passenger agent in Buffalo and Chicago.

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**S**HE is a noted flier, and has announced her intention of starting an air endurance test in Buffalo soon to try to wrest endurance laurels from Miss Elinor Smith.

The Empire State Express will be dispatched from the new terminal by President P. E. Crowley of the New York Central lines. City officials and a notable group of railway men will be on hand for the ceremony.

In her escort trip Saturday she will drive a Fokker plane built in Holland. She will use this plane in her endurance flight, which is scheduled for July 24.

# GIRL FLIER ESCORT TO FIRST TERMINAL TRAIN

Times 6-17-1929



Mary Daly, seen here in a close-up and in her flying togs, will escort by airplane the Empire State Express when it leaves the new Central terminal Saturday, June 22. She will circle downtown Buffalo while the train leaves the old station and then will escort the train to the city line.

\* \* \* \* \*

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## Buying First Tickets to Use From New Terminal



Frank G. Whiston, Jr., Mary Virginia Whiston, F. G. Whiston, Sr., and C. A. Willday, at consolidated ticket office.

*Annun-Exp-6-22929*

## THRILL FOR TWO SURE

Children get opportunity June  
22d at Central station

C. X. 6-22

The thrill that comes once in a lifetime is due on June 22d for Mary Virginia and Frank G. Whiston, Jr., 63 Robie avenue. With their father, Frank G. Whiston, Mary Virginia, who is sixteen, and Frank, who is thirteen, will be on the Empire State Express, the first train to pull out of the new terminal of the New York Central Railroad.

Not only that, but more than that, Mr. Whiston, Mary Virginia and Frank were the first persons to buy tickets for the first trip on the first train out of the terminal. The Empire will be the only train to leave from the new terminal on June 22d. Service from the terminal begins officially on June 23d, and the first train out on that day will be the Easterner, which leaves at 2 a. m.

for Boston.

### To Rochester and Return

Under such circumstances, even a trip to Rochester is bound to be a thrilling event. Rochester is the first stop of the Empire. Hence as a part of this business of being first, the Whistons will go only that far. They wouldn't bother with Rochester at all, otherwise. They plan to return on the Empire which leaves that city at 3.51, just an hour and 29 minutes after their triumphant arrival at 2.22.

When Mr. Whiston and the children went to the Consolidated Ticket office to buy their tickets for the initial trip of the Empire from the new terminal, they had no idea that they would be the first to buy tickets for the trip. But it happened that they were, even though the tickets looked no different from any other tickets to Rochester.

"First tickets we've sold for that first trip of the Empire," beamed C. A. Wilday, ticket seller.

Whereupon, the Whistons beamed back and the trip to Rochester, already a rosy proposition, became rosier in prospect than ever.

# NEW TRAIN SCHEDULE IS EFFECTIVE TODAY

*Comm - Exp - 6-22-1929*

## Many of changes bring advantages to travelers leaving Buffalo

Walter S. Randolph, assistant general passenger agent of the New York Central yesterday announced the new summer schedule of trains which becomes effective today. It shows that all eastbound trains, Buffalo to New York, will operate from the Central Terminal; but the Empire State Express and No. 96, the latter operating Sundays only; No. 30, the Iroquois and No. 42, the latter for Boston, will continue to start from the old Exchange street station, stopping at the new terminal.

The Empire will leave Exchange street at 12.30 p. m. and will leave the Central Terminal at 1 o'clock, half an hour later. The famous train has been leaving the Exchange street station at 1 p. m. Train No. 96 which operates only on Sunday, will leave on the Empire's time.

### Boston Express

The Boston Express, No. 42, will leave from the Exchange street station at 4.15 p. m., and will start from the new terminal at 4.45, while the Iroquois, No. 30, also starts from the Exchange street station at 8.30 p. m., and then from the Central terminal 30 minutes later.

Trains from New York that will run through to Exchange street, stopping at the Central Terminal are: No. 33 at 8.30 a. m., No. 59 at 8.45 a. m., and the Empire at 5.45. No westbound trains will leave from Exchange street, all to leave from Central Terminal.

All the important Michigan Central trains will operate to and from Central Terminal, stopping at Exchange street ten minutes later. The Toronto trains over the Michigan Central and

T. H. & B. also depart from Central Terminal and stop at Exchange street, going in either direction.

Mr. Randolph announced that the Twentieth Century eastbound will not stop at Buffalo, there being a similar train (the Detroit) operating Buffalo to New York, leaving here at 12.10 a. m., midnight, and arriving in New York at 9.30 a. m. However, the Twentieth Century, westbound, will stop at Central Terminal at 10.53 p. m., arriving in Chicago at 8.45 a. m.

#### Earlier Arrival in Chicago

With this change in the schedule Buffalo people will be given the advantage of an earlier morning arrival in Chicago. Under the old arrangement the earliest arrival in the Mid-Western metropolis has been at 12.45 p. m., whereas the Twentieth Century Limited arrives there several hours earlier.

Eastbound trains will leave New York Central's new terminal as follows:

#### EASTBOUND

No. 10—	2.00 A. M.	for Boston.
No. 33—	2.10 A. M.	for New York.
No. 18—	2.24 A. M.	for New York.
No. 142—	4.15 A. M.	For New York.
	5.15 A. M.	(Local)
	6.15 A. M.	(Westshore local).
No. 13—	7.00 A. M.	for New York-Boston.
No. 22—	7.27 A. M.	for New York.
No. 53—	8.00 A. M.	for New York.
No. 49—	9.15 A. M.	for New York-Boston.
No. 2—	9.30 A. M.	for New York (De Luxe).
No. 20—	11.00 A. M.	for New York.
No. 50—	1.00 P. M.	for New York (Empire State Express)
No. 56—	2.35 P. M.	for New York (De Witt Clinton)
	2.45 P. M.	(Local)
No. 43—	4.45 P. M.	(for Boston.)
	5.15 P. M.	(Local)
	5.45 P. M.	(Westshore local)
No. 34—	6.45 P. M.	for New York.
No. 36—	8.15 P. M.	for New York (The Genesee)
No. 30—	9.00 P. M.	for New York (The Iroquois)
No. 44—	9.45 P. M.	for New York (The Niagara)
No. 46—	10.15 P. M.	for Boston (The Berkshire)
No. 3—	11.15 P. M.	for New York (The Wolverine)

No. 48—12.10 Midnight (The Detroit)  
Local sleepers open 9.30 P. M.  
Westbound trains will leave as follows:

No. 79—	Buffalo - Pittsburgh Express	12.30 A. M.
No. 7—	The Westerner	2.45 A. M.
No. 23—	Western Express	7.15 A. M.
No. 151—	The Interstate Express	8.31 A. M.
No. 81—	The Pittsburgh Detroit special	9.55 A. M.
No. 42—	South Shore Express	1.05 P. M.
No. 611—	The Lake Side	2.30 P. M.
No. 37—	Local	2.35 P. M.
No. 83—	The Empire Limited for Pittsburgh	4.20 P. M.
No. 31—	The Forest City Special	5.35 P. M.
No. 2—	Chicago - Cincinnati Express	7.25 P. M.—
No. 5—	The Mohawk for Chicago	9.15 P. M.
No. 39—	North Shore Limited for St. Louis	9.55 P. M.
No. 25—	The 20th Century	10.53 P. M.
No. 41—	The Cayuga for Chicago	12.03 Mid.
No. 15—	Ohio State Limited Cincinnati	12.07 Mid.

No westbound trains will leave from Exchange street.

Niagara Falls trains will leave Central terminal, stopping at Exchange street (ten minutes later) at 5.30 a. m., 7.05 a. m., 8.25 a. m., 10.20 a. m., 1.20 p. m., 2.25 p. m., 4.10 p. m., 5.25 p. m. and 10.20 p. m.

Additional trains for Niagara Falls will leave Central terminal 7.10 a. m., 9.10 a. m., 10.00 a. m., and 7.20 p. m., 9.10 a. m., 10.00 a. m., 12.35 p. m. and 7.20 p. m., but will not stop at Exchange street station.

Trains from Niagara Falls will arrive Central terminal 7.20 a. m., 7.35 a. m., 8.55 a. m., 10.50 a. m., 11.50 a. m., 12.50 p. m., 2.20 p. m. All stopping at Exchange street. 4.10 p. m., no stop at Exchange street.

5.10 p. m., 6.10 p. m., and 11.30 p. m. will stop at Exchange street.

Lockport trains will leave Central terminal at 9.20 a. m. and 4.20 p. m. and will stop at Exchange street ten minutes later.

Trains from Lockport will arrive Exchange street at 7.50 a. m., 2.13 p. m. and 9 p. m. These trains will arrive Central terminal 2.23 p. m. and 9.10 p. m.

T. H. & B. trains for Toronto will leave Central terminal at 5.45 a. m., Exchange street 5.55 a. m., 17.55 a. m., Exchange street 8.05 a. m., 10.15 a. m., Exchange street 10.25 a. m., 2.15 p. m., Exchange street, 2.25 p. m., 5.50 p. m. Exchange street, 6.00 p. m.

# ALL ABOARD EMPIRE! CRACK TRAIN STEAMS OUT

Tm lab - 23-29

## "ALL ABOARD!"

Two brief words and a wave of the hand by President Patrick E. Crowley, and the Empire State Limited proudly puffed its way out of Central Terminal at 2:15 o'clock yesterday afternoon, marking the official opening of the new station of the New York Central railroad.

AT THE extreme end of the track, the crack train was brought to a stop and Billy Goulding, 837 Amherst street, stepped from his cab to be greeted warmly by President Crowley. Following was R. W. Boland, 156 Hertel avenue, his fireman, who was joined almost immediately by Henry Conway of Niagara Falls, the conductor.

THE enthusiasm of the crowd broke all bounds when a tottering old man stepped up to them and was almost swept off his feet by the enthusiastic greeting he received from President Crowley.

The engineer was Charley Hogan, famed pilot of old 999, who took the Empire across the state on her first trip. His hand

shook a trifle and his step was not as firm as it was when he made the record-breaking trip that brought him fame, but there was a gleam in his eye as he stood with former associates.

THERE was a hush of expectancy as the track was cleared and the engine crew mounted to the cab. The hush grew more solemn as Billy Goulding leaned out in characteristic manner and looked at his chief.

FOR the moment Pat Crowley discarded his official cloak. He was an ordinary trainman.

"All Aboard!" A wave of the hand.

The gathered throng was much impressed as that famous train slowly gathered speed and left the beautiful new terminal for the first time. Officials and employees, as well as the veteran engineer were proud of the station and proud of the train.

The shout that arose was deafening. The crowd continued to gaze as the nine-car train behind Engine 5250 wended its way out of the yard and was lost to view around a curve.

The Central Terminal was officially open.

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# Favor I. R. C. Request *Times* 10-7-28 For Loop to Station

Indications yesterday were that a majority of the members of the common council are willing to grant the request of the International Railway Company for referendum on Election Day for a franchise to give street car service from Broadway to the New York Central terminal in Curtiss Street. The application for an opportunity to vote on the proposed franchise was submitted to Edward H. Lemme, acting city clerk, yesterday.

The application will come before the council at its next meeting, October 15. In order to get the referendum on the ballot on November 6, little delay is possible. Reference to committee for consideration might make it impossible for the county election commissioners to have the ballots printed with the referendum on them. For this reason, several councilmen interviewed yesterday indicated they are ready to order the referendum.

According to the plan filed with the acting city clerk, the company would run cars from Broadway and Curtiss street to the new station, taking a route outside the curb and entering the station by tunnel and then swinging around a loop for a return

trip. Because of the charter provisions that no franchise may be granted without first being voted upon by the people, it is necessary to submit the question to the voters either at a special or a general election. The nearest general election is November 6.

## Nine Favor Plan.

Of the eleven councilmen interviewed on the referendum all except two are in favor. Sentiments of those interviewed follow:

Council President Frank C. Perkins, while saying he has not been informed of the details of the plan, is "entirely in favor of a referendum." Similar views are taken by Councilmen Eugene D. Crooker of the South District; Councilman Joseph W. Becker of the North District; Councilman Harry Fisher, Councilman Victor B. Wylegala, Councilman George A. Davis, president pro-tem of the council; Councilman William R. Jones of the Masten district, Councilman George P. Keating.

