



LEFT The *Lake Shore Limited* pauses at Buffalo Central Terminal in January 1977 before resuming its journey from Chicago to New York City. KEN KRAEMER

ABOVE The eastbound *Lake Shore Limited* at Rotterdam, N.Y., in June 1976. JOHN D. BARTLEY

BELOW Train 448, the Boston section of the recently reinstated *Lake Shore Limited*, runs beside the Hudson River at Castleton, N.Y., on November 6, 1975. LOUIS M. WASSERMAN



East-Midwest Routes via Buffalo

The route via Buffalo to Chicago was not included in the original Amtrak system, but was the first state-supported "403(b)" train, as designated for the section of the Amtrak Act that allowed states to buy additional service if they agreed to subsidize two thirds of any losses. With the states of New York and Ohio pledging to cover that share of any losses, Amtrak launched a New York–Buffalo–Cleveland–Chicago round trip (the traditional New York Central *20th Century Limited* route) that started on May 10, 1971, operating out of Grand Central Terminal in New York. Launched simply as Penn Central trains 68 and 69, the service was named the *Lake Shore* on November 14, 1971, but was discontinued on January 5, 1972, when state funding was withdrawn.

On October 31, 1974, a new route to the Midwest began when the New York–Buffalo *Empire State Express* was extended to run through southern Ontario to Detroit. Prior to Amtrak, New York Central and then Penn Central operated some passenger trains via this route (NYC subsidiary Michigan Central's former Canada Southern mainline), and with connections at Detroit it became an alternate routing to and from Chicago. Such was not the case for Amtrak, as the late-evening arrival in Detroit and early morning departure back to New York only permitted connections to the Detroit–Chicago service with an overnight layover.

For a year the *Empire State Express* made no stops in Ontario, but starting in October 1975 stops were

added at Fort Erie, St. Thomas, and Windsor. In January 1978 the train's name was changed to the *Niagara Rainbow*, and late that year it was rerouted to operate through its namesake city, Niagara Falls, where it crossed the international border. That reroute eliminated the Fort Erie station stop and border crossing.

The *Lake Shore Limited* Returns With a New Appendage

Late in 1975 the *Lake Shore Limited* returned as an experimental route designated by the U.S. Secretary of Transportation. Unlike the 1971–72 version, it was designated as a Boston–Chicago route, but Amtrak added a section from New York which in reality was the main train. The section from Boston operated

through Springfield, Mass., and these two parts of the *Lake Shore Limited* joined or split at Albany.

Initially, the Boston section of the train took 6½ hours to cover the 218 miles between Boston and Albany. This slow schedule was due in part to PC's action in 1972 to remove its Post Road Branch track, which allowed a direct connection into the Albany–Rensselaer station. As a result, the *Lake Shore Limited* had to make a long backup move from the Boston–Albany line down to the New York–Albany Hudson River line below. The result was a 2½-hour schedule to cover the 70 miles between Pittsfield, Mass., and Albany. Heavy freight traffic on PC's Boston–Albany line also contributed to the relatively slow schedule for the Boston section.