

From the Observation Deck

President
CARL OHLSON

Coal Dust Black... Hot... Sweaty... Noisy... Y-2's... Long Trains... Coal Drags... Pushers... Bullmooses...

One hundred years ago in 1890, the O&W opened the Scranton Division. It became one of the main sources of revenue for the Old Woman for quite a time. Today, about all one can find left is the abandoned roadbed and maybe a few spikes of this once proud railway. One can, however, still traverse parts of the roadbed in many areas. I've had the good fortune to have some "crazy" O&W friends who occasionally like to drive down the roadbed in their cars, sound the horn as though barrelling downgrade in an FT A-B-B-A complete with freight! But there are other ways to experience the NYO&W.

For instance, on July 7th the Society presented a slide and movie show at Mayfield, PA for those ex-O&W employees of the Scranton Division. Many men and women stopped in to look at slides and photos, discuss their jobs on the Old & Weary, tell tales, and trade stories. Several O&W men pointed out various locations of yard buildings that were in the Mayfield Yard. We looked at old photos of Mayfield, then glanced at areas of trees and fields before us. It was just so difficult to envision. Nature has come back to reclaim her own. All in 33 years! In Bauman's "scrap yard" several old rusted O&W hulks remain. Trees have even grown through some of them. One can still read "Ontario and Western" in faded paint on their sides. But it's really all gone now. It has slipped away so fast. Too much time has gone by to save any of these once regal cars. But a wonderful sense of O&W history can be achieved by talking to and recording the many stories and lives of former O&W employees.

Which leads me to this thought... Is our Society's goal to find and restore O&W rolling stock? Or accumulate railroad hardware such as lanterns, locks and keys? Or do we have a different path to follow? When I first joined the O&W Society, I soon became aware that our strength, our gold mine if you will, was in the extensive archive collection we have. I had the belief that the main issue to be undertaken by your trustees and officers in the '90s was to find an accessible, safe location for these priceless works. And it seems like all of the sudden, thanks to the hard work of Allan Seebach and a few others, a building was found, the Cornell collection was made available, and we are now working on moving the archives to a new headquarters. I can not stress the importance of having our archives under one roof, and made available to the membership. Preserving the O&W linens, blueprints, track maps, photos, negatives, records, ledgers and other documents is our immediate and primary mission. Of course, all this preservation would be for naught if we did not share this fascinating history with all those who desire to experience it. The dissemination of history of the O&W through our publications is at our heart. Our members have and will reap the benefits. Those members who would like to research and write articles on their favorite O&W subjects will soon be able to use our archive facility.

Several members have felt so strongly about all this that they have made a substantial monetary contribution to help alleviate the cost of rent for the archive building. If you feel as strongly as I do about this, please join me in helping our Society's goal of establishing a "self-perpetuating" archives trust fund. Your Society has made a monumental commitment which will put us on the map as one of the outstanding railroad historical societies in the nation. I can't help but marvel at the huge step we have made.

And speaking of steps, I'm standing on a spot outside of Mayfield, O&W lantern in hand, about to begin to wander, "Looking Down the Roadbed..."

Carl O

THE ONTARIO & WESTERN RAILWAY HISTORICAL SOCIETY, INC. is a non-profit educational corporation chartered in 1975 by the Regents of the University of the State of New York. The corporation, chartered by the National Railway Historical Society in 1963, is one of over 150 chapters, (The Ontario & Western Chapter), located throughout the Nation.

O&WRHS has as its purpose, projects dedicated to historical railroad research and other activities as shall benefit its membership. Some of these include monthly meetings of general railfan interest, bus trips along the former O&W right of way, railroadiana auctions, modeling shows, photo slide contests, excursions to operating steam railroads and an annual banquet.

THE SOCIETY maintains an extensive collection of O&W memorabilia, some of which is for sale. A list of these items and one of available OBSERVER back issues may be obtained by sending a SASE to our Middletown, N.Y. address. Further membership information may be obtained by writing Harold Ripperger, 373 Garretson Ave., Staten Island, NY 10305.

MEETINGS OF THE CHAPTER are held on the first Friday of every month (except July and August) in Room 111, Harriman Hall, Wawayanda and East Conkling Avenue, on the campus of Orange County Community College, Middletown, N.Y. at 7:30 PM. In case of inclement winter weather the meeting will be held automatically on the following Friday.

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Typesetting	ROCKLAND TYPOGRAPHICAL SERVICES

Front Cover: Class B number 4, originally built as a single cab G class 4-4-0 by Brooks in 1887, is on the point of northbound Scranton Division Train #1 in a company photo taken from the balcony of the Mayfield yard office on April 28, 1911. O & WRHS Collection.

Back Cover: Stock certificate number 202 of the Ontario, Carbondale & Scranton Railway Company. O & WRHS Collection.

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INTRODUCTION

In 1888, the Ontario, Carbondale & Scranton Railway was formed by the consolidation of the Hancock & Pennsylvania, the Forest City & State Line, and the Scranton & Forest City railroads. All three of these short lines were owned by the directors and officers of the O&W, and held charters to construct segments of what would become the Scranton Division. With their consolidation, the O&W officers and directors received proportionate stock in the newly formed Ontario, Carbondale & Scranton. Likewise, in 1888 the New York & Ontario Land Company was incorporated to acquire property in the Lackawanna Valley anthracite coal fields which bordered the Scranton extension. The O&W provided the funding for the land company which was to repay the mortgage at 6% interest. Coal from the coal fields owned by the land company was leased to the New York & Scranton Coal Company which had the responsibility for the actual mining and colliery operations under the stipulations that all tonnage travelled via the O&W.

Despite delays in securing the right of way, legal problems with rival railroads, and poor weather, the OC&S opened for traffic on June 30, 1890. The O&W leased this line from the OC&S for a period of 99 years at an annual rental of \$75,000 plus 6% of gross earnings. Connecting with the O&W main line at Cadosia, the extension crossed Cadosia creek and followed the westerly slope of the East Branch of the Delaware River for three miles where it crossed over the Erie and the West Branch of the Delaware into Pennsylvania. The line then followed the westerly slope of Shehawken Creek, crossed Falls Creek, and continued on a fourteen mile climb to Poyntelle (originally referred to as Preston Summit), 2,078 feet above sea level. For the next 19½ miles, the line descended into the Lackawanna Valley, and crossed over the D&H main and gravity tracks at Carbondale to the west side of the Lackawanna Valley and followed the Lackawanna River bank for 5½ miles to Jermyn. From Jermyn to Scranton, a distance of 12½ miles, the line crossed over the D&H at two locations, over and under gravity tracks at four locations, over mine branches at three locations, over and under streets and highways at eight locations, and over the Lackawanna River at four locations. All rails in the main track were 67 pound steel and sidings and mine branches were laid with 56 pound rails removed from the O&W when the main line was redone with heavier steel. From Cadosia (originally Hancock Junction) to Simpson, gravel was used as ballast, and from Simpson south to Scranton the ballast was culm. Although the entire line was single tracked except for a two mile double track section from Providence to Scranton, grading, slope wall construction, and many masonry foundations allowed for the future addition of a second track. In order to handle the coal traffic, a large coal marshalling yard was located at Mayfield (Mayville until its incorporation in 1891) to the north of the majority of the collieries which shipped coal via the O&W. In 1892-1893 the railway constructed a roundhouse and turntable, powerhouse, coal trestle and other facilities to handle the servicing and repair of engines and rolling stock.

By the turn of the century, it was obvious that the O&W could not adequately handle the tremendous volume of coal traffic, and the railway began doubletracking its main line from Cornwall to Cadosia from 1902 until 1908. During this same period, the following sections of the Scranton Division were doubletracked: 1.8 miles from Jermyn to Mayfield, 13.48 miles from Carbondale to Pleasant Mount, and 2.96 miles from Preston Park to Starlight. With the completion of its main line second track, the railway turned its resources to completing the doubletracking of the balance of the Scranton Division which it finished by the end of 1912. During this period, the O&W also enlarged the yard and engine servicing facilities at Mayfield by constructing a new ten stall roundhouse and turntable, coal tipple, track scales, ash pit, sand house, powerhouse and machine shop at the south end of the yard as well as a car repair shop at the north yard.