Councilman William M. Eberhardt said he is opposed to "anything the International Railway Company wants." He said the I. R. C. refused to run Kensington buses for the convenience of the public. Councilman John C. Montana, declaring the day of the trolley is over, said he opposes the request in its present form. He would approve one for buses, he said.

Councilman Frank E. Freedman of the Ellicott district, said he wants more time to think the proposition over before he expresses an opinion.

# SOLONS BACK PETITION FOR REFERENDUM

*Couriers-Express*  
Councilmen approve of plan to  
submit question of trolley  
service for new station

## PROPOSITION OUTLINED

—10-7-1928  
Still time to permit November  
electorate to pass on issue;  
special poll unlikely

Statements of several councilmen last night forecast approval of the petition of the International Railway Company that the electors be permitted to vote at the November election on the question of granting a franchise for trolley service to the new Curtiss street station of the New York Central Railroad.

With few exceptions, the councilmen were in accord that the petition of the company should be granted. They stated that with the new station nearing completion, it is proper that steps be taken to provide residents with a means of getting to the station by trolley.

Not all the councilmen who were interviewed had knowledge of the detailed transportation plan proposed by the company, but belief of the majority was that it will not be difficult to agree on the terms of the question that will be submitted to the voters.

### Voters' Approval Required

Under the new charter, no franchise may be awarded without the approval of the voters at a general or special election. It is said that there is sufficient time between now and election to place the proposed referendum on the voting machines. If the question were voted at a special election, the I. R. C. would have to pay the election expenses.

The plan of the International, it is said, is to operate trolleys from Broadway and Curtiss street over Curtiss to the new station. The rails will not be laid on Curtiss street but on property inside the curb line which is owned by the New York Central Railroad. The cars will enter the station below the surface of

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the ground and will swing around a loop for the return trip.

Comments of councilmen, when asked their attitude on the proposed referendum, follow:

President Frank C. Perkins—"I have not been informed of the details of the proposal but I am perfectly willing to have a referendum. My only request is that the people have all the facts with regard to the proposal."

George A. Davis, Jr., president pro tempore—"I think that something must be done to provide transportation facilities to the new station. I am in favor of the proposal."

Harry Fisher—"There is no question but that the public needs transportation facilities to the new station. Some means of public conveyance should be provided. I shall vote for the plan to hold a referendum as I feel that, after all, the consent covers a comparatively short distance and is essential to public convenience."

### Others Express Views

Victor B. Wylegala—"There certainly should be trolley service to the station for those who can't afford to hire taxicabs. I have not been informed as to the proposed terms of the franchise but I believe that there should be no trouble on that score. I favor the proposal, subject, of course, to the franchise terms."

Joseph W. Becker—"I understand that the International Railway company was requested to file this application by the New York Central railroad for the convenience of the traveling public. By having the rails off the street and by entering the station by an underground loop, the trolleys will not interfere with vehicular traffic. I think the two companies should be commended for their action."

Eugene D. Crooker—"People who can't afford taxicabs and who haven't automobiles must have some means of getting to the new station. I am in favor of this and I think it should be voted on at this election so that service can be provided as soon as the station opens."

William R. Jones—"I can't see any objection to the proposal. I feel that trolley service should be furnished to the new station for those people who have no other means of conveyance."

George P. Keating—"We should have street car transportation to the new station. I feel that we ought to have a referendum on it, because that is the method provided by the charter for the grant of a franchise."

William M. Eberhardt—"I am opposed to anything the I. R. C. wants. When we wanted them to run buses

in the Kensington section for the convenience of the people in that section, they refused to do as we wished. In view of their attitude, I will be opposed to this."

John C. Montana—"I don't favor the proposal because I think that the day of the trolley car is passing. If the company applied for a permit to run buses, the modern means of transportation, I would be glad to consider the proposal."

Frank E. Freedman—"I wish to learn more details before committing myself. I understand the proposal is to run trolleys from Broadway to the station. Why are not trolleys run from William street for the convenience of people who use that line."

Other councilmen could not be reached.

TERMINAL TRANSPORTATION

*Courier 5-18-29*  
The new New York Central terminal is expected to be open for traffic in April. And April is only a short time away. Yet no plans have been made for transportation of travelers to and from that station. For this the city and the I.R.C. may be held equally to blame. Both were asleep on the job.

President Yungbluth now suggests that the emergency be met by bus service. Trolley service can not be established without the granting of an additional franchise and that franchise can not be granted without a referendum. To avoid the large expense involved in a special election for this purpose, the submission of such a question is likely to be delayed until next November.

In view of these facts, Mr. Yungbluth's proposal for a bus service to operate in the interim should have the immediate attention of the city authorities. Details are to be made subject to a conference between the city and the traction company.

# International Plan For Bus Franchise Shelved by City

*Courier 5-18-29*

## Legislative Committee Lays Aside Proposition to Run Line to New York Central Terminal.

The councilmanic Legislative committee shelved the proposition of granting the International Bus corporation a permit to operate a bus line from Niagara square to the Central Terminal Friday after three hours of acrimonious debate. Action will be discussed before the entire council at its next meeting.

The permit potentially failed when committee members engaged in a tiff with Bernard J. Yungbluth of the International regarding the corporation's unwillingness to grant universal transfers from buses and trolley cars to the proposed terminal bus route. Mr. Yungbluth stood fast, insisting it is "an economic impossibility" for the corporation to grant such a concession.

The proposed route requested by the International would be from the Central Terminal to Curtiss street, north-  
erly in Curtiss street to Broadway, in and along Broadway westerly to Washington street; thence crossing Wash-  
ington street through Lafayette square;

crossing Main street into Court street; thence along Court street to Niagara square.

The return would be along the same route, the corporation figuring this route best from the hotel district to the terminal.

The Legislative committee previously had favored granting the permit, but at a Council meeting May 18 several added restrictions were added which met firm opposition from the corporation. It was an attempt to reconcile these objections that caused the deadlock at Friday's meeting.

The first of the objections raised by the corporation was relative to the fare from other bus lines to the terminal route, and the question of universal transfers.

The city insisted the rate of fare should not exceed 10 cents for a continuous trip by the most direct route from any point in the city on any of the bus routes of the International to any

other point thereon including the right to free transfers for a continuous trip.

#### Half Fare Asked.

It further insisted the corporation should permit children between the ages of five and 12 years to pay half fare with full transfer privileges.

The corporation balked at the condition, with the exception that such privileges to adults will be granted providing the journey begins or ends at the proposed bus route. It also insisted the rate of fare for everyone except children in arms shall be 10 cents.

The city further insisted buses shall be operated on a seven and a half minute schedule except between the hours of 1 A. M. and 6 A. M., when a headway of least one-half hour must be maintained. Mr. Yungbluth informed the committee that such a schedule would require the corporation to maintain a service, "much of which would be wasted."

Mr. Yungbluth also refused to sanction a condition in the proposed consent which would give the city the right to annul its consent whenever in its discretion public welfare would be promoted by such cancellation.

#### Says Notice Unneeded.

He insisted the condition should read "one year and thereafter until revoked by the council or surrendered by I. R. C." Such a condition would permit cancellation without sufficient notice to the corporation, he maintained.

Councilman Victor B. Wylegala, although not a member of the committee, suggested that a test case be made of the proposition to force the corporation to grant more than one free transfer to and from the corporation's two bus lines in Delaware and Delavan avenues. Mr. Yungbluth declared the corporation cannot and will not give more than one free transfer from the existing lines to the terminal line.

A decisive vote regarding the consent could not be obtained at the conclusion of the meeting as only four members of the committee remained to hear the final outcome of the debate.

#### Two Score Corporation.

Councilmen Edward C. Kuhn and George P. Keating voted in favor of granting the consent because they feel the service is immediately necessary. Both scored the corporation for their unwillingness to co-operate with the city and grant any concessions.

Councilmen Frank E. Freedman and Harry Fisher were outspoken against granting the permit, leaving the vote two to two. Councilman Freedman listed eight points upon which he would refuse to vote for the concession, including the main items of difference and several minor variations. Councilman Fisher insisted the corporation should install a shuttle bus service in Curtiss street to Broadway to Wil-

lam street until such time as a referendum may be had upon the question of operating a trolley line direct to the terminal.

#### Failed of Support.

Mr. Fisher's shuttle scheme has failed of support from his colleagues at previous meetings, although Mr. Yungbluth said Friday that if the city required such a service he would install it. Mr. Fisher scored the corporation at greater length, winding up by declaring its present attitude is "unfair and pigheaded."

"I don't get your reasoning," said Mr. Yungbluth. "You want a shuttle system and I have told you I am willing to install it. Yet you say we are unfair. May I ask what you want us to do?"

Samuel B. Botsford, heading a delegation of officials of the Chamber of Commerce, incurred the wrath of Councilmen Keating and Freedman when he spoke in favor of granting the permit. Mr. Botsford explained that a committee of the chamber had studied the corporation's application and favored it on the whole after full consideration.

#### List Termed Fallacious.

Mr. Botsford termed Councilman Freedman's list of objections to the permit as "fallacious."

"Do you think a statement affecting the 80,000 customers of the International is fallacious?" returned Freedman heatedly. He declared Mr. Botsford was unfair in supporting the corporation in its insistence that the permit should be granted upon its own terms.

"This terminal is away out," said Mr. Botsford. "The New York Central railroad is extremely anxious that the finest transportation be afforded to its terminal. A number of businessmen have considered this proposition from all angles and have approved the permit. It is unfortunate that the question of transfers from other lines should be permitted to become involved in this debate. This is merely a question of affording fast bus service from Niagara square to the terminal. Other questions should not be injected. We are not assuming the right to regulate fares or transfers. We are merely interested in obtaining fast service at once."

Councilman Kuhn declared the corporation would establish its claim towards co-operation in civic matters by yielding to some of the demands of the Council as expressed in the amended permit. He said the corporation should at least allow universal transfers. Mr. Yungbluth refused to remove the deadlock by insisting that it is an economic impossibility to grant universal transfers on the Delaware and Delavan avenue bus lines.

# I. R. C. Transportation Plan

## Wins Endorsement of Chamber

*Times 5-26-1929*

A quick solution is necessary in the question of transportation facilities from downtown Buffalo to the New York Central Station in Curtiss Street, the Buffalo Chamber of Commerce points out in an editorial in Friday's issue of the "Chamber Contacts," weekly publication. Immediately on the opening of the station, June 1, rapid communication to all parts of the city will be required and as yet a definite plan has not been adopted, the article points out.

The Chamber endorses the proposal of the International Railway Company, which seeks a permit to allow it to operate buses from the Civic Center over Court Street and out Broadway to Curtiss and into the terminal. It desires to operate this as a fast service and to accept only those passengers going to and from the station. It proposes to charge a 10 cent fare to the station, and will accept depot transfers from all lines.

As transfers are essential to such service as is required, the International Railway Company is in the best po-

sition to provide it, the article further points out. A major portion of the passengers arriving at the terminal will desire to get to the large retail stores, the theaters and hotels and the proposed line will bring them to the heart of the city and also will permit of direct transfer to all north and south lines.

"The proposal is the result of discussions held with many interested parties and is undoubtedly the best solution of the problem," the article says in part. "It has been approved by the Metropolitan Transit Committee of the Chamber and also by the executive committee."

## TERMINAL BUS CONSENT MEETS WITH COOLNESS

*Common Exp -*

Fate of application remains in doubt; council to consider it today *5-27-1929*

## OPPOSITION IS STRONG

Six councilmen feel I. R. C. is trying to impose on city because of necessity

Fate of the application of the International Bus Corporation, a subsidiary of the I. R. C., for a consent to operate a bus line from the McKinley monument to the new Central Terminal in Curtiss street was shrouded in doubt last night.

While agreeing that there is need for transportation to the new station, some members of the common council are said to believe that the I. R. C. is using an admitted public necessity as a club to bludgeon them into granting the consent on the I. R. C.'s terms.

### Refuse to Be Forced

These members of the council say that they will not be forced into an agreement which they do not regard for the best interests of the citizens and will vote against the award of a consent. Whether their numbers are sufficient to turn down the terms imposed by the traction corporation could not be learned last night because several of the councilmen could not be reached. The matter will be acted upon today.

