

GENESEE VALLEY BULLETIN BOARD

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Editor

Rochester Chapter, National Railway Historical Society

This is a recreation of the original
typewritten newsletter, created by
Otto M. Vondrak, December 2020.

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This being our first issue we hope you like it. The Editor's address and phone number is printed above. He would like your written items or phone suggestions for news and improvements. Maybe even a new title.

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Very latest item at time of editing this issue says that the RTC will buy 25 diesel powered 36 passenger buses. Maybe we can persuade Jack Uffert to give you one of his old Yellow 750 series buses as first prize for a title for this sheet.

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This is Spring, too. A good time to start editing a News Letter like this one. It means a new season for the B&O as far as the Rochester branch goes. It means putting on the coal trains, and that Dock Junction will mean more than a name to new B&O brakemen and even the furloughed men called back first. Spring means the coal boats and the lake shipping, always a source of interest to the editor. For the first season, too, it means no car ferry. I'll miss it too, more than anyone knows, for when I held down Charlotte station alone at night, and would open the back door of the station and watch the car ferry bound for the open lake at say 2:55 am on a cold night, the captain sometimes gave me a short toot. I'll never forget that. As if going out with the ferry, the B&O announced the appointment of a new agent at Genesee Docks, H.T. "Tom" Jack, and the retirement of Mr. Randtke, who was there a long time. Mr. Jack was formerly weighmaster at Cloe, Pa., the big scales near Punxsutawney. We'll bet as agent and superintendent he'll supervise the weighing of many cars of coal before they dump them into the lake boats. One boat will take 20 carloads of coal around 1200 tons. Last year 502 boats got coal, nearly 2 million tons, and they want to do better than that this season. If they do it will be a record breaker.

Yes Sir the B&O really wakes up at this time of year. The same story can be reported from Toledo, Sandusky, Lorain, Cleveland, and Fairport Harbor. The editor has seen the B&O in action in Ohio when it comes to coal.

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The Baltimore & Ohio though is putting one thing to sleep. That is the Perry Local, which makes its last run April 28th. Jack Collins and Bob Gerling are planning a last ride party. See them for details.

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Another train at about the same time is being run by our Syracuse Chapter. From Syracuse to Utica to Watertown and back to Syracuse. Time of trip is about 9 hours and leave Syracuse just before noon. Fare around \$5.50. Write G.H. Straub, 305 Lathrop Ave., Syracuse 9, before April 21st, as this trip will run April 28th. Regular trains will be used. Your editor will be there, for he wouldn't miss a ride on the Central's St. Lawrence Division.

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Speaking of the St. Lawrence Division. Fred Merz is hard at work setting up that Clayton train and beat trip the middle of June. Don't forget it and talk it up every chance you get.

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You won't want to miss the June 1st meeting of the Directors in Buffalo. They are a fine bunch of men. Your Editor has known some of them more than ten years. I don't have to tell you about them. You met them at the Convention. But come to Buffalo and give them a warm handshake, even though you can't see your way clear to be with them when they ride the "Grand" River Ry. the next day and I do mean "Grand." Of course, that applies to the Lake Erie & Northern, the south end of the electric line.

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Notice that William Lang has stuck his nose into thing that don't concern him, once again. Seem to us he could do a lot to straighten up his own outfit, the RTC.

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A Chronological History of the Arcade & Attica

We think this newsletter ought to include a very brief history of one of the lines in this area each month. If not a brief history, then a more comprehensive one that could be continued for a number of issues. We take the Arcade & Attica as April is its birthday.

- April 5, 1880 3 foot gauge Tonawanda Valley Railroad chartered. Built and opened line from Attica to Arcade and Sardinia Jct. (PRR) the next Spring.
- 1882 Tonawanda Valley Extension Railroad Sardinia Jct. to Sandusky, Freedom, and Cuba completed.
- 1883 Name changed to Tonawanda Valley & Cuba Railroad upon merger of the two above mentioned railroads.
- 1884 Road went into receivership.
- 1886 Sandusky-Cuba line abandoned.
- 1891 Sale under foreclosure to Attica & Freedom Railroad.
- 1894 October. Buffalo, Attica & Arcade Railroad organized. Narrow gauge lines rebuilt. Arcade-Freedom line abandoned.
- 1895 December commenced operating standard gauge railroad.
- 1917 March 6th. Went into receivership and train service discontinued.
- 1917 May 24th. Present Arcade & Attica Railroad organized. Train service resumed June 1, 1917.

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Uncle Sam has the Marshall Plan. Rochester has the Fred Seymour Plan. Come to the first meeting in May when this scribe will be the first contributor to the plan with his true account of a trip to Arlington, Va., the point nominated for him to talk about.

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See where they are going to run a bus fan trip. In buses of a certain company which once ran trolleys over the very same streets. Shades of Ithaca Railway. Can you imagine a bus, instead of the Birney trolley from Geneva neighboring city running from LV station bouncing down the brick street on single track onto double track through the narrow busy downtown, up the long hill around the sharp curves on that hill past the Cornell University Buildings and across the campus over single track wood trestles over the deep ravines, winding past the professors' homes, up to Schoell Keff Stadium and then back downtown. Pleasant memories we made of the trip and have pictures of the car [text cuts off the page]