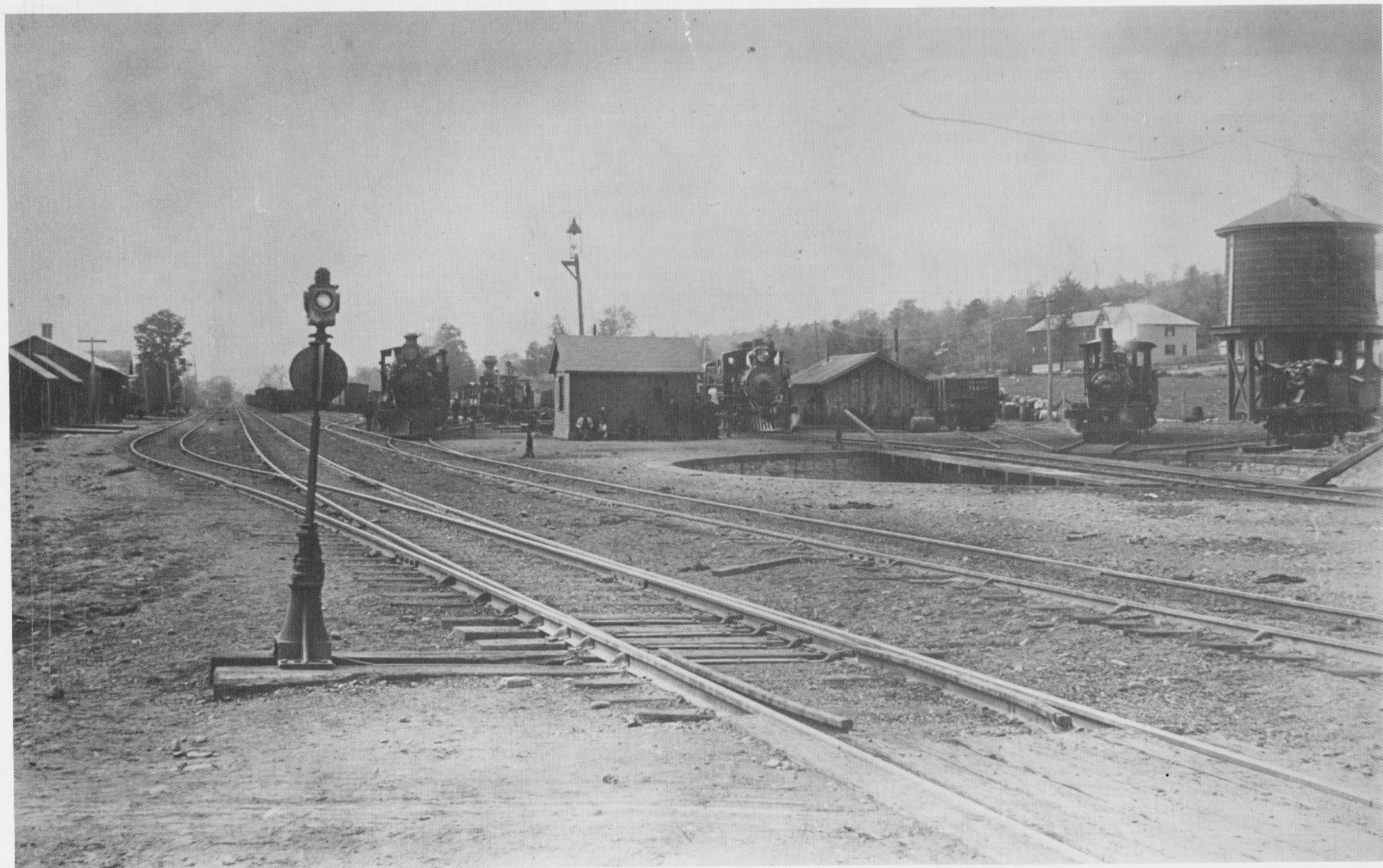
Special thanks to Walter Kierzkowski; Walter A. Vosetski; John Buberniak, Delaware & Hudson Railroad Historical Society; Paul Figliomeni, Meredith Hose Company of Childs, PA.

John Bifano
Allan F. Seebach, Jr.

When the Scranton Division opened on June 30, 1890, there were few servicing facilities at Mayfield Yard as evidenced by this photograph. By the summer of 1892, however, the O&W had constructed at the north end of the yard a roundhouse, blacksmith shop, store and tool houses, office buildings, and an additional sand house as well as extending the yard sidings. The following year saw the completion of the coal trestle.

N.Y. G.W.