At a lengthy session recently, the I. R. C. representatives failed to convince members of the legislative committee that the proposition should be granted as urged by them. Only four members of the committee were present at the windup of the discussion and they were divided in the matter.

### Opposition Is Substantial

According to information available

last night, there will be substantial opposition to granting the consent on the terms set forth by the traction corporation. Among those likely to be opposed are Councilmen William M. Eberhardt, Harry Fisher, Frank E. Freedman, John S. McGovern, Frank C. Perkins and Eugene D. Crocker.

Councilmen George P. Keating and Victor B. Wylegala are among those who feel that transportation service to the new station is so essential that the consent should be approved. Councilmen Edward G. Kuhn is understood to be favorable to the grant solely because of the need.

One of the major objections raised by opponents is that the company refuses to run the proposed bus line to Fillmore avenue and William street. The argument is made that persons living south of William street will have to make a loop over Fillmore, Broadway and Curtiss streets under the proposed plan while they could make a shorter trip if the bus made connections with the trolley at Fillmore and William streets.

**Fare Raises Objection**

Objection also is raised to the requirement that any person bound for the new station must pay a ten-cent fare. The main protest in this regard is that all children over five years must pay ten cents to ride to and from the new station although they can ride on trolleys at half the regular trolley fare.

A further source of complaint by some city legislators is that consent, if granted, might be construed by the courts as a perpetual franchise instead of only a consent to be effective until such time as the people can vote on a franchise for a trolley line to the new station.

**NO BUSES IN SIGHT.**

With the new Central terminal in Curtiss street to open for service on June 23, the Council on Monday rejected by a vote of 9 to 5 the application of the I. R. C. for permission to establish a bus line between McKinley monument and the station. The basis of the objection was that the terms as drawn by the I. R. C. were all to the advantage of the corporation—that the I. R. C. sought to capitalize public necessity.

Eventually there must be both bus and trolley service to the new terminal. The Council has authority at once to grant the I. R. C. the right to operate buses, but it has no authority to grant a franchise for trolley service until after the people have passed upon and approved a proposal to that end. In the circumstances, the only immediate prospect of transportation for the general public is through the establishment of a bus line.

Objection is made that the line which the I. R. C. plans would serve only a small section of the population. For instance, it would be of little convenience to a large part of the populous east side. More than that, the I. R. C. demands a ten-cent fare for children as well as grown-ups. However, the consent sought is for only one year. The councilmen who opposed the grant denounced the terms as a holdup.

So the matter rests—with nothing in sight in the way of transportation to the new terminal but taxicabs. Of course, this situation will have to be adjusted. Cheap transportation must be provided. The Council and the management of the I. R. C. must compromise their differences as a matter of public necessity. A policy of rule or ruin, on either side, will not be tolerated. Thus far the I. R. C. management has not exercised wise judgment. It certainly is open to criticism for not having a representative at the Council meeting.

*News 5-29-29*

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# URGE FRANCHISE FOR STREET CAR SERVICE INSTEAD

*Courier X-5-28-29*

Officials scored at hectic session  
for not having representa-  
tive present

## LEGISLATORS INDIGNANT

Steps are taken for court test of  
company's power to refuse  
transfers

Contending that the interests of the public would not be served by granting a consent for a bus line to the new Central Terminal under the terms imposed by the International Railway Company, the common council yesterday afternoon rejected a proposal that a grant be made on the grounds of public necessity.

The I. R. C. was severely criticised for not having a representative at the council meeting and for adopting the attitude that it will provide service to the new station in Curtiss street only if the council complies with its demands. Nine members of the council voted against the proposed grant. Five were recorded in the affirmative.

After turning down the proposal, the council voted unanimously to direct the corporation counsel to draft a franchise for operation of trolleys from the new terminal to Broadway and to William streets. The I. R. C.'s plan is to operate trolleys only to Broadway. A trolley franchise must be approved at an election. Without the approval of the electorate at the next election, no franchise can be awarded legally.

### Council Members Indignant

The council also took the initial step to test out in the courts the power of the I. R. C. to refuse more than one transfer on the Delavan and Delaware bus lines. The city contends that more than one free transfer should be given if either of these bus lines form a link in the most direct and fastest route from one section to another. If more than two buses or more than one car and one bus are required to make the trip, the I. R. C. now requires payment of an additional fare.

Indignant members of the common council painted the I. R. C. as a holdup man armed with a gun and bludgeon trying to compel the council to comply with its terms on the theory that the public requires mass transportation facilities to the Central terminal and that the council must make a complete surrender. This the members refused to do. Councilmen said that the onus of blame for lack of transportation facilities when the new station opens on June 23d will rest with the traction corporation.

Councilman Frank E. Freedman and President Frank G. Perkins led the attack upon the I. R. C. proposal and had earnest supporters in Councilmen Eugene D. Crooker, Jacob L. Davis, William M. Eberhardt, Harry Fisher, William R. Jones, John S. McGovern and Anthony Ruszkiewicz, all of whom voted against the bus consent.

### Argue in Favor of Consent

Councilmen George P. Keating, Victor B. Wylegala and Edward G. Kuhn argued in support of the consent. Voting with them were Councilmen Joseph W. Becker and John C. Montana. Councilman Montana explained that he felt impelled to vote for the consent lest there be any suspicion created that he was trying to further the interests of the taxicab companies. He is head of the Yellow Cab company.

The application of the company called for a consent to operate a bus line from McKinley monument over Court street to the new station and return over the same route. The terms were a ten cent fare, including full fare for children occupying seats, and free transfers to take passengers to their homes over existing bus and trolley routes.

Other than members of the council, Attorney William S. Rann, for the New York Central Railroad, was the only spokesman in favor of granting the consent. He said that, thus far, the railroad company had remained aloof from the dispute between the I. R. C. and the council over the terms of the consent, because it felt that the condition were a matter for determination by the city government and the traction company.

Mr. Rann added that the new station will open on June 23d and that it is essential that the traveling public be furnished some means of transportation to connect with the existing bus and trolley lines.

### Barrage Is Continued

"We are concerned only with getting adequate transportation service to the new station," said Mr. Rann.

Councilman Freedman opened the attack on the proposal by stating that, because of the refusal by the I. R. C. to extend the proposed line to William street and Fillmore avenue, thousands of persons living on the east and south sides will be required to go far out of their way to reach the new terminal.

"I'm willing to compromise with the I. R. C.," said Mr. Freedman, "but I don't think that the city

should make a complete surrender to the company when we are not satisfied that the proposed consent is for the best interests of the community."

President Perkins next began at the I. R. C. He assailed the company for wanting to charge a ten-cent fare, for insisting that children occupying seats should pay a full fare, for refusing to file a definite schedule of operation and for refusing to contribute toward the cost of the wear and tear on pavements.

Suggestion was made by the president that if the Central belt line were electrified, it would provide service to the new terminal. Mr. Rann said that the railroads in Buffalo likely will be electrified when it is feasible to carry out such a program. Councilman Keating added that this will be many years hence.

**Individual Views Expressed**

In support of the proposed consent, Councilman Keating said that he did not favor all the terms of the consent, but that the council was confronted with the duty of providing means of transportation to the new station and that the I. R. C. is the only corporation able to furnish facilities to get people from all parts of the city to the new station. He added that the consent was for a period of one year only and was proposed to be supplanted later by trolley service.

"I feel the same way as Councilman Keating," said Councilman Wylegala. "I feel that if a holdup man has you in a corner and has a gun sticking against your side, you've got to give in to him. That's the position we are in today with the I. R. C. in connection with the problem of furnishing transportation facilities to the new station. It is the only corporation that can furnish the service."

"I'd like to know why this council can't play the role of holdup man instead of allowing ourselves to be held up," retorted Councilman Freedman. "Let us determine the terms of a franchise that we regard as reasonable. Let us offer it to the company. If they turn it down, I don't

believe the people of this city ever will vote for another franchise to the company."

**Attacks Ten-cent Fare**

Councilman Fisher added his attack upon the I. R. C. by stating that the company professes to want only a temporary franchise pending grant of a long term consent to operate trolleys to the new station. He said he is at a loss to understand why the company should insist upon a ten-cent fare for a temporary bus line when it later will go back to the trolley rate of fare.

"I believe that all that is necessary at this time is a shuttle bus service from Broadway and Curtiss to William and Curtiss streets," said Councilman Fisher. "The company said that it will install such service. Why don't we put it through?"

The argument was raised by Councilman Kuhn that need for transportation facilities to the new terminal is apparent and public necessity requires approval of the consent even though all the terms do not meet with favor. He stressed the fact that the consent is for a period of one year only.

To this Councilman Freedman raised a warning that the consent would, in effect, be perpetual. He said that once service has been established, the company will contend that the need for the service has been proven and will refuse to modify the terms in the future.

At this point President Perkins arose to deplore the failure of the company to have a representative at the meeting to discuss a matter that was of such vital importance, "instead of relying upon some member of the council to act as their spokesman."

**Takes Sharp Exception**

Sharp exception to the inference that might be drawn from this statement was taken by Councilman Keating.

"When Mr. Keating stands up here in favor of this proposal," he said, "he doesn't stand up for the I. R. C. I stand up because I think it is for the best interests of the public to have transportation facilities to the new station. I agree it is poor policy on their part not to appear. I fought President Yungbluth in the committee meeting. I told him he'd better be here and fight his battle. I think this is one time when the public demand forces us to surrender to the terms of the I. R. C."

"The people must have service and it should be furnished when the new station opens," stated Councilman Becker.

Councilman Jacob L. Davis, however, took the stand that the council and not the I. R. C. should be permitted to dictate the terms of the consent.

# I. R. C. PROMISES BUS SERVICE TO NEW TERMINAL

*Courier-61-29-*

Offer, however, is only temporary, but it assures transit for June 23d opening

## FAIL TO END DISPUTE

Mayor's conference closes with council, company still at odds over terms of consent

Bus service to the new Central Terminal in Curtiss street will be furnished railroad passengers when the new station is opened on June 23d.

This was assured yesterday after a conference of Mayor Frank X. Schwab, city councilmen, I. R. C. representatives, heads of the Chamber of Commerce and other organizations and the attorney for the New York Central Railroad.

The conference failed to bring about a settlement of the dispute between the I. R. C. and the council over the terms of the proposed formal consent to operate a bus line from the McKinley Monument to the Central Terminal.

### To Furnish Temporary Service

Company representatives said they will not modify their terms, which failed to meet with the approval of the majority of the council. They, however, agreed at the request of the mayor to furnish temporary service, with the opening of the new station, until some terms have been agreed upon.

Although the mayor asserted that the terms of the operation, without formal consent, would not be settled until he gets a letter outlining the purposes of the company, it appears certain that the buses will be operated by the company.

The buses will be operated from McKinley monument over Court street to Broadway to Curtiss street to the station and return.

The rate of fare will be ten cents. There will not be a universal transfer in the sense that the buses will be a part of the general transportation scheme, but any person using the bus line to or from the station will receive as many free transfers as are required to take him to his destination. All children, occupying seats, will be charged ten cents.

### Two Major Points Raised

There were only two major points of dispute between the council and the I. R. C. and these were not solved at yesterday's conference. Although the informal bus consent to be given by the mayor as an emergency measure is only for a 90-day period, it is unlikely that the company or the council will recede from their position with the probable result that the buses will continue to operate thereafter without official civic consent. A similar situation now applies to Balley avenue where the I. R. C. buses without a permit, but where the service is so admittedly essential that the city has made no move to stop the operation.

One of the matters in dispute was the charge of a full fare for children. The council believes that children under twelve should ride for half fare. Mayor Schwab yesterday declared himself in favor of the same thing but the point was lost sight of during the discussion and nothing definitely was decided. The announcement by N. T. Brown, vice-president, and W. J. McCausland, public relations manager, of the I. R. C., after the conference was that only children in arms could ride free of charge.

The second major dispute was whether the buses should run to William street and Fillmore avenue. Councilman Frank E. Freedman asserted that unless this is done a large share of the population on the east and south sides will be forced to go out of their way to reach the station. I. R. C. representatives said that traffic experts had outlined the other route and that they would rely on their expert opinion and would not run to William street. The mayor said that the company will be guided by business and will run to that point later if it is a paying proposition.

