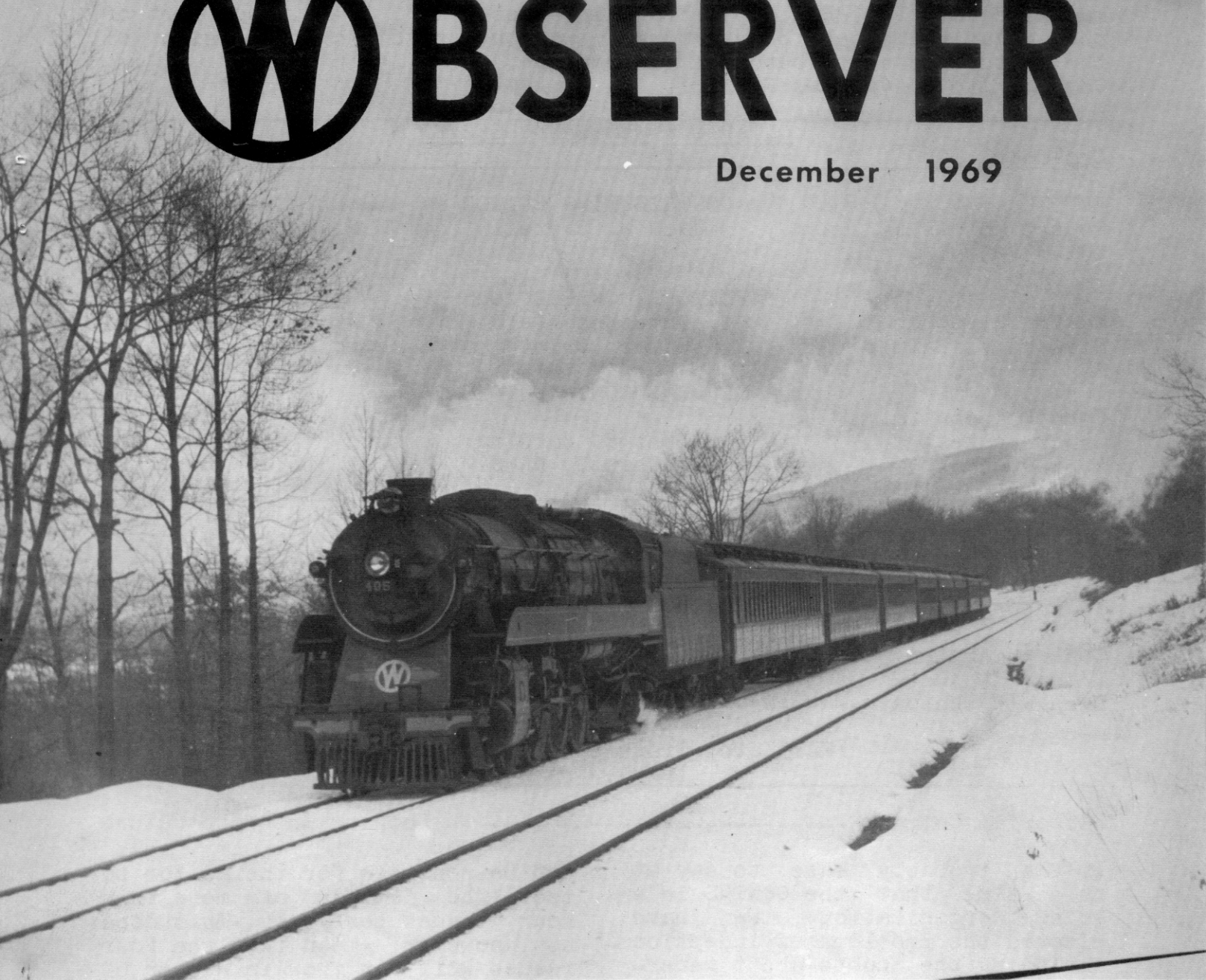




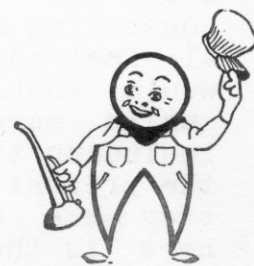
BSERVER

December 1969



Introducing - - -

OWEN W.



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ONTARIO & WESTERN OBSERVER

December, 1969

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Editorial Comment ----- Looking Into the Future

It is probably safe to say at this time that the O&WTHS is a going organization. We have cleared the problems of inception including the doubts about generating enough interest in an organization dedicated to a single railway. Before us now lie several routes. Many ideas have been put forth by the members concerning future action. Several feel that an increase in dues would enable us to produce a magazine more frequently. Others, including the founders, feel that the present membership fee should stay the same. A major factor here is the time and effort that goes into each issue. It would

not be possible for the editor to meet the demands of more than four issues per year. This does not, however, mean that the four issues will not grow in number of pages or content. Actually, it is one of the primary goals that the magazine increase in length and quality. This can only come about when more people become involved in the contribution of articles and information that can be used by writers for the magazine. Each article requires a greater or lesser amount of research depending upon the topic being covered.