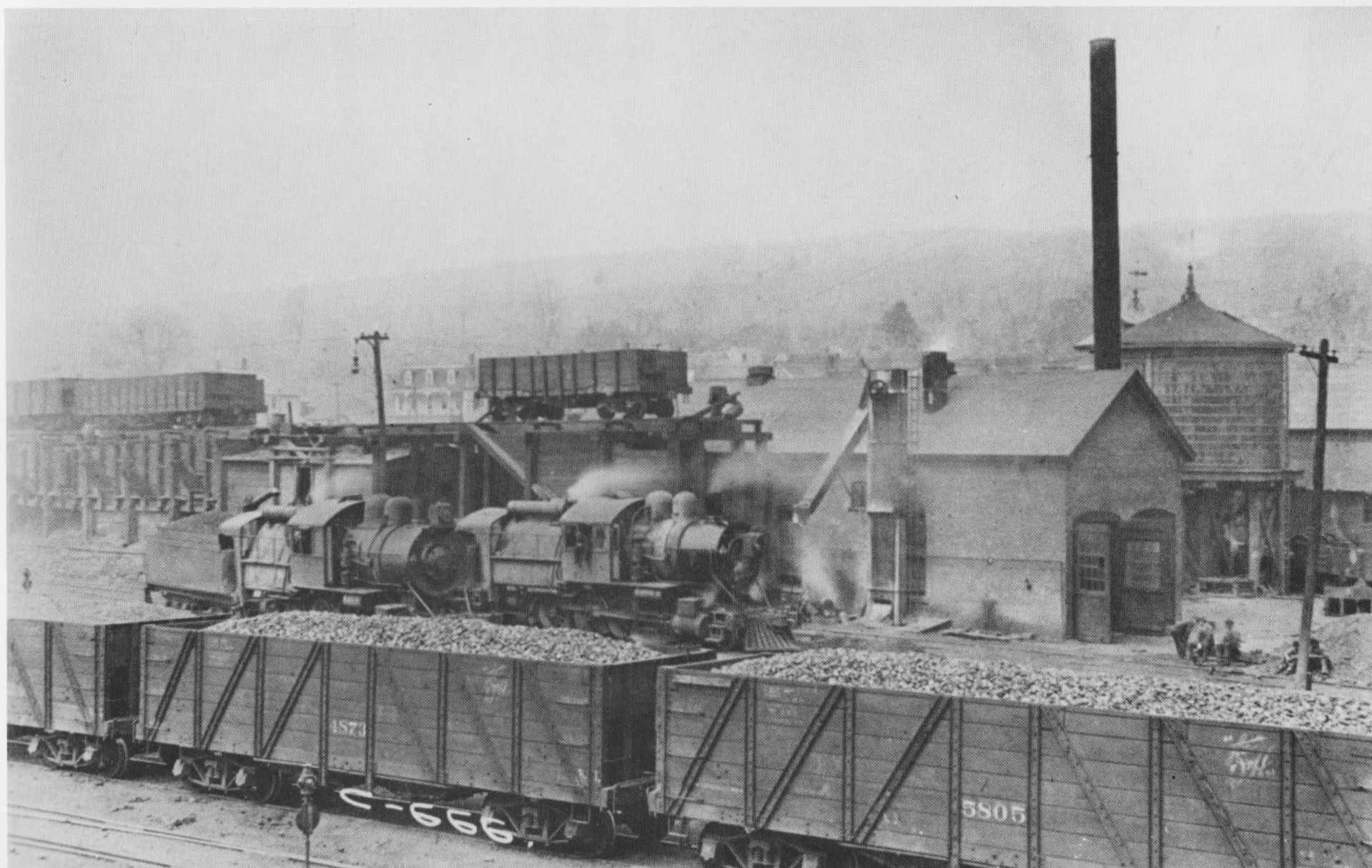
O & WRHS COLLECTION



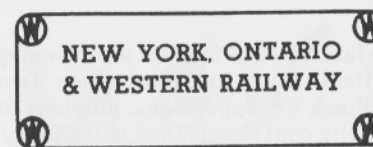
The original engine servicing facilities at Mayfield were located in the north yard opposite the Mayfield station and yard office. Two of the O&W's twenty Class P camelback Consolidations, numbers 202 and 216, have just been refueled at the coal trestle, and will shortly return to their duties on April 28, 1911.

**SAFETY
FIRST**

O & WRHS COLLECTION



Another view of "Orries" numbers 202 and 216 taken by the company photographer on April 28, 1911. The turntable pit in the foreground will be filled in and the original seven stall roundhouse will be razed by year's end. The coal trestle and the boiler house, however, remained to help augment the rigorous demands which the increasing coal traffic placed on the O&W's motive power.



O & WRHS COLLECTION

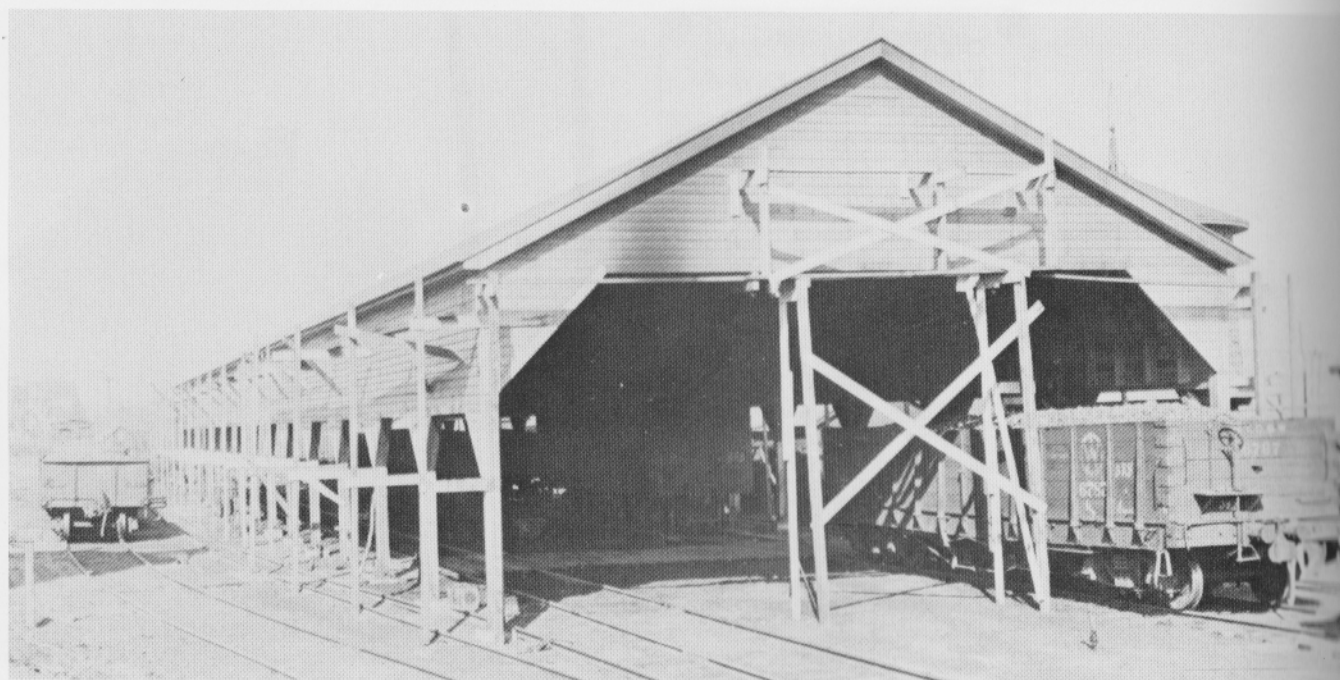


Built in 1898 at a cost of \$3,239, the Mayfield Yard office (right) also housed the division superintendent's office. An extension would be added to the south end of the yard office in the early 1920's. Looking north from the yard office balcony (below), a "goat" moves a string of hopper gons past the storehouse. Note the south end of the wye which lies on the fill to the center right as well as the tracks of the traction Scranton Railway Company which bisect the O&W right of way. Both photos taken April, 1911.



WALTER KIERZKOWSKI COLL.

In order to make year round repairs to rolling stock, the O&W constructed a car repair shop at the north end of the yard in 1912 (right). Hot boxes, stress fractures to iron wheels and braces, and cracked wooden side panels were an all too common malady of the O&W's over-worked coal gondolas. Prior to the construction of the car shop, repair facilities were severely restricted as shown below in a photo of the proposed site of the new repair shop taken on a frigid January day in 1910. The water tower to the left is a recent improvement. To the rear of the tower is the Carbondale and Providence Turnpike, now US Route 6.



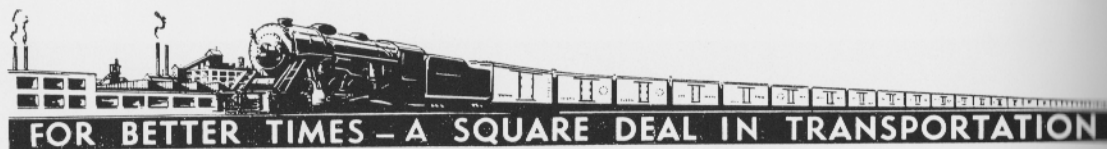


O & WRHS COLLECTION

Workmen continue their labors on the excavation of the new ash pit (left) in a northbound view taken in April of 1911. By July, the new ash pit, coaling tower, ten stall roundhouse, powerhouse/machine shop, store house, sand house, and sand tower are in their final stages of completion (below).