### Statement Is Issued

Mayor Schwab took the position that it is essential that transportation facilities be provided to the new station and that the public should not be made to suffer because of the failure of the council and the company to agree upon the terms. He said that the terms can be deter-

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mined upon after a demonstration has been made when it may be possible for the two sides to get together.

Samuel B. Botsford, general manager of the Chamber of Commerce, indicated that he was highly pleased with the promise of the mayor to give the I. R. C. permission to operate buses without a formal consent from the council. His statement last night, in part, read:

"The necessity for service to the station is apparent. It concerns not only travelers, but also a large number of people working in a great office building. The rapid development of the business section near

the new terminal also ought to be considered.

"The ease of travel from other parts of the city to the new terminal will have considerable affect on the growth of that section, and the business men in the vicinity of Broadway and Fillmore are deeply concerned. All suggestions by various councilmen that the bus service shall operate on various streets and give local service would defeat the purpose of the permit and slow down the service. The action of the mayor in deciding to allow service by the International so that a demonstration of its usefulness can be made, is greatly to be commended."

## RAPS SCHWAB'S ACTION

*Current Exp*

### Freedman protests right of I.R.C. to run terminal buses

6-2-1929  
Councilman Frank E. Freedman yesterday raised a protesting voice against the action of Mayor Frank X. Schwab in consenting to let the International Bus Corporation operate buses to the new Central terminal without a formal permit.

This action was taken by the mayor after the common council and the I. R. C. had failed to agree upon the terms of the consent. The mayor said the buses should be operated as a temporary measure to give the two factions additional time to agree to the terms.

Councilman Freedman stated that the mayor had made a complete surrender to the I. R. C. and had ignored the aims of the council to fix terms of a consent which will be for the best interests of the riding public. He said that, although not a formal consent, the temporary permission will constitute, in effect, a permanent franchise.

"The mayor's surrender to the I. R. C.," said Mr. Freedman, "in permitting the operation of an illegal bus route to the Central terminal is

evidence of a serious nature that the city of Buffalo is fast losing control of its streets, railway franchises and the power to enforce reasonable terms for the benefit of all the people.

"If the methods employed by the mayor are to be followed in the future, the city, through its corporation counsel, might as well withdraw from all litigation with public service corporations and quit fighting oppressive legislation that each year appears in the state capitol. It is a sad reflection upon the city that its officials, when they actually have control over a franchise situation, shall completely surrender on the pretense that a railroad terminal is about to open.

"The days of the gold rush, when every person staked out his own claim, do not compare with the company, with the mayor's sanction, staking out its own claim on public streets in a civilized community with a constitutional form of government. This is the entering wedge on the part of the I. R. C. relieving itself of paying taxes, abandoning tracks wherever it pleases all over the city and placing itself in the rebel class while every citizen, every other corporation, even the New York Central itself, are compelled to live up to the law."

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# MAYOR'S STAND ON BUS SERVICE REMAINS FIRM

*Courier X-6-3-29 -*  
Agrees to emergency permit to terminal, but opposes I.R.C. terms, he asserts

## MUNICIPAL LINE, THREAT

Schwab says time needed for company, council to arrive at agreement

His agreement to permit the International Bus Corporation to operate buses to the new Central terminal as an emergency does not imply that he is in accord with all the terms set down by the company, Mayor Frank X. Schwab said last night.

In reply to criticism by Councilman Frank E. Freedman, the mayor said that he had agreed to the temporary bus route because of a realization that there will be need for transportation facilities when the new station opens and in the hope that the council and the company soon will be able to agree upon terms of a formal consent.

### Wants Rates for Children

One of the points stressed by the mayor is that he will never agree to a formal consent under terms requiring children to pay a full fare. He is opposed to a charge of more than five cents for children under twelve years.

The mayor added that his agreement is not to be construed as a consent to operate on the I. R. C. terms, but as an emergency measure. He said that if the company fails to make reasonable terms, he will inaugurate a municipal bus line to the new station if the council will back him up.

"My record shows," said the may-

or, "that I have bought the International Railway Company when they sought things that I did not consider for the best interests of the people. I have not changed my position.

### Hints Council Is Lax

"The council long has known that the new Central terminal will open in less than a month and that the public will require means of transportation to the new station. I called the matter to the attention of the council long ago.

"Now the time has come for action and not talk. Instead of crying about the fact that I am ready to declare an emergency so that the people will not have to walk to the station, I think the council should try to make some agreement that will be satisfactory to the people.

"Realizing that there was no possibility of a consent being granted by the time the new station opens, I have said that I will not interfere with operation of a line temporarily by the I. R. C. There will be no contract signed and no agreement

drawn. In effect the company will be a squatter on the street.

### May Seek Municipal Line

"I believe that, owing to the need for transportation to the new station, the I. R. C. should be given every opportunity to make good. There will be service when it is needed and the council will be given time to make an agreement with the company. So far as the full fare for children is concerned, I never will sign a contract that contains such a provision. The fare should not be more than five cents.

"If the I. R. C. fails to agree to reasonable terms after a trial, I will declare another emergency with the backing of the council. I will ask the council to put into operation a municipal bus line to be operated at cost for the sole purpose of furnishing transportation to the new station.

"But while negotiations are being worked out we must not forget that the vital point at this time is that we must have transportation facilities to the new station. I have agreed to such operation for 60 or 90 days until the terms of a consent are worked out."

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# CITIZENS MUST FIRST VOTE ON I. R. C. FRANCHISE

*Courier Exp 6-9-1929*  
Council also wants cars to run to

William street and Fill-  
more avenue

## TERMINAL LOOP PLANNED

Bus lines will give temporary ser-  
vice to Central's Curtiss  
street terminal

Corporation Counsel Gregory U. Harmon tomorrow will recommend to the common council that a conference be held with the International Railway Company and the New York Central railroad regarding the terms of a franchise to supply trolley service to the new Central Terminal in Curtiss street.

The council requested the city law office to draw up a franchise for submission to the public at the next

general election. Under the charter, no trolley franchise may be awarded without the consent of the public.

### Wants Line Extended

The council wants the trolleys to run to William and Fillmore avenue as well as to Broadway and Curtiss street. Mr. Harmon pointed out that the railway and railroad companies have made an agreement to operate the trolleys only from Broadway and Curtiss street to the new station.

Mr. Harmon tomorrow also will report the terms of a bus consent from McKinley monument to the new station under terms proposed by a majority of the finance committee. These terms do not meet with the approval of the traction corporation. The bus consent is proposed to be temporary, pending construction of a trolley line.

In connection with the proposed trolley franchise, Mr. Harmon will report that he has not drafted a consent because the council resolution did not state the route nor the terms.

### Not Public Street

"No provision," he said, "has been made on the ground floor for a street car line passing through the terminal property, Curtiss street, through the terminal property, is not a public street although to all appearances, it is such a street.

"There appears to be sufficient space for the operation of street cars along the line of Curtiss street extended through the terminal. This would permit the installation of street car service connecting Broadway with the William and Fillmore car lines. Street car service also could be given by the installation of tracks in Lindbergh drive between the same points."

The existing plan of the two companies is to operate a trolley line from Broadway and Curtiss street, mostly on railroad property, to the new terminal, where a loop is planned. The council wants the service extended to William street and Fillmore avenue.

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# COUNCIL TO GET TRACTION HEAD'S LETTER MONDAY

*Courier-Exp-*

Plan, embodying route changes,  
paving tax, unacceptable,  
Yungbluth says

## SERVICE CALLED COSTLY

*6-23-1929*

Traction company claims its net  
loss for period of year  
would be \$46,000

The city's latest proposal for establishment of bus service to the new Central Terminal, Broadway and Lindbergh drive, has been rejected by the International Bus Corporation.

B. J. Yungbluth, president, last night made public a copy of a letter which will be transmitted to the common council tomorrow declaring that the company cannot accept the terms of the city, which provide, in addition to features embodied in a previous consent that was unacceptable, the requirement that certain route changes be made and a paving tax paid.

"The I. R. C. is willing to accept a consent to supply service on the same terms as those governing the Delaware and Delavan avenue service, which terms were accepted by the city, the company and the public service commission," the letter states, "and, therefore, are admittedly fair, reasonable and in the public interest. In an effort to reach agreement, the company has made concessions, providing more generous transfer privileges and for shortening the life of the consent. More it cannot do."

### Service Regarded as Costly

The letter continues to state that supplying station service is to the I. R. C. a costly responsibility and not a profitable privilege. It points out that the company calculates the net loss for the service rendered during the period of the proposed consent, one year, will be \$46,000 and that, while the company is ready to give the needed service, it cannot fairly be expected to accept conditions that would make the loss much

greater.

"The position of the company is not controversial," the letter concludes. "It is the only position that can be taken in fairness to our riders, who finally must pay all the costs of service."

The company plans to continue reconstruction of its roadbed in Fillmore avenue, between Sycamore and Broadway.

During the past week work has been done between Genesee and Sycamore streets. The section in Fillmore between Broadway and William was completed in advance of the opening of the terminal.

Work in William street between Broadway and Erie railroad is progressing. The asphalt surfacing on Seneca street between Main and Michigan has been awaiting the setting of the concrete.

The Buffalo Automobile Club, cooperating with I. R. C., is urging motorists to avoid the use of Fillmore between Genesee and Broadway, and has recommended using Mills street and Gullford.

### I. R. C. Asks Franchise

*X-6-23-29*

Application for a franchise for the extension of the Broadway car line over Curtiss street to the new New York Central terminal, supplemented by a request to operate buses till the street car franchise is obtained, was made to the common council by the International Railway Company yesterday. The application probably will be referred to the legislation committee next Monday.

President Bernard J. Yungbluth of the International Railway Company said in his communication:

"From the standpoint of public convenience, the best service can be given by operating street cars from

downtown over Broadway and Curtiss streets to the station. I. R. C., therefore, requests a franchise for extension of its street car line over Curtiss street from Broadway to land provided by the New York Central Railroad Company for a street car loop. It is proposed that the terms and conditions shall be the same as now govern the Broadway line.

"Since the new terminal is scheduled to open some time in April, and a referendum on the street car franchise, as required by the charter, cannot be held until the November

election. I. R. C. requests your honorable body for a consent running to International Bus Corporation to operate a motor bus route until the street car franchise is obtained. The bus route would be from McKinley monument over Court street, Broadway and Curtiss street to the New York Central terminal, returning by the same route under the following conditions:

"Term—One year and thereafter until revoked by the council or surrendered by the I. R. C.

"Fare—Ten cents, children in arms carried free.

"Transfers—Such transfers would be issued as would enable people to go to and from the station by the most direct route from or to any point in the city upon payment of a single fare.

"Equipment — Single deck buses with pneumatic tires."

The application was drawn up by Mr. Yungbluth at the suggestion of the legislation committee when the question of providing transportation to and from the new terminal came up for discussion at last week's meeting.

*Courier* X-6-25-29-  
**Legislators, traction enjoy indulge in bitter words as right to franchise is debated**

**PROPOSAL WINS 12 TO 3**

**But being unacceptable to company, all talk is for naught, one councilman says**

After a hectic session in the humid atmosphere of the council chamber yesterday afternoon, with council members arrayed against forces of the International Railway Company and the Chamber of Commerce in an oral battle in which charges of unfairness, unreasonableness, misrepresentation, political buncombe and deliberate liar were freely hurled, the common council voted a consent for a bus line to the new Central Terminal which the I. R. C. will refuse to accept.

Walter C. McCausland, public relations expert of the I. R. C., served notice upon the council in no uncertain terms that the company will not accept the proposal. Samuel B. Botsford, general manager of the Chamber of Commerce, was dragged into the discussion by President Frank C. Perkins, whom the manager accused of misrepresentation. Mr. Botsford apparently was there to urge the consent. Councilman Harry Fisher added further fire to the deliberations by accusing the I. R. C. representative of making deliberate lies which brought a response that was construed as an invitation to Mr. Fisher to come outside the chamber and back up his

**Resolution Is Carried**

After the fury of the battle had subsided, with Council President Perkins and Councilmen Frank E. Freedman and Fisher leading the legislative forces, the resolution by Mr. Freedman carried by the overwhelming vote of twelve to three.