(cont. on pg. 14)

To Auburn via THE MIDLAND

by RICHARD F. PALMER

The most wild railroad scheme D.C. Littlejohn of Oswego ever came up with was the grandiose "Western Extension" or "Auburn branch," intended to link Buffalo with the mainline of the New York and Oswego Midland "at or in the vicinity of Norwich."

The scheme is as old as the Midland itself, it having been included in virtually all plans for bonding and construction. "D.C." had a way about him. He could sell anything if he put his mind to it, no matter how fantastic it might seem.

On a cold February 9, 1869, representatives of towns between Norwich and Cortland met at the latter village to discuss what they could do to "bring in the Midland." A spokesman for the committee said, "We believe that the line at present projected from some point on the Midland in Chenango County, through the counties of Chenango and Cortland to the city of Auburn in Cayuga County, will at an early day be adopted...thereby forming the shortest practicable railway route between Lake Erie and New York for the increasing products of the west." Several routes were discussed, having earlier been surveyed by Fred E. Knight of Cortland.

Eventually, the Midland management decided to adopt a route from Norwich to Cortland, via DeRuyter. The next thing on the agenda was to raise money to build--through bonding. Little-

john and his associates spoke of the railroad's merits at countless meetings up and down the proposed route, and were successful in raising considerable cash; viz: Plymouth, \$100,000; Otselic, \$83,700; DeRuyter village, \$20,000; town of DeRuyter, \$103,000; Cuyler, \$64,000; Truxton, \$124,000. Some of these bonds were still being paid off at the turn of the century.

Finally, things started to get beyond the paper stage and on Tuesday, June 15, 1869, a crowd of more than 1,500 people gathered at a place called "Crumb Hill," a few miles east of DeRuyter, to witness ground-breaking ceremonies. Long-winded speeches were delivered by local and railroad dignitaries, and after the boom of a cannon called the "Baby-waker," Miss Ada Sutton, "one of DeRuyter's fairest daughters," broke soil. She was followed by the Midland's resident director, J.W. Merchant. That night, a bonfire was held in DeRuyter's public square where the festivities were kept up until a late hour.

The Auburn branch was probably one of the most difficult stretches of railroad construction on the whole Midland system. Several trestles were required to bridge hills impossible to skirt. The largest and most impressive of these was the "Rainbow" at Otselic Center. This masterpiece of carpentry was 700 feet long and 45 feet high. At the west end, a station was built.

The next largest trestle was "Wilbert's", about a mile from "Crumb Hill," toward DeTuyter. Completed in October, 1870, this structure was 75 feet high and 400 feet long. More than 15 tons of iron and 250,000 feet of lumber went into its construction. The trestles were built of 12 by 12 hemlock timbers, cut from surrounding hillsides and cut into shape at local sawmills. Judging from accounts, although they don't always agree, there were at least 10 trestles of varying dimensions between Norwich and DeRuyter.

Immediately following ground-breaking, Irish workmen, as well as local talent, pitched in for the back-breaking job of railroad building with pick and shovel. By October, 1869, some four miles had been graded. By December, their number had increased to 700, and a "steam excavator" was brought in to assist workmen on the Crumb Hill section. Sage, Williams and Co. were the contractors.

This unique machine, which aroused much curiosity among local folk, was capable of moving about two cubic yards of earth a minute. The shovel consisted of an iron scraper and box, about a yard square, attached to a derrick. The Midland apparently had patent rights to this machine and reportedly had two or three in the early days of construction.

Depots were built at DeRuyter, Otselic Center, Beaver Meadow, Plymouth and Frinkville. Of these, the Plymouth station still stands in the barnyard of a local farmer and an effort is being put forth by the author to save it. Like the others, it has a slate roof. It was originally painted what appears to be green with red trim. Other depots were years later moved away to become portions of barns and houses.

In Norwich, several residences

either had to be moved or abandoned to make way for the railroad and one homeowner received \$7,000 in damages. On June 23, 1870, "the first train was seen crossing North Main Street" in Norwich and when it reached the middle of the street "its approach was announced by the locomotive bell, followed by a loud whistle."

During that summer, most of the trestles were completed. On August 20th, the Midland directors, at their headquarters in Oneida, drafted a resolution directing the engineer and President "to examine the intermediate country and make further surveys" west of DeRuyter. By October, grading had been pushed to Truxton, leaving but 10 miles up the beautiful valley to Cortland..."