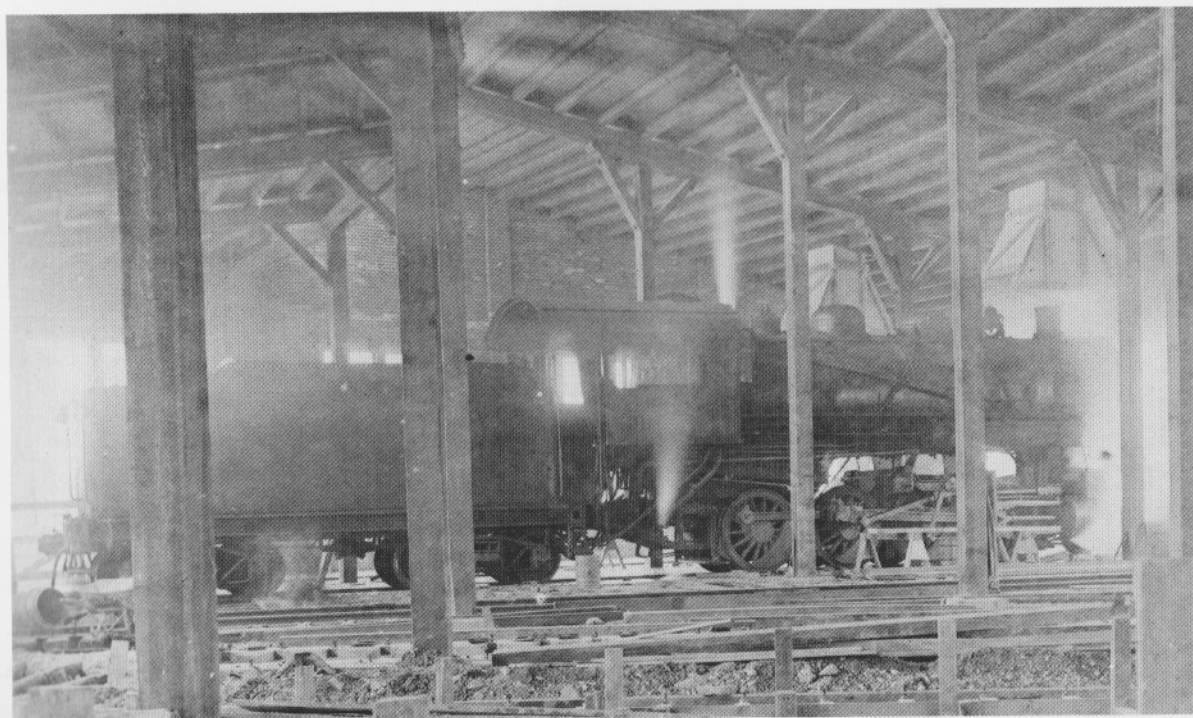
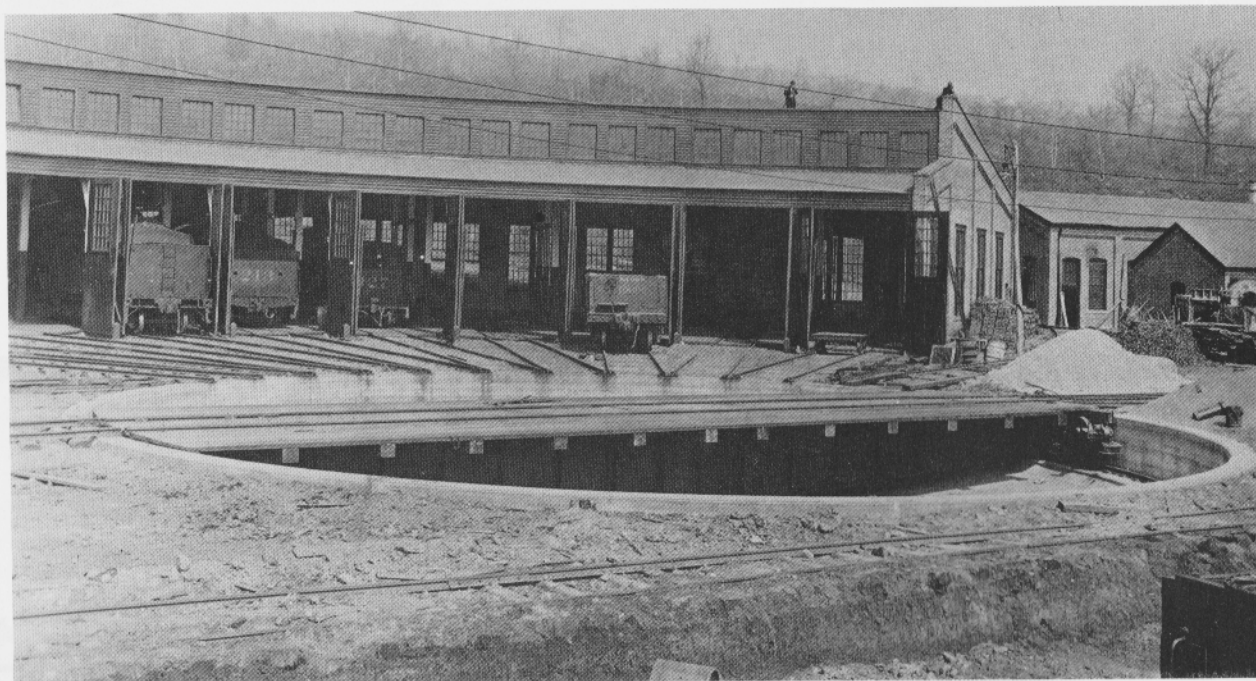


Taken from atop a box car in the east yard, this April, 1911 company photo looks north. In addition to the construction of the new shop facilities, the O&W added extensive yard trackage eastward from the mainline to the Lackawanna River.



O & WRHS COLLECTION

While construction on the yard and shop facilities was still in progress, the O&W pressed the new roundhouse into service to help expedite the availability of motive power for northbound trains as evidenced by this company photo in early 1911.



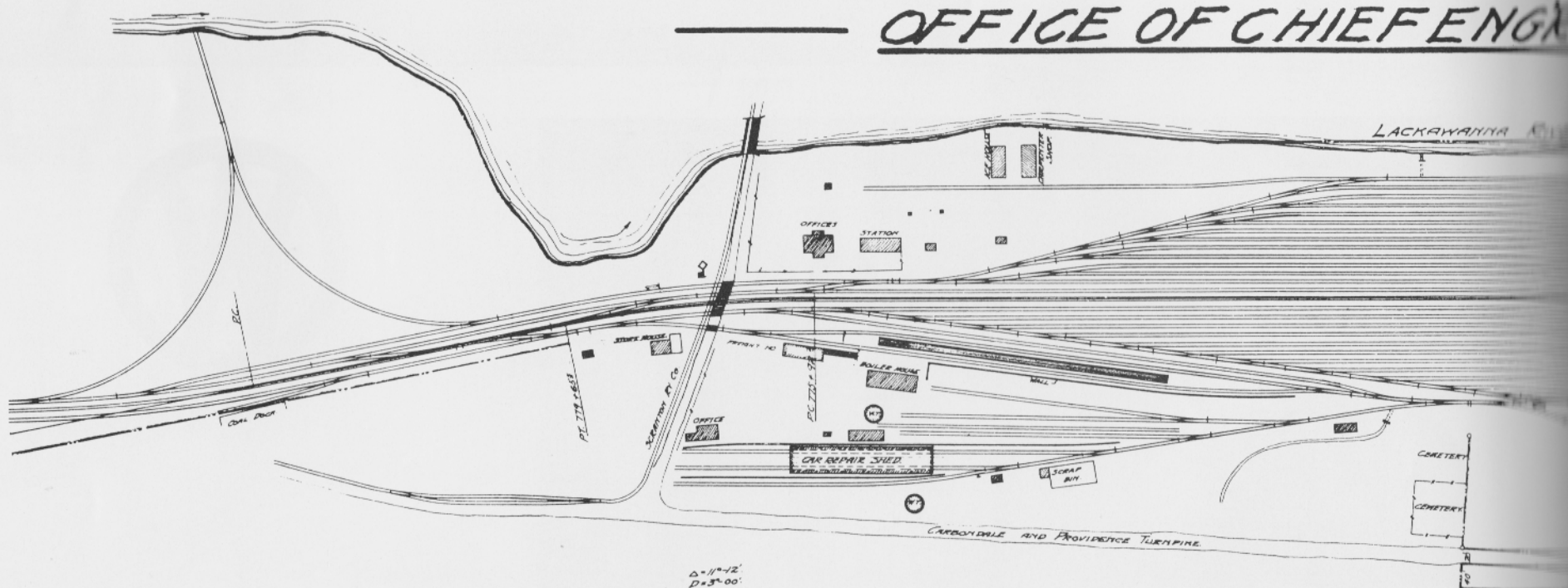
W Class number 309 had the honor of being the first engine in the new roundhouse on February 1, 1911.