Mr. McCausland, who had told the councilmen in plain terms what he thought of them, expressed a desire to say a few more things after the result was announced, but President Perkins ignored him and directed the clerk to proceed to further business.

Net result of the procedure is that the council and the company still are miles apart on a bus consent. Meanwhile, the company is operating buses on its own terms without a consent from the city. The buses run from the Statler to the new terminal.

There are only four points of difference between the consent that the company wants and the consent that the city is willing to give. The city wants a five-cent fare for children. The company insists upon charging ten cents. The city wants the buses to operate to William street and Fillmore avenue as well as to Broadway and Curtiss. The company won't do this. The city wants the company to pay a paving tax. The company refuses. The city wants a universal transfer. The company will give a free transfer only on trips beginning or ending at the new station.

**Street Railway Under Fire**

When Clerk Edward H. Lemme called for persons interested in the proposed consent, Mr. McCausland stepped forward to announce that the company is willing to operate on terms that it regards as fair and reasonable, but is unable to accept the city's terms. He said that the company estimates to lose \$46,000 a year

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by operating the bus line for one year.

Councilman Fisher was first on his feet to attack the I. R. C., drowning out the remarks by Councilman Freedman, who was sponsor of the proposed bus consent on the city's terms.

"That is all bunk handed out by the I. R. C. telling the dear public that it is going to lose \$46,000," said Mr. Fisher. "The company is not fair in this proposition. If it were it would put in a shuttle service instead of fighting for the privilege of losing \$46,000."

Councilman Freedman asserted that the company has not been fair with the taxpayers. He cited the refusal of the company to repave abandoned track areas. He said that the council's terms cannot be construed as oppressive in any sense.

"It is an insult to the people of Buffalo and the intelligence of this council to state that it believes it will suffer a \$46,000 loss," said Mr. Freedman.

"If you get a consent on your own terms, you'll take it. If not, you won't take it?" was the question asked of the I. R. C. representative by Councilman George P. Keating.

"You're putting words in my mouth," protested Mr. McCausland.

"That's a leading question but let's get an answer. Is it yes or no?" continued the councilman.

"Of course they'll only take it on their own terms," interjected Councilman John S. McGovern, as McCausland made no response.

#### Lively Repartee Ensues

President Perkins then launched into a bitter attack upon the I. R. C. He said that since 1920, the company had not bought one new trolley.

"But we bought 80 buses," interjected Mr. McCausland.

Mr. Perkins cited other figures. He said that the company had "unmitigated nerve" to say that the council is not co-operating. He said that one car in operation was bought in 1893 and that while the company was required to pay large sums annually for accidents, it failed to keep its equipment in proper condition although it was carrying \$100,000 a year down to Mitten management in Philadelphia.

"What do you think of that Mr. Botsford?" asked Mr. Perkins, who earlier had explained that he was giving the information for his benefit as well as that of others in the audience.

"The statement is absolutely incorrect," responded Mr. Botsford. "You've been making incorrect

statements to the people for many years."

"Where?" challenged Mr. Perkins.

"I'm not going to enter into a debate," replied Mr. Botsford. "I'm not running for office. But Perkins' statements always give a false impression to the audience. Of course, some of what he says is true. But he doesn't mention the fact that in the years he mentions many automobiles have been bought that are carrying people who formerly rode in the street cars. That is a factor that must be considered. But Perkins is not running against Henry Ford so he didn't mention it."

"No," shot back the president, sharply, "but he may be running against Dan Kenefick who is attorney for a number of corporations."

This sally brought applause from the galleries.

"I'd like to know if this is a campaign speech or a council hearing," asked Councilman Joseph W. Becker.

"I'll tell you what it is," retorted Mr. Perkins as he left the rostrum. "Take the chair, Mr. Davis."

Having reached the floor where he could talk more freely to the large audience, Mr. Perkins wound up with the statement that for twenty years the I. R. C. had not given the people an honest and square deal in the matter of transportation.

After Mr. Freedman moved the consent, Mr. McCausland voiced his thoughts of the council in plain language.

"I've heard a lot of political hulla-balloo that amounts to bunk. The question from the I. R. C. standpoint is economic and not political. We are ready to provide service. We asked for a trolley franchise last October. Many months have intervened and nothing has been done until now an unfair and unreasonable consent is proposed. The responsibility lies upon the council and the political trickery that Councilman Freedman and others are trying to pull to shift the burden is foolish. It must not be forgotten that for each additional tax that is imposed upon the company, the money must come out of the pockets of the car riders regardless of the political buncombe you have here. It is time for the council to get down to business and cut out tomfoolery."

#### Lie Is Passed

"That's a beautiful statement but not founded on facts," shot back Mr. Perkins. "The company does take the money out of the pockets of the car riders, but in recent years it has sent \$700,000 of that money down to Mitten management for advice that is nothing but mismanagement."

"The company doesn't give a damn for the public except to take money out of their hides," exploded Mr. Fisher." This sham about losing \$46,000! They're deliberate liars."

"You wouldn't dare to repeat that statement outside," bristled Mr. McCausland.

"You know it's the bunk," was Fisher's reply. "You couldn't exist if you did business that way."

is no disposition on the part of the city to interfere with the operation.

The traction franchise voted by the legislative committee is virtually on the terms for which the I. R. C. applied and not under the terms which the common council had unanimously directed the city law office to draft a proposed franchise.

**Differs on Route**

From statements made by Assistant Counsel Hurley, there is only one major point of difference. That is the question of the route. The I. R. C. wants to run trolleys from Broadway over Curtiss and make a loop in the station, returning to Broadway. The council had asked that a line be run from Broadway to William and Fillmore, either over Curtiss street or Lindbergh drive.

President Bernard J. Yungbluth of the traction corporation told committee members yesterday afternoon that the company finds it inadvisable to run the line to William and Fillmore. He said that a careful investigation had been made over a period of several months and that the conclusion had been reached that the loop line from Broadway was the best way to provide service for the convenience of the majority of the people.

"Why don't you extend the line to William and Fillmore?" asked Councilman Frank E. Freedman.

**Says Extension Not Justified**

"After careful study," was the response of the company head, "it is our firm belief that this additional service would serve an insignificant number of people and would not justify a cost of \$125,000 which would be entailed by extending the proposed line."

At the outset of the meeting, Councilman John S. McGovern sought to obtain a statement from the company as to its plans because of the

charges that were hurled at the recent heated hearing in the council chamber when the I. R. C.'s proposal for a bus line on its own terms was overwhelmingly objected.

Councilman McGovern said that an impression had been created that the company, due to its laxity in filing an application for a trolley franchise last October until the time was too late for the council to act, did not desire a trolley franchise but wanted a consent for bus operation that would amount to a perpetual franchise although a one-year term was specified in the consent.

"We're sincere about wanting a trolley franchise," said Mr. Yungbluth. "If this franchise is granted by the council and approved by the people the bus line will be discontinued."

*Courier 6-29-29*

**Traction grant to I. R. C. must have approval of voters to become effective**

**PUBLIC HEARING SLATED**

**Ratification by legislators of action taken by committee also is required**

Initial step toward permanent transportation service to the new Central terminal was voted by the legislative committee of the common council yesterday afternoon. It approved a grant of a franchise to the International Railway Company to operate trolley service from Broadway over Curtiss street to the new station where the cars will make a loop and return to Broadway.

Two additional steps must be taken before the franchise can become of force. The first is that a public hearing must be held and that the committee action must be ratified by the common council as a whole. The second step, under the charter, is that the terms of the franchise must be approved at the next general election before the service may be instituted on a legal basis.

**Needs Voters' Approval**

Jeremiah J. Hurley and John E. Livermore, assistant corporation counsels, informed members of the legislative committee that a bus consent does not require a referendum, but that a traction franchise, including the fixed occupation of a public street, is not effective until it has been approved by the people at a general or special election.

A deadlock exists between the city and the traction company over the terms of a proposed temporary bus consent. Meanwhile, the company is operating a line from McKinley monument to the new station without official approval. This operation will be continued without the law as there

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### City Attorney Urges Caution

Explanation was made by the company president that the present plan is to have the West Utica car line extended to the new terminal via Broadway and Curtiss street. He said that this will intersect all north and south trolley lines and will give adequate service to the new station. He added that conditions may bring about a change in the plans. Mr. Hurley agreed with him that this was not a matter to be taken up in the terms of the proposed franchise.

The city attorney cautioned against granting a consent on the same terms for the Broadway line as had been petitioned by the railway company. He said that the Broadway consent was an old consent which had been transferred to the I. R. C. He suggested that the terms of consent be patterned after the Elmwood line, which is a more modern franchise, and specifies that the company must maintain the tracks and pavement between the tracks.

"The state law requires that," said Mr. Yungbluth.

"Yes," countered Councilman George P. Keating, "but the state law may be changed and if we have a contract, the city is protected."

It also was pointed out that while the present plan does not contemplate vehicular traffic over the track areas, which will be built inside the curb, this space may be required for vehicles in the future. Although inside the curb line, the tracks will be on property owned and reserved by the city for street purposes.

Councilman George A. Davis, Jr., moved that a consent be drafted by the city law office and that the committee make a report to the council urging a public hearing and favorable action. Councilman McGovern seconded the motion for which Chairman William M. Eberhardt and Councilman Keating also voted.

Councilman Freedman cast a negative vote. He contends that the line should be continued to William street. His argument is that when William street extension is completed, this will be the most direct route downtown.

**Temporary right to run to terminal will be withdrawn unless rate is reduced**

### EXECUTIVE WANTS ACTION

6-30-1929

**Only response to his demand, he says, was a letter from Mitten office**

Declaration was made last night by Mayor Frank X. Schwab that he will withdraw a temporary and informal consent for operation of a bus line by the I. R. C. from the Statler to the Central terminal unless the company agrees to reduce the fare for children from ten to five cents.

The mayor disclosed that the only response to his demands made a few weeks ago upon representatives of the I. R. C. has been a letter from Mitten Management at Philadelphia that the matter is under consideration. He is not satisfied with this, but wants action.

"Because of the need for bus service with the opening of the new station, I made an oral agreement to permit the I. R. C. to operate without a consent for 90 days with the hope that the council and the company could agree upon the terms of a consent that would be good until trolley service is substituted," said the mayor.

#### Gentleman's Agreement

"No written agreement has been signed by me. It was merely a gentleman's agreement made because of the realization that transportation facilities to the new station were essential to the comfort and convenience of the public.

"At the time that this agreement was made I informed officials of the company that I would insist upon a five-cent fare for children under twelve years. If the company refuses to make this concession, I shall revoke the temporary consent and stop the operation of the buses. I believe that this is not asking much of the company and that it should be willing to let the children ride for half-fare. It is a burden on the people of this city to ask that ten cents be paid for each child, regardless of age, who occupies a seat. The company should grant this reasonable request."

The mayor announced that he will sign the council resolution awarding a consent to the I. R. C. to operate a bus line to the new station for one year, although he fails to see what beneficial effect will be had inasmuch as the company has announced that it will spurn the consent. It is based upon the council's terms, which the company refuses to accept.

**Traction company refuses to accept consent outlined for service to Central station**

*Council - Exp -*  
**YUNGBLUTH MAKES REPLY**  
*7-28-1929*  
**Same terms under which Delaware, Delavan lines operate are asked by trolley head**

As had been predicted, the International Railway Company yesterday refused to accept a bus consent to operate from the Statler to the new Curtiss street railroad station under terms proposed by the city.

The net result of the failure of the city and the company to agree upon terms of a consent is that the company will continue to run buses without the formality of a permit from the city or the state public service commission.

Permanent service to the new station is proposed to be furnished by trolleys. No franchise has yet been voted by the common council. Under the charter, no franchise can be awarded legally until approved by the voters at an election. It is intended to submit the matter at the next general election.

**Four Issues Involved**

There are four major points of dispute between the city and the company regarding a consent to operate a bus line.

The city asks that the line be operated the entire length of Curtiss street from Broadway to William street and Fillmore avenue. The company only wants to run from Broadway and Curtiss to the terminal and back.

A half fare for children under twelve is asked by the city. The company charges ten cents for all children who occupy seats, regardless of their age.