O & WRHS COLLECTION

N.Y. Co. & W.
SCRANTON

MAYFIELD

OFFICE OF CHIEF ENGINEER

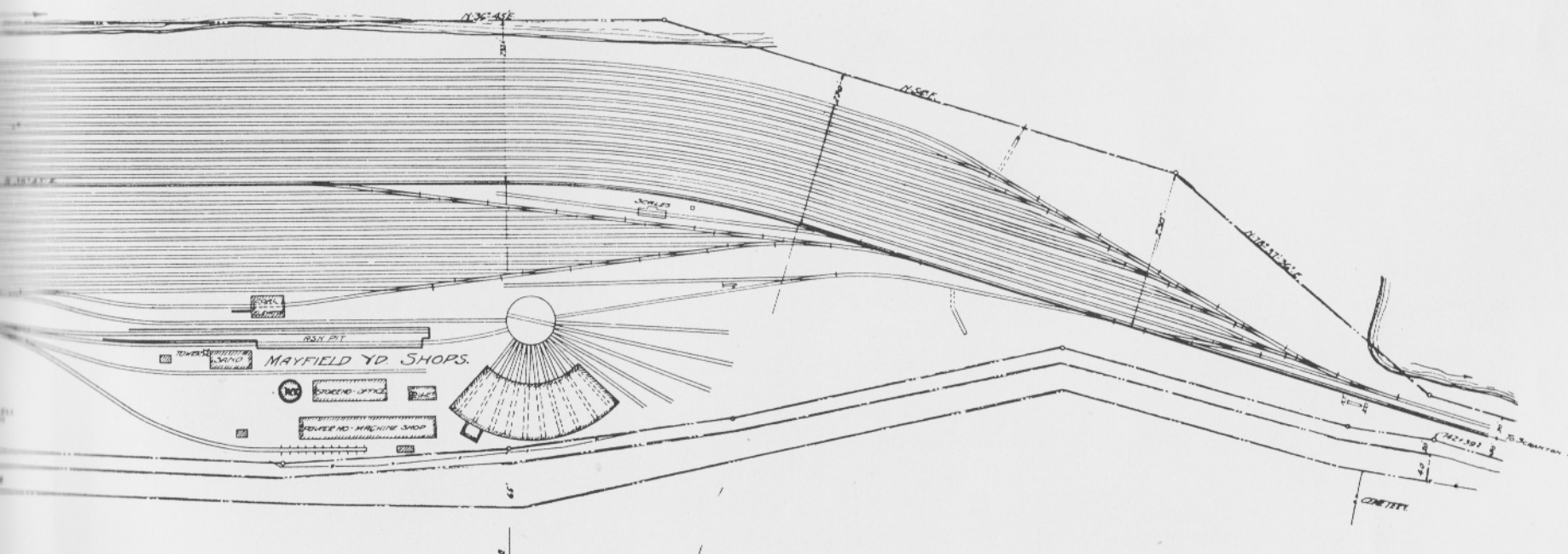


Δ = 1/4" = 12'
D = 3" = 60'

P.Y.

YARD.

MIDDLETOWN, N.Y. JULY 1913.



The company photographer took his equipment to the roundhouse roof to capture this image of the yard project on April 7, 1911. Note P class number 217 threading its way between the storehouse and sand house, and the yard tracks which are jammed with coal-laden hoppers awaiting shipment.

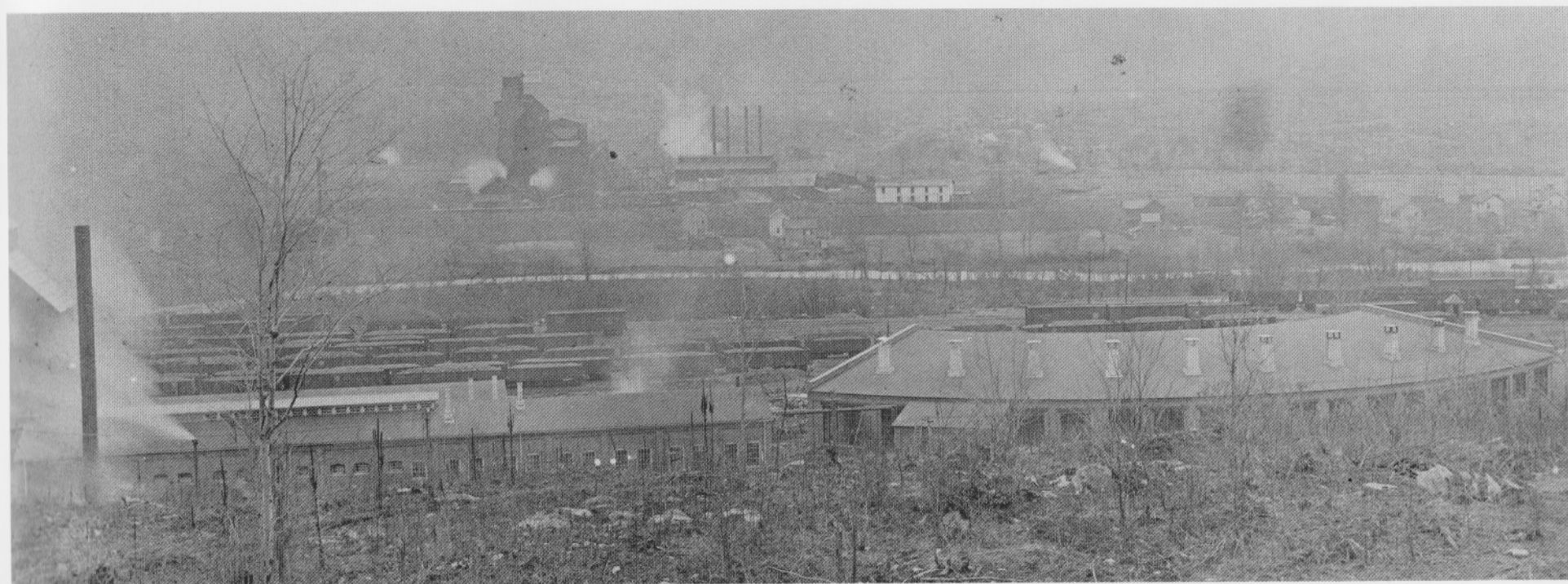


O & WRHS COLLECTION



O & WRHS COLLECTION

The panoramic view (below) is from a hill to the west of the yard facilities. Running through the center of the picture is the Lackawanna River. The Delaware & Hudson's mainline is to the east of the river, and Erie Breaker shows in the left background. To the right is a post card view of this same breaker.





WALTER KIERZKOWSKI COLL.

This photo, taken six months prior to the United States entry into the Second World War, belies the financial troubles which were plaguing the railway.

The clouds of white smoke over the Mayfield roundhouse attest to the bitterly cold weather conditions which were common on the Scranton Division as three P class locos and fellow worker number 361 seek shelter from the storm. Hopper number 20015, now relegated to cinder service, was one of 500 cars which the O&W purchased in late 1932 from the Pennsylvania Coal & Coke Company at \$625 each.

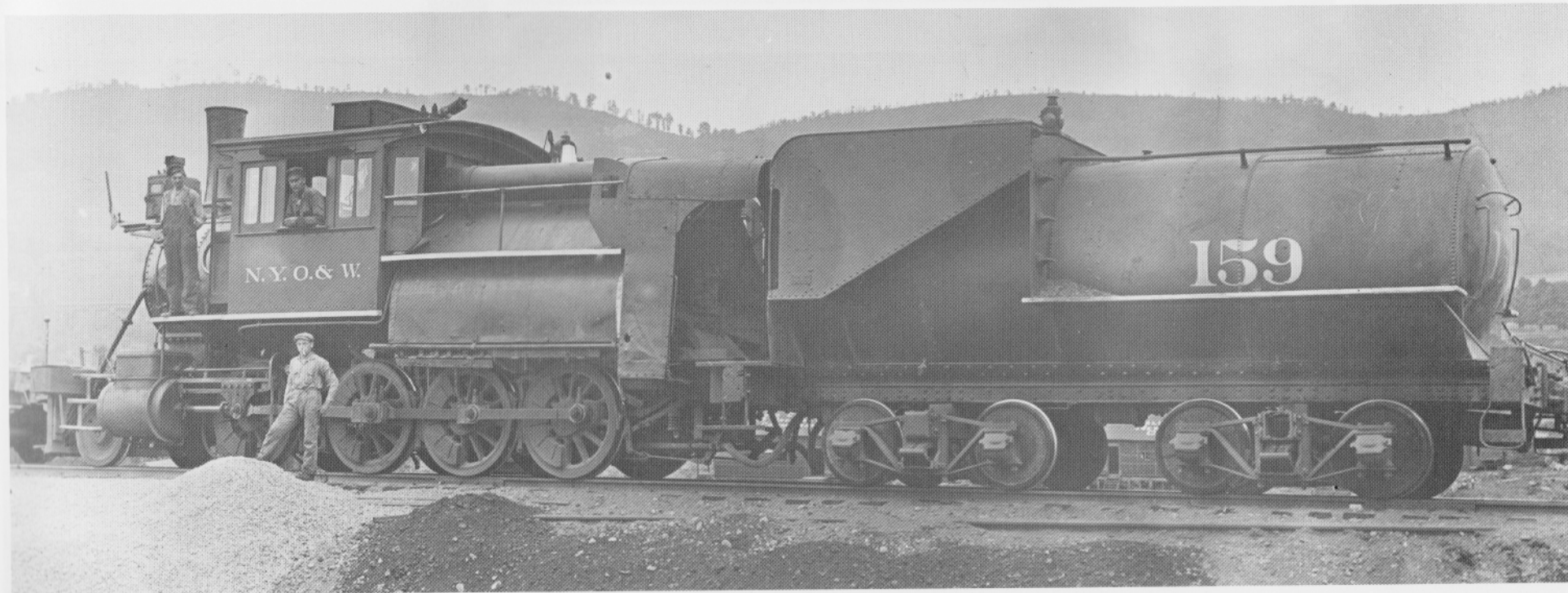


WALTER KIERZKOWSKI COLL.



WALTER KIERZKOWSKI COLL.

The O&W began the purchase of the S-class "Dickson Hog" Consolidations shortly after the opening of the Scranton Division and they were familiar sights at Mayfield. These maulers were ideally suited to handle the heavy coal drags over the demanding Scranton Division grades, and reigned supreme until the arrival of the Class P "Orries" in the early 1900's. Number 192 (left), the last "Dickson Hog" delivered to the O&W on November 11, 1895, stands at Mayfield circa 1896 while number 159 (below) is in MOW service on the Pennsylvania side of the Delaware during the replacement of the Delaware River bridge. The "Vandy" tender was inherited from an Erie class H-4 2-8-0 which the O&W purchased in 1905 after it had blown up.





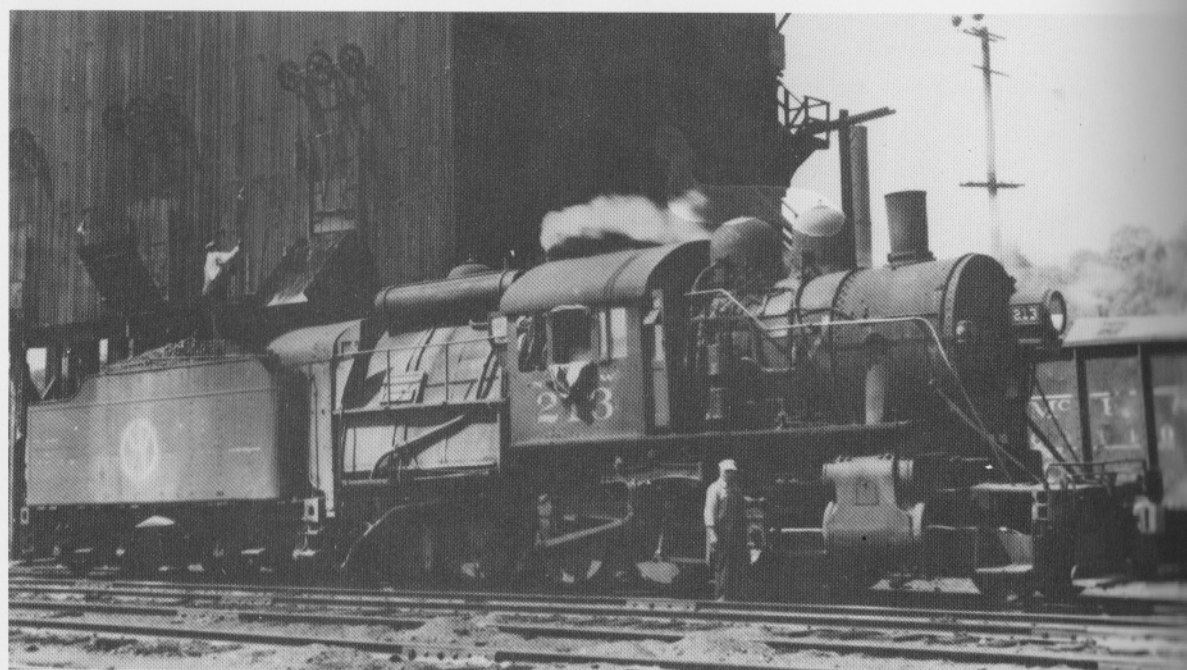
RICHARD E. HOWE
O & WRHS COLLECTION

To meet the demands for more tonnage per train mile, the O&W took delivery of twenty Cooke-built center cab Consolidations from February of 1900 through March of 1904. Number 201 came equipped with an acetylene headlight, Stephenson valve gear, a wooden pilot, D valves, and a tender with Fox trucks.