The city demands that there be a universal free transfer privilege so that the bus route may be used as a link in a transportation chain cover-

ing the most direct route between any two points in the city. The company will grant transfers only when the trip begins or ends at the new terminal.

Demand is made by the city that the company pay one cent per revenue bus mile as a tax to help pay the cost of wear and tear on pavements. This the company refuses to do.

**Letter From Traction Head**

The letter from President B. J. Yungbluth, refusing the consent offered by the city, follows:

"This will acknowledge your letter of July 5th, transmitting a certified copy of the consent passed by the common council of the city of Buffalo on June 24th, 1929, for the operation of buses between the new New York

Central Terminal and McKinley Monument.

"This consent is similar to that submitted to the council by its legislative committee on March 18, 1929, which the company could not accept as set forth in the letter of March 30, 1929, to the council.

"During the several months preceding the passage of this consent, the company and the legislative committee of the council had in conference attempted to reach an agreement. While the subject was still under discussion the company again set forth its position in a letter of June 22, 1929, to the council. Before the consent was passed by the council, the station opened. The company, although without a formal consent, met the public convenience and necessity by establishing a bus service informally, at the request of Mayor Schwab.

"Since all the costs of service must be paid by the riders, it is obviously to the advantage of both the city and the company that a consent should be granted on fair and reasonable terms, and without any unnecessarily burdensome conditions. In an effort to reach an agreement as to the terms under which service should be rendered, I. R. C. has granted the most generous transfer privileges, and has agreed that the life of the consent should be one year. In justice to its riders, the company cannot do more.

"It is our desire to continue to supply the needed service on terms that are fair and reasonable. As previously indicated to the council, the company is willing to accept a consent on the same terms as those that govern the service on Delaware avenue and Delavan avenue. These terms were accepted by the city, the company and the public service commission, and are, therefore, admittedly fair and reasonable and in the public interest."

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# INTIMATES IT WILL NOT GRANT SCHWAB REQUEST

~~Council Exp-~~  
Transportation corporation stands  
firm in contention children  
must pay full fare

## NO FORMAL REPLY MADE

7-29-1929  
Company ignores communication,  
presses only for same terms as  
on Delaware, Delavan lines

Definite refusal by the International Railway Company to accept the ultimatum issued a few weeks ago by Mayor Frank X. Schwab that children, under twelve, must be carried at a five-cent fare on the buses operating to the new Central terminal, is indicated in the letter which the company's chief has sent to the common council.

What step will be taken by the mayor remains to be seen. He probably will ask the company for a reply to his communication. His hands appear to be tied, however, as halting of the bus service likely would bring a wail of protest from persons who have no means of reaching the station except by the buses or taxicabs or walking.

### Letter Reveals Stand

A clear intimation that the I. R. C. will not grant the desire of the mayor is contained in the letter in which it offered to accept a bus consent to the new station on the same terms as the Delaware and Delavan bus lines. On these lines, a full ten-cent fare is charged for children who occupy seats, whether they are five or ten years old.

The charge of a full fare for each child, occupying a seat, is one of the terms which the I. R. C. contends fair and reasonable.

When the mayor asked the company to reduce the fare for children he was told that the matter would be taken under consideration. He intimated that unless the company complied with his request he would withdraw his informal consent to the operation of the buses.

It is believed that the city has the power to halt operation of the buses, inasmuch as they run without consent of the city or permit from the state public service commission. But the traction company seems to hold the upper hand.

### Company Able to Dictate

Likelihood exists that the company will continue to run the buses as it has been doing since the terminal opened and under such terms as it cares to make. A much similar situation exists on Bailey avenue. The Bailey avenue buses are operated without a formal consent, but the city does not dare to make a move to stop operation because the service is necessary. On this line, however, the regular rate of trolley fare is charged and universal transfers are granted.

### Voters to Pass on Franchise

One of the most important matters that will come before the common council when it reconvenes after the summer vacation will be the award of a franchise to the International Railway Company for operation of a trolley line to the new Central terminal.

Corporation Counsel Gregory U. Harmon and his staff now are engaged in the task of drafting a proposed franchise. This will be reported to the common council, probably at the meeting on September 9th, and must be approved by the council and the I. R. C. in time to get the question on the voting machines in November.

Under the charter, it is illegal for a trolley franchise to be awarded unless it has been approved by the voters at an election. Unless a franchise is submitted to the voters at the fall election, trolley service to the new station must wait another year because the I. R. C. will not pay the expense of a special election. The law provides that the corporation seeking a franchise must pay the cost of a special election. No cost is involved if the question is submitted at a general election.

It will be recalled that last year, just about two weeks in advance of the final date on which the question could be placed on the voting machines, the I. R. C. filed an application for a trolley franchise to the new terminal. The council contended that it was too important a matter to be disposed of on such short notice and failed to act.

### Permitted to Drift

Since then the matter has been permitted to drift with the exception that when it refused to grant the I. R. C.'s application for a temporary bus consent, the council requested the corporation counsel to draft a trolley franchise for its consideration.

Whether there will be dispute about the franchise remains to be seen. The I. R. C. petitioned for a franchise based upon the terms of the old Broadway consent. The city law office advised the council that the franchise should be based upon terms of more recent franchises and suggested that it be modeled after the terms of the Elmwood avenue franchise.

The main difference is said to lie in the fact that the Elmwood consent makes it specific that the company must keep the pavement between the tracks in proper condition.

# Details of Building Program for \$20,000,000 Station Made Public—Work Expected to Occupy Three Years—Streets Will be Widened, New One Made, and Subways Put in. *Courier-1-12-26*

Details of the building program for the new \$20,000,000 New York Central station on the Curtiss street site, to cover a period of approximately three years, were made public yesterday afternoon at the offices of the Terminal and Grade Crossings commission by Maj. George H. Norton, chief engineer.

Actual breaking of ground will take place April 15, featured by elaborate ceremonies, in which representatives of the city, chamber of commerce and Central Labor council will participate.

### Will Invite Schwab.

William H. Fitzpatrick, chairman of the commission, last night branded as "absurd" a printed report that Mayor Schwab would not be invited to attend the ceremonies because of his expressed opposition to the purchase by the New York Central of abandoned canal lands from the city as part of the downtown station program. Fitzpatrick said the Mayor would be invited as official head of the city.

The chairman of the commission will turn the first spadeful of earth, and President Patrick J. Crowley of the New York Central will turn the second. A large group of prominent railroad officials will witness the official opening of building activities on the new terminal.

Erection of a second crossing in William street, 400 feet west of the present crossing, and digging of a subway extension will be the first construction work. This subway will provide an entrance to the station for the handling of freight and baggage from the west side. It is expected this work will take practically all of the 1926 building season.

Simultaneously, the transfer of water and sewer mains will be carried on by the city. During the summer the dirt embankment of the West Shore railroad crossing William street will be carted away so pavement can be laid in the fall. All this preliminary work will be completed this year.

Starting early in 1927 construction of the station proper will be started. Architects are at present working on a suitable design for the building. It is planned, however, to have a tower included in the de-

sign in order to provide a building which is artistic.

### New Street Not Named.

A new street running from Fillmore avenue and William street to Broadway and the belt line will be cut through in the spring of 1927 and paved. Traffic then will be shunted to the new street, which has not been named as yet, and a new Curtiss street will be cut through in 1928. This is made necessary because the site of the new station includes land now forming part of the present Curtiss street.

In 1928 Lovejoy and Peckham streets will be widened. Lovejoy will be ninety feet instead of sixty-six feet wide, and Peckham will be eighty feet instead of fifty. During the third year the New York Central also will be occupied in installing tracks and other railroad necessities. It is expected the terminal will be completed entirely early in 1929. The contract with the city recently signed gives the railroad company three years in which to do the work.

The new Curtiss street will run underneath the station and provide accommodations for trolley cars and the handling of passenger baggage. Part of the old Curtiss street will be left open and used by mail trucks and persons calling for express freight. Lovejoy street will form the main entrance to the new station.

At the intersection of Lovejoy street and the new street, several hundred feet from the station, space will be provided for a parkway entrance in order to beautify the district. It is planned also to plant trees, grass and shrubbery along the streets.

### Central to Make Streets.

Maj. Norton said the New York Central will stand the expense of laying out the new streets and paving them. The only expense to be borne by the city will be in relaying sewer and water mains.

All energies of the commission officials and railway heads are concentrated upon getting the new terminal under way. Plans for the downtown station will be taken up during the summer, it was said. The contract gives the New York Central until December 1 of this year

to the supplementary plans for a downtown terminal.

It was reported that present indications point to a consolidation with the Lehigh Valley officials for the enlargement of their station to accommodate the New York Central. It was said, however, that no definite program has been formulated, as New York Central officials now are negotiating with the Lehigh Valley.

**Negotiate for Use.**

The Grand Trunk and the Pennsylvania, it is understood, also will use the Curtiss street terminal.

Negotiations are said to be under way.

Maj. Norton declared no difficult engineering problems are expected to crop up during the course of the work to delay the program as outlined.

There will be a meeting of the executive committee of the terminal and grade crossing commission with Commissioner John J. Love of the department of parks and public works this morning to make plans for the sewer and water main work.

*Case X 3-30-26*

First steps toward construction of the New York Central's new station in Curtiss street were taken yesterday when laborers began clearing the terminal site by tearing down a two-family house at 839 William street. Work is being done by the John Johnson Construction Co.

It was necessary to evict one of the families occupying the house yesterday before work could be begun. The New York Central railroad moved the family free of charge, paid two months rent for it in another place and gave it a large basket of groceries.

**Packs While Roof Is Removed.**

Mrs. Joseph Kawolski and her family, occupying the upper flat, will move out this morning. She calmly prepared for moving yesterday while workmen were removing the roof

from above her head. Tenants of other dwellings in the vicinity also have been ordered to move.

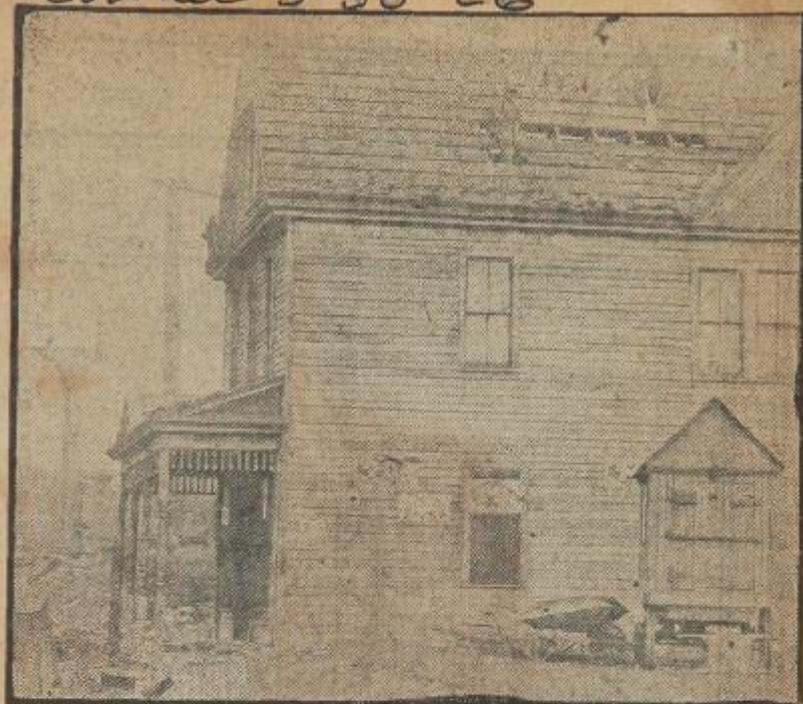
Work in the neighborhood will begin in earnest Wednesday when William street, between Thomas street and Fillmore avenue, will be closed to traffic, which will be rerouted either to Howard or Broadway.

A gang of International railway employes will start the work by tearing up the tracks for a distance of 800 feet in William street between Curtiss street and Fillmore avenue. Employes of the General Electric Co. will take down wires and remove poles, while the street department will rip up the pavement.

During construction of the William street subway, pedestrians will use a footbridge across William street, while vehicular traffic will be routed through Fillmore avenue and Howard street and back to William street. A stub line will be installed to handle street car traffic from Fillmore avenue to the city line.