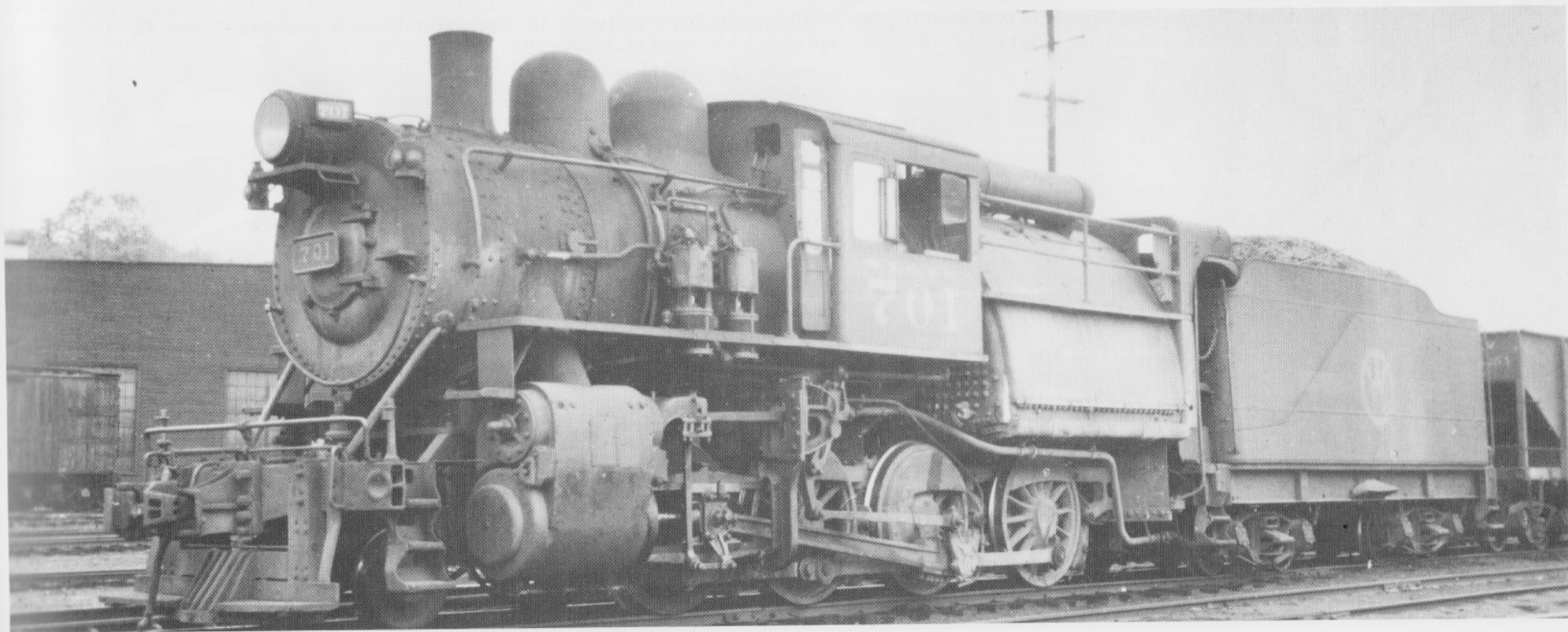
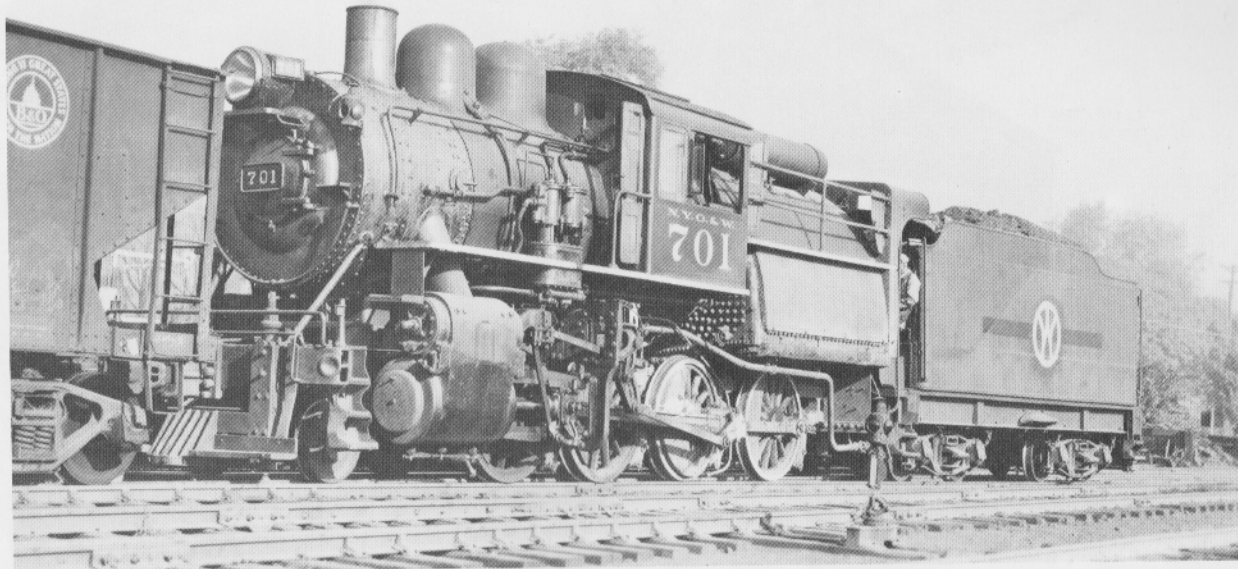
Over the years, the O&W upgraded and improved the "Or-ries" as shown in this photo of number 213 taken at Mayfield in September, 1947.

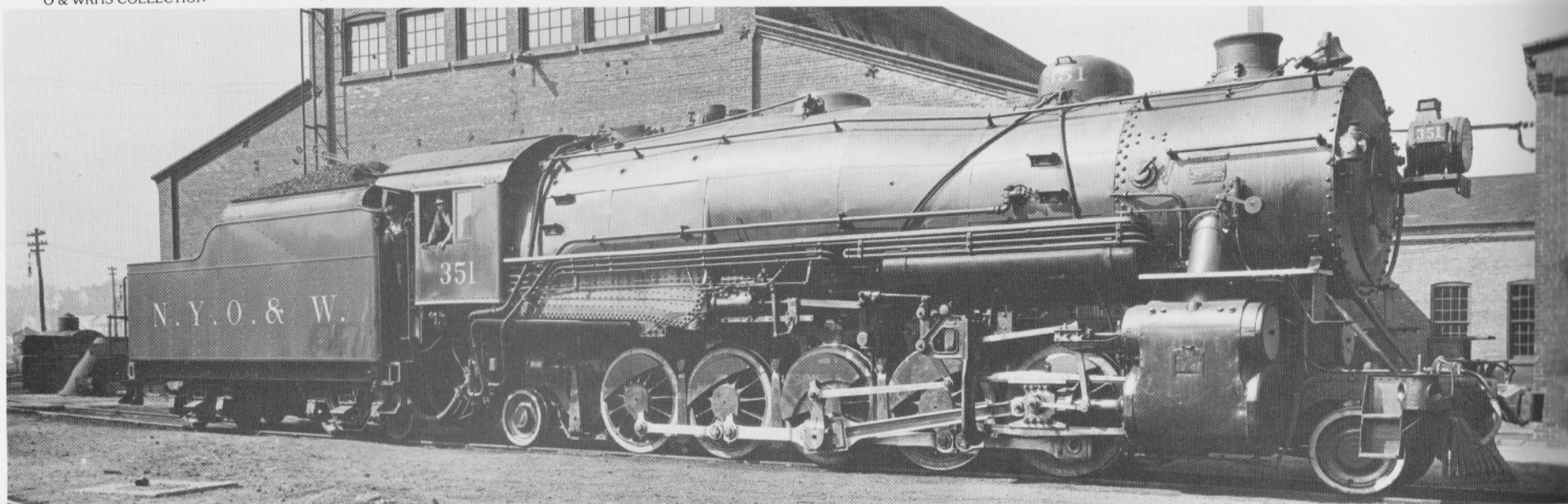
WALTER KIERZKOWSKI COLL.