The subway extension is being installed for the purpose of providing a western railroad track approach to the new terminal, to facilitate handling of express freight.

Corner 3-30-26



Above—First house to be razed in work of cleaning New York Central station site.

Below—View of William street which will be closed to traffic in that vicinity for construction of new subway.

X-4-11-1926

## Lowering of street levels and razing of houses begins several blocks away from site of Central's new depot.

First work on the new Central station in East Buffalo are seen at Fillmore avenue and William street, where workmen are busily engaged in rooting up pavement and razing houses. This is a distance of several blocks from the site proper of the new station, at Lovejoy and Curtiss streets, but this preliminary work must be done before the actual construction of the building can be begun.

William street immediately east of Fillmore avenue now is being torn up so as to lower the grade of the street. This is made necessary because of a new viaduct which is to be erected 240 feet west of the present one, in order to bring the tracks into the Curtiss street express station from the west. At the present time they come in from the east over the area to be occupied by the new station. The new bridge or viaduct will be 80 feet wide and will be located in William street about 180 feet from Fillmore avenue.

The running of new tracks from the west into the Curtiss street express sheds and necessary subterranean work, as changes in sewer, gas and water mains, will comprise the progress on the new station that will be completed this year. Next year will see the laying of tracks into the yards of the new station and the building itself partially erected. Engineers estimated that it will take the entire twelve months of 1928 to install the electrical switch and signal system. The finishing touches will be given to the station building that year also.

Several changes in east side streets will follow as a result of the new station. A new avenue of more than a mile long will be constructed over the old West Shore railroad embankment and extending from Broadway and the Belt line to Fillmore avenue and William street. This will be a street 100 feet wide with 50 feet paved, like Richmond avenue.

Lovejoy street, from Fillmore avenue to this new street will be widened 50 feet and made into a parkway, like Humboldt, with two 33-foot one-way drives. A circle, similar to Colonial circle, will be made at the intersection of Lovejoy street and the new street. Into this, besides the four corners made by the intersection, will run Sweet street from the north. A private drive at the other side of the circle, almost opposite Sweet street, will serve as a baggage driveway to Curtiss street and the express yards.

## THOROUGHFARE WOULD BE 86 TO 106 FEET

*Courier X-10-7-26*

Scheme embraces roadway from  
park to New York Central  
tracks

## COUNCIL BUYS PROPERTY

But tables resolution for big  
bond issue for new  
schools

A recommendation by the city planning committee that Delaware avenue be widened between Delaware park and the New York Central tracks, was referred to committee of five for consideration at yesterday's council meeting. The planning committee report called attention to the need for widening the street because of the heavy traffic and urged that the board of assessors be directed to certify the district that would be benefited by the improvement.

The committee urges widening of the avenue 40 feet on the west side from Delaware park to Amherst street, so as to produce a width of 106 feet at this point, and widening of twenty feet from Amherst street to the New York Central tracks to produce a width of 86 feet. There was no discussion of the report other than a suggestion by Commissioner Perkins that the avenue should be of uniform width.

# Work Under Way on Another Railroad Terminal Approach

News-9-19-28-

## Tearing Up of Peckham Street to Make 90-Foot Thoroughfare Started—Building of Station Progressing.

Workmen began Wednesday morning to tear up Peckham street, east of Fillmore avenue, preparatory to widening and repaving it to form another of the approaches to the Curtiss street terminal of the New York Central railroad. The street will be widened to 90 feet, connecting Fillmore avenue with Lindbergh drive, and sweeping up to the station.

Lovejoy street, another of the station approaches, is already widened and repaved. Curtiss street has been rerouted around the southeast corner of the station building, and only awaits completion of certain other features to be made into a thorough street connecting William street and Broadway.

### Over Mile of New Streets.

Altogether there will be a mile and a quarter of new streets built to replace those closed, according to William F. Jordan, principal assistant engineer of the New York Central, in charge of construction of the station. Lindbergh drive is 100 feet wide, and extends from the intersection of William street and Fillmore avenue over to Broadway.

Curtiss street passes under the station building, to give access to baggage, mail and express buildings, while passengers will arrive on Lovejoy street, which rises 22 feet to meet the station plaza.

The plaza is 600 feet long and 100 feet wide, with extra space at each end for parking areas.

### More Than 800 Men at Work.

More than 800 men are working on

the building now, declared Col. George S. Minniss, first assistant engineer of the Grade Crossing and Terminal Station commission, during an inspection trip Wednesday morning. Every conceivable type of building activity is now going on, except the very preliminaries. Masons, brickworkers, plumbers, pipefitters, carpenters, electricians, plasterers and dozens of others make the place a beehive, while out in the station yards, employes of the railroad are laying tracks, installing signals systems and preparing generally for rail traffic.

To the casual observer, the interior of the station at present seems a tangled mixture of piled tile, marble blocks, scaffolds, saw horses, bags of concrete and other indications that something is being built.

### Hints of Beauty Evident.

But here and there a plastered wall, a polished window sash or a glistening door hinge promises something of the beauty which the finished structure will possess.

But despite the activity, the place is almost as quiet as a church. Standing in the huge passenger concourse especially, one would think he was inside a cathedral. Every blow of the carpenter's hammer is lost up among the rafters of the curved ceiling 100 feet overhead, while each footfall is deadened by the cork flooring beneath. Here and there a workman's electric lamp stabs the gloom like a church candle, while only a few shafts of sunlight filter through the plasterers' scaffolding, which gives the effect of a strange, new kind of rose window.

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# TO ASK WIDENING OF STREETS THAT SERVE TERMINAL

*Courier-Express*

Council will receive urgent recommendation today from Public Works Chief Fisk

12-10-1928

Widening of portions of three streets to provide adequate traffic ways to the new Curtiss street station of the New York Central railroad, scheduled to open in May, will be recommended to the common council today by Commissioner George F. Fisk of public works.

Commissioner Fisk's plan proposes widening of Lovejoy street between Fillmore avenue and Krettner street, Krettner street between Lovejoy street and Broadway and Smith street between Broadway and Lovejoy street. It was prepared after Mayor Frank X. Schwab called attention to the fact that serious traffic congestion will result unless adequate approaches are made to the new station.

## Urges Speedy Action

Widening of Lovejoy and Krettner streets is proposed to take care of the increased traffic between the new station and the heart of the downtown district. Widening of Smith street is intended to take care of the traffic from the north and west.

"If steps are taken at once to acquire the property necessary to widen these streets to their proper width," said Commissioner Fisk, "we will be able to complete the widening and paving by mid-summer. I believe no time should be wasted, as existing streets will not be able to take care of the increased volume of traffic that will result from the opening of the new station."

Commissioner Fisk said that widened streets in the vicinity of the station east of Fillmore avenue will be sufficient to handle the traffic, but that there will be congestion west of Fillmore avenue.

The proposal is to widen the pavements on Lovejoy and Krettner streets from about 30 to 60 feet and on Smith street from 42 to 50 feet. It will be necessary to purchase or to condemn property to effect the improvements.

# STRESS NEED OF NEW APPROACH TO BIG TERMINAL

*Courier 5-23-29*

Commissioner Fisk, councilmen inspect Central station; sharp intersections to be cut

Possibility of a new approach to the Central Terminal was discussed yesterday afternoon at an informal meeting of George F. Fisk, commissioner of public works, Councilman Frank E. Freedman and F. E. McCormack, general superintendent for the New York Central railroad.

The discussion came up while the city officials visited Superintendent McCormack after a tour through several streets to map out plans for facilitating the movement of traffic from the station to the downtown area. It was purely informal and no decision was reached, although thought was voiced that eventually there will be a new trafficway to the business section of the city.

Commissioner Fisk and Councilman Freedman made the trip to the new station primarily for the purpose of making plans for the cutting off of corners at various intersections so that there will be no interference with movement of traffic to and from the new railroad station.

Tentative agreement was reached to cut sharp corners at Broadway and Emslie, Broadway and Krettner, Lovejoy and Emslie, Lovejoy and Krettner, Peckham and Emslie and Peckham and Krettner streets.

After driving over the various streets to determine where corners could be cut off to facilitate traffic, the councilman and city commissioner inspected the new station and conferred with Mr. McCormack.

# URGES WIDENING OF BROADWAY 20 FEET TO BAILEY

*Carrier X-4-25-29-*

## Councilman prepares resolution to make street main artery to new Central station

For the purpose of establishing Broadway as the main artery to the New York Central station at Curtiss and Lovejoy streets, Councilman Frank E. Freedman said last night that he will introduce a resolution at Monday's meeting of the council calling for the widening of the pavement for ten feet on each side from Lafayette square to Bailey avenue. The connecting link from Broadway to the station would be the Lindbergh Drive.

Mr. Freedman said that he expects to have the Broadway widening made part of the main thoroughfare program, now under consideration by the council and city planning commission. He will bring the matter up Monday, so no time will be lost in getting the project underway. Broadway is a 99-foot street for its full length within the city limits. The width devoted to vehicular traffic between Lafayette square and Bailey avenue is 60 feet. Under Mr. Freedman's plan, 80 feet will be devoted to vehicular traffic. From Bailey avenue to the city line, the vehicular lane is 42 feet wide, but traffic is comparatively light.

### Sidewalk Problem Looms

There is some doubt about the advisability of narrowing up the sidewalk width to make a greater width for vehicles in the business district in the vicinity of Broadway and Fillmore avenue. Mr. Freedman said that a width of less than 80 feet may have possibly to be granted in the roadway there. He contends that Broadway is already one of the principal arteries of the city and more suited as a route between the new station and downtown than would be obtained by the widening of Peckham and Lovejoy streets.

The widening of Peckham and Lovejoy streets has been proposed by the grade crossing and terminal commission, and their diversion into Broadway in the vicinity of Jefferson avenue. Mr. Freedman claims that to widen Peckham and Lovejoy streets will require expensive property condemnations. For the Broadway widening, he says, no such expense will be involved.

### William Street Extension.

The westward extension of William street to Ellicott street and Broadway should bring more business to William street merchants whose business has been decreasing for the past 35 years, according to Councilman Frank E. Freedman who also addressed the members. He outlined the William street extension plan.

Harry V. McClung, 233 Fifteenth street, was installed as president of the association. The other new officers are: Michael Reinhart, vice president; Hyman Weintraub, secretary; Abraham Slotkin, treasurer.

# Six Points in City Chosen As Starts for Motorist

*Cumier Exp. 5-5-1929*

Most direct routes taken, keeping paving and repair jobs in mind

Buffalo's new New York Central terminal in East Buffalo will be ready to serve the traveling public within a few weeks. Hundreds of Buffalonians, living hither and yon, may be wondering how to get there by automobile from where they dwell.

With both in mind, and curious himself as to what might be encountered, a reporter set forth with an automobile. Half a dozen points were chosen, without regard to possible location of traffic signals. At the outset it was determined that speed limits would be observed.

## Near City Line

Residents of the Riverside section know that aside from Niagara street, there are three thoroughfares which serve them into the North Buffalo district. Farthest out is Skillen street. From that point in Military road began the first drive to the towering structure in Lindbergh drive, or Lovejoy street.

Driving down Military road, one turns left into Grant street. From Grant street, a left turn into Scajacquada parkway brings the motorist into Delaware park. There's another left turn across the bridge at Park lake, then, following the Park drive, one keeps to the right into Humboldt parkway, continues through that thoroughfare into Humboldt park, turning thence into Fillmore avenue.

I. R. C. workers are busy in Fillmore avenue, so at Broadway it is best to turn left, and then right, into one of the several streets east of the avenue, then into Lovejoy street, and straight ahead to the terminal. Driving time was 23 minutes.

From Soldiers' place, the best route was found to be through Chapin parkway to Lafayette avenue, east to Main street, then through Masten and Northland avenues to Humboldt parkway, and then following the same route as in the first trip. Driving time was eighteen minutes.

From The Circle at Richmond avenue it was found best to drive east in North street to Michigan avenue, then to High street, to Johnson street, to Broadway, to Krettner

street, to Lovejoy street, to the terminal. It can be done in sixteen minutes.

## From Kensington

From Kensington and Bailey avenues, it is a simple matter to drive down Bailey avenue to Broadway, and thence to Lindbergh drive, to the station. Time consumed was fourteen minutes.