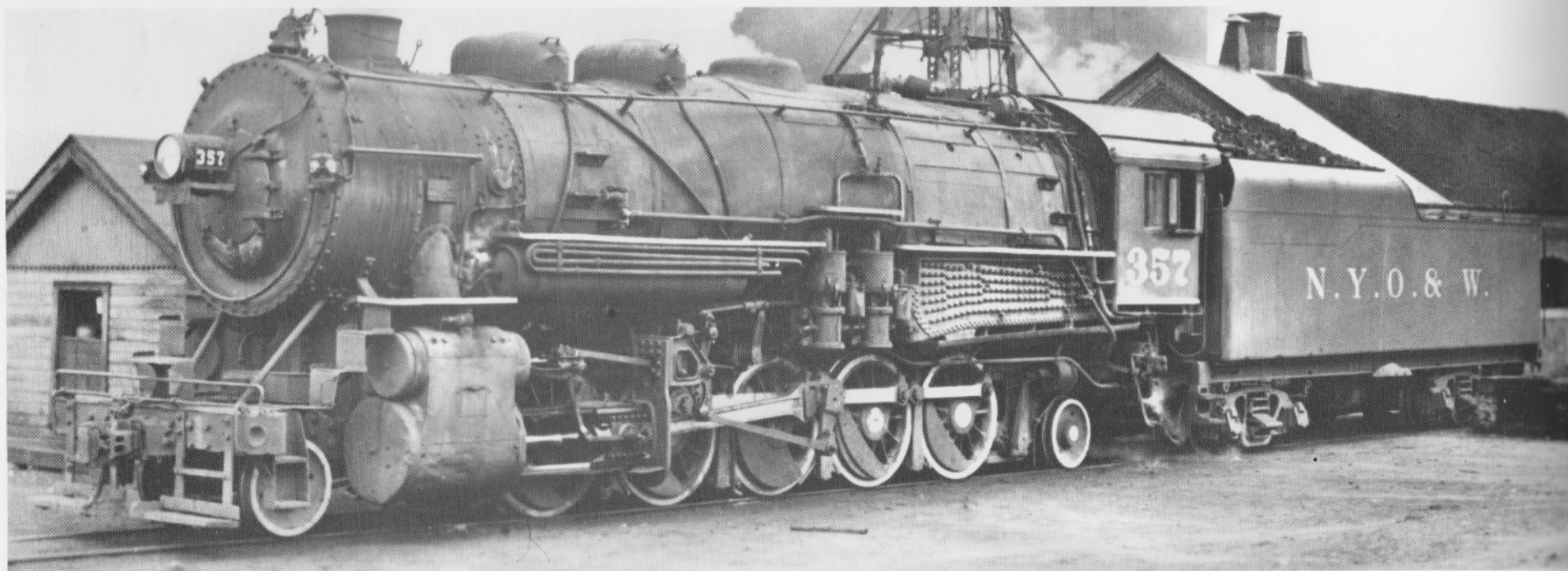
O & WRHS COLLECTION

Purchased from the Delaware & Hudson for \$7,500 in August of 1947, the 701, nee D&H number 223, 844, and second 805, was a 1903 Dickson 2-8-0 and classified as an E-3a by the her original owner. Faced with a temporary motive power shortage, the O&W received a hand from her Pennsylvania neighbor and placed the locomotive in service at Mayfield Yard for the next ten months. With the scheduled delivery of twenty-one NW-2's from EMD just weeks away, the O&W sold the 701 to Luria Brothers in June, 1948. Right photo taken at Mayfield on Columbus Day, 1947; photo below taken on May 31, 1948 at Mayfield.





In its effort for heavier drag freight motive power, the O&W ordered twelve 2-10-2 locomotives from Alco in 1915. The Class X "Bullmooses" were a classic example of bigger not necessarily being better. These ponderous brutes never performed up to expectations, and would eventually be employed only on Scranton Division pusher service. Number 351 (above) is at Middletown in October of 1915 awaiting entry to the erecting shop for final testing preparatory to placement in service. The 357 (below), the first of her class to feel the fire of the executioner's torch in 1940, awaits her next assignment in the late 1930's at Mayfield.



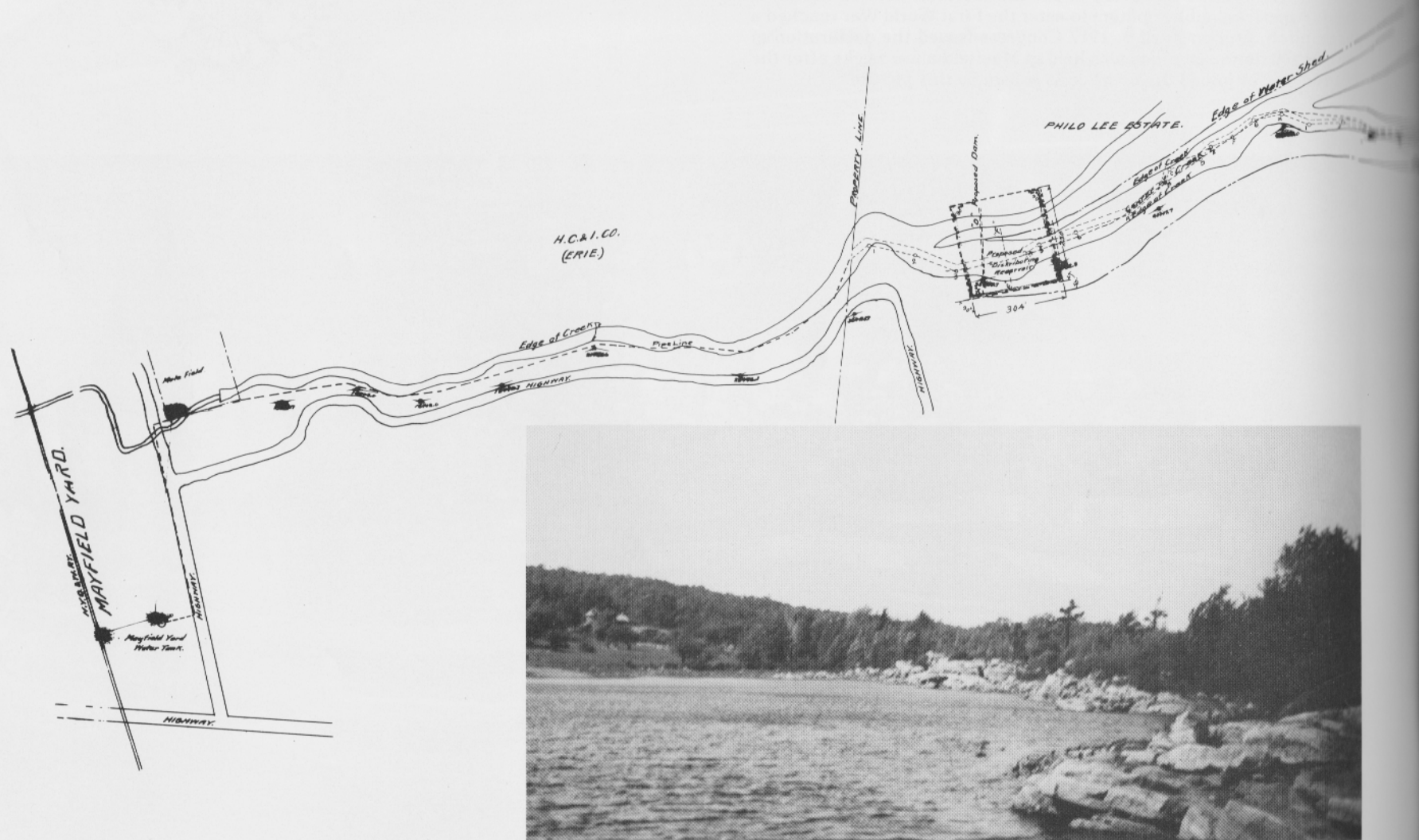
With the resumption of unrestricted German submarine warfare in early 1917, and the discovery of the Zimmerman note on March 1, 1917, American public opinion to enter the First World War reached a fever pitch, and on April 6, 1917 Congress issued the declaration of war. A patriotic ceremony was held at Mayfield a few weeks after the United States joined the conflict as shown by this picture.



JOHN BUBERNIAK
D & H HISTORICAL SOCIETY



Flag Raising, N.Y. O and W. Ry., Motive Power Dept.,
Mayfield Yard, May 19, 1917.



I do hereby certify that this
 map has been accepted and ap-
 proved by the directors of the
 Ketchikan Valley Water Com-
 mission, at a meeting held on
 July 14th, 1905.

J. E. Platt
 Chairman

great map of the reservoir, right of way for pipe line and flowage rights,
to be acquired, for the ANTHRACITE VALLEY WATER COMPANY
ship, Lackawanna County, Pennsylvania, and made from surveys
under the direction and authority of the Directors of said Company.

Property & Right of Way
— of —

Scranton, Pa. May 4-1904. Scale 1"=200'

Red tint indicates property owned by Water Company.
Yellow tint indicates right of way and flowage rights.

Number 202

Capital \$ 1,500,000

Shares \$ 100 Each

Shares

Ontario, CARBONDALE & Scranton

RAILWAY COMPANY

This is to Certify, that

entitled to

Shares of One Hundred Dollars Each

of the Capital Stock of the Ontario, Carbondale & Scranton Railway Co. transferable only on the Books of the Company in person or by Attorney, on the surrender of this Certificate.

In Witness Whereof, the said Company has caused this Certificate to be signed by its President and Treasurer and its corporate seal to be thereto affixed at

Scranton, Pa. 18

JOHN C. HANKIN, JR., 34 COBLENTH ST., N.Y.

TREASURER.

PRESIDENT.