From Niagara square, one may go out Court street and Broadway to Emslie street, to Lovejoy street, to the station. It is a nine-minute drive.

From McClellan circle, in South Park, the easiest and fastest way is through McKinley parkway, to South Park avenue, to Seneca street, to Bailey avenue, to Clinton street, to Fillmore avenue, to Curtiss street, Lindbergh drive and Lovejoy street. This trip took 22 minutes.

In Clinton street it is best to keep on the car tracks as far as possible. With I. R. C. workers in Seneca street west of Bailey avenue, and in Fillmore avenue, those thoroughfares do not operate for making time. Krettner street is paved with stone blocks, but they are in fair condition. Johnson street is rough in spots. Broadway needs a lot of patching.

And one finds a lot of moving vans parked here and there these days. They mean one-way traffic.



# BUSY LANES TO NEW TERMINAL ARE OUTLINED

*Courtesy Exp.*

Major portion of traffic from  
downtown area will pass  
through Broadway

6-23-1929

Traffic from the downtown section of Buffalo will mostly move out Broadway to the Central Terminal. At any of a dozen or more points, it will cut to the right to Lovejoy street, and sweep down Lovejoy to the doors of the new building. From outer Broadway and its environs, the

route will be by way of Lindbergh drive.

Traffic from the west side residential section or from Kenmore or any of the sections living to the west and north of the downtown district, will approach the station via Humboldt parkway thence to Fillmore avenue and so into Lovejoy street and to the station.

Traffic from South Buffalo will approach by way of Clinton or William street, to Fillmore avenue and so to the station by way of Lindbergh drive.

A feature of the traffic handling is the divorce between passenger vehicles and those which handle freight, mail and baggage. The latter will not follow Curtiss street, which has been rerouted in such a way as to lead it back of these others, and cutting down to lead underneath the terminal building. Thus the familiar sight of a truckload of trunks or wagonload of packing

from the prospect of the traveling public.

Peckham street, the first street to cases will be eliminated entirely the south of Lovejoy, also has been widened, to 80 feet, to meet the demands expected of all the thoroughfares in this section.

Paving work in progress in Fillmore avenue, between Genesee street and Broadway, makes it necessary for motorists and drivers of other vehicles to avoid that stretch of Fillmore avenue for the next ten days. The Automobile Club of Buffalo recommends the use of Gullford street and Mills street as desirable detours paralleling Fillmore avenue between Genesee street and Broadway.

# BOOM WILLIAM STREET, IS PLAN OF MERCHANTS

X-623-29  
Business Men's Association seeks to heighten importance of thoroughfare

William street is to come into its own, according to the William Street Business Men's Association, which is developing plans to make this thoroughfare one of the city's principal business centers, a position it enjoyed years ago.

It is the ambition of the association to bring new and diversified businesses to William street, to attract trade from other streets, and so to establish its importance that it will become again a center of business activity.

At one end of William street is the new New York Central station, a beautiful structure erected at a cost

of approximately \$15,000,000. The station will be formally opened Saturday, June 22d. The position of the station will bring traffic to William street.

William and Smith streets and Fillmore avenue are now being paved. The association has been waiting for the paving of the street so as to facilitate traffic.

The extension of William street will be completed by fall, according to Frank E. Freedman, councilman from the Ellicott district. This extension will make it the shortest route from downtown to the new station.

In addition, elimination of the grade crossing at the city line, a project costing \$1,500,000, will open a new and greatly-needed traffic artery to the south and west. In all, the association estimates, between \$4,000,000 and \$5,000,000 will be spent on the improvement of William street.

The association further points out that the Erie railroad is planning to build and open a wholesale commission market on Bailey near William street. It is hoped that the market will help greatly the drawing power of William street as a shopping center.

## TERMINAL AN IMPETUS TO WILLIAM STREET

Tues, 623-29  
Drive for Improvements Given

New Emphasis; Street Now an Important Artery

Formal opening of the New York Central terminal yesterday lends added impetus to the drive for civic improvements and business development in William Street.

A campaign to raise \$4,000,000 for the improvement of the street has been launched by the William Street Businessmen's Association, which opened its drive Friday.

An intensive program has been prepared. It calls for the remodeling of old stores, the razing of antiquated buildings, and the building of new and modern business blocks.

Now Important City Artery

Prominent businessmen point out that William becomes an important city artery since the opening of the new

station, as it provides the shortest direct route from downtown Buffalo to the station.

Here are the high lights in the plans to bring William to a more prominent place on the city's map:

1. The new \$14,000,000 terminal.
2. The proposed \$3,000,000 commission market at William and Bailey Avenue.
3. The \$1,500,000 extension to Lafayette Square.
4. The elimination of the grade crossing at the city line, involving another \$1,500,000 expenditure.
5. The \$4,000,000 general civic improvement plan of the association.

Development Plan Complete

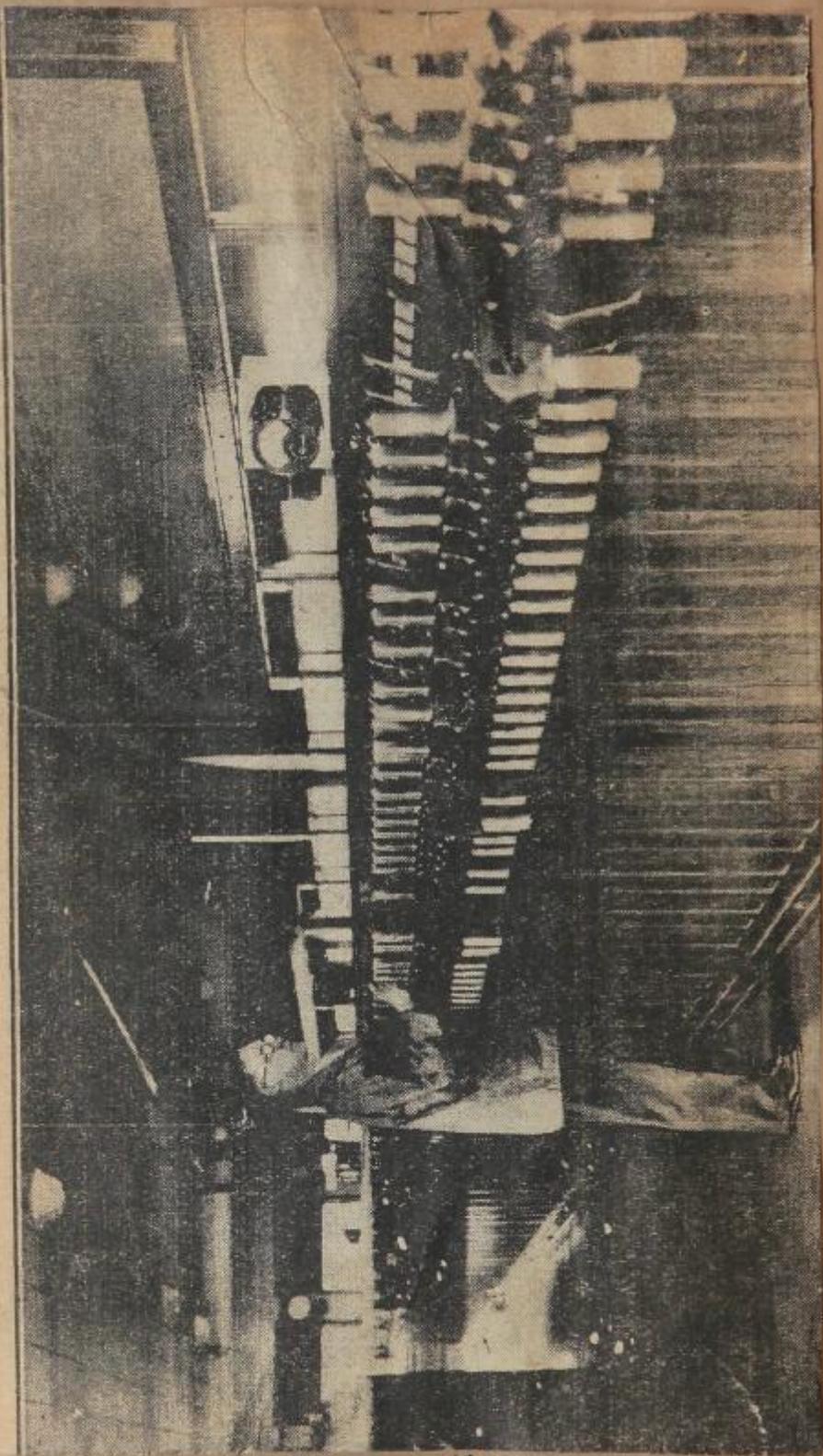
The purpose of the civic improvement plan, as outlined in the committee's prospectus, is to develop the busi-

ness of the street, bring in new merchants and draw trade.

The plan is to be carried out by advertising experts under the supervision of experienced William Street merchants, who plan to enlist the cooperation of city, county and state officials.

Members of the committee are now preparing to finance the plan and are calling upon William Street merchants and residents seeking financial aid.

Lever in Signal Tower Direct Train Movements in Local Yard



News 12/18/31

# Robot Controls Movement Of All Trains at Terminal

Electric Interlocking Signal System So Efficient Not  
One Accident Has Occurred There.

By EDITH NATALIE STARK

So many safety features are attached to the intricate, fascinating electric interlocking signal system used to guide 250 trains daily into and out of the yards of the Central terminal that, in the two and one-half years that it has been in operation, not one accident has occurred.

By courtesy of Frank E. McCormack, superintendent of the New York Central railroad, the system of signaling by electric operation from signal station No. 49 was explained by Walter H. Newman, signal supervisor.

Signal Station 49, a substantially constructed building of yellow brick, stands in the west end of the Central terminal yards. Here lives the robot, Mr. Electrical Interlocking System, who has replaced many swinging red lanterns.

He has 512 levers controlling switches and signals; the signals displaying red for stop, yellow for approach, and green for proceed. Green is the one most desired by locomotive engineers.

This robot works with lightning speed, co-operating with two men who operate the levers in eight-hour shifts.

#### Operates a Motor.

A switch lever achieves its purpose in two and one-half seconds. In its operation, an electric current is sent to a switch which in turn operates a motor. After the switch has gone to full, normal or reverse position, the motor is converted into a generator which provides sufficient electric current to return to the signal station and operate an indication magnet. This allows the lever to be placed to the full, normal or reverse position as desired.

If for any reason a switch point did not close to within 3-16 of an inch, no indication would be received at the signal station and consequently, no signal could be given to a train over the switch until it had been given attention.

There is also a device attached to the switch lever which, if the wires on the outside should become damaged or crossed, prevents the operation of the switch until necessary repairs have been made.

The operators of this mysterious

mechanism are guided by a large light chart, a diagram of tracks and signals leading to the station.

#### Every Movement Recorded.

This chart is so arranged that every movement of an engine or cars on the various track sections is recorded by a light. Each track section is approximately 300 feet long, and as the engine progresses, the little disc of light twinkles along the line on the chart. Usually many lights are glimmering at the same time. The numbers of the signals on the chart correspond to the numbers on the levers of the machine. These are arranged in a long straight row on the outside of a long cabinet.

The signal lights in the yards glow as brightly during the day as at night. They can be seen at a distance of 2000 feet during the day, and from as far as 3000 feet at night.

On the front of the entire length of the interlocking machine is a mechanical locking apparatus which manipulates steel dogs that lock the levers to prevent the operation of opposing signals. Another safety measure is the clockwork time release, provided so that when a signal lever is placed in the stop position, ten seconds elapse before the switch just ahead of the signal can be thrown.

#### Others for Safety.

Other electrical circuits are provided also for safety, such as those which prevent the operation of switches ahead of a moving train, and those upon which trains are standing. When trains are ready to leave the station, a green light flashes in the signal station, denoting the track on which the train is leaving.

David W. Lampkins is signal station director, at whose desk on a platform are loud speakers used to convey information from the other signal stations on each side of the terminal. Here also is a teletype machine for conveying information about trains to station forces. Frank Majewski bears the title of leading maintainer. And that job is no sinecure.

The lower floor of the building is used for storing relays, and all wires interrelating with switches and signals, and are being constantly tested.

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