The Cortland County Standard of Nov. 15, 1870 reported that "rails are laid from Norwich to the summit of Crumb Hill, though most of the road is yet unballasted. The summit is 1,000 feet above Norwich. It is thought that in 30 days the track will be laid to DeRuyter, unless there should be a failure in the supply of iron. Three construction trains are run over the road and although there are no accommodations for passengers, yet people will ride. Many ladies and gentlemen are seen on every train."

The Irish laborers, who lived in shacks along the right-of-way, sometimes presented serious problems, both to the Midland and to the communities. When pay day rolled around, they headed for town, where whisky flowed freely. It is said they liked nothing better than a good fight to let off steam.

The late Frank E. Cox of Otselic, remembered years later, "they were quite rough and boisterous when drinking. We always kept at a safe distance. I saw a fight
(cont. on pg. 6)

Concerning the 356

by MARVIN H. COHEN

The NYO&W's huge erecting shops, located off Wisner Ave. in the Middletown yards was full of activity on the afternoon of October 13, 1916. The usual complement of locomotives was inside the big building undergoing heavy repairs. A gang of masons were busily erecting a new Oxweld facility adjacent to the northeast corner of the erecting shop. Locomotive No. 356, one of the road's big 2-10-2 "Bull Mooses" emerged from the back shop that autumn morning and was spotted on Track 15 just south of the building. After the switcher chuffed away, a shop crew laid a fire in the cold firebox and the engine slowly came to life.

Track 15 led straight through the building; inside, separated from the 356 by a large door, was the tender of Engine 361, blocked up and under repair. Far ahead of the tender was another large door leading out to the north yards.

By 3:00 PM, the 356 had 190 pounds of steam pressure and Machinist John E. Dundon climbed to the top of the shiny, black boiler to adjust the pop valves. The pops or safety valves on these engines were set at 190 and 194. At this point, a heavy rain began to fall which forced the 13 man gang working on the new Oxweld building to go inside the shops to seek shelter. Instead they met tragedy.

John Dundon, atop the boiler, felt the engine begin to move ahead and he quickly jumped to the ground. Travelling Fireman Ira C. Wallace, in the cab along with

Machinist Peter Kelder, also felt the movement. Wallace instinctively applied the engine brake and then reversed the engine. By this time, however, the pilot had smashed through the wooden doors of the shop, struck the tender standing in its path and propelled it forward through the building.

The mason gang, witnessing a giant locomotive come crashing through the door, scattered in all directions. Three men ran to the north door and attempted to open it, either to get outside or to save the door from being splintered. The 361's tender caught them at the door. Laborer Dominick Triponi was killed, while Mason Edward Schoonmaker suffered a crushed right leg and Laborer Diego Amelio's right leg was cut off just above the knee.

After travelling a total distance of only 90 feet, at a very slow speed, the runaway finally halted as the derailed tender ahead of it slewed sideways and held fast.

The locomotive was immediately impounded for the official investigation. Signed depositions were taken from every employee who was present and both the Interstate Commerce Commission and the Public Service Commission were asked to conduct investigations.

A cursory inspection was enough to reveal that the steam to the air pumps had just been turned on and that the air pressure had not yet had a chance to build up. The line from the main air reser-

voir to the power reverse was still closed. Fireman Wallace's attempts to control the engine from the cab were useless. It was also noted that the cylinder cock valves had been removed so that any stray steam leaking into the cylinders would pass harmlessly out. However, large amounts of steam were now blowing freely through the cylinder cock openings, indicating that the throttle was open.

A machinist entered the cab, cut the bolt at the end of the throttle quadrant, and moved the throttle lever ahead. Instantly, the steam ceased to blow out the cylinders. Obviously, the throttle valve was partially open even though the lever in the cab was up against the stop.

The Mechanical Department, hoping to find another answer, advanced the theory that a quantity of water had been left in the superheater unit and that this water flashed into steam, causing the disaster. Confirming this theory was the Chambers Valve Company, manufacturers of the throttle assembly. In fact, their engineer stated categorically that the throttle was in perfect condition and could not have admitted steam into the cylinders sufficient to cause the engine to move, especially with the cylinder cocks wide open.

The official investigation of the case by the Interstate Commerce Commission, however, definitely put the blame squarely on the throttle. The cause of the accident was stated to be as follows: "Due to steam getting by throttle valve into cylinders causing locomotive to move, and no means provided for stopping it."

After minor repairs to the pilot, the locomotive was placed back in service with a properly adjusted throttle quadrant and no further trouble reported. A long time O&W operating man, when asked by the author if he remembered this

accident, growled: "Sure, that was the time the shop men wrecked the 356." As if to say, "What could you expect when those guys got ahold of an engine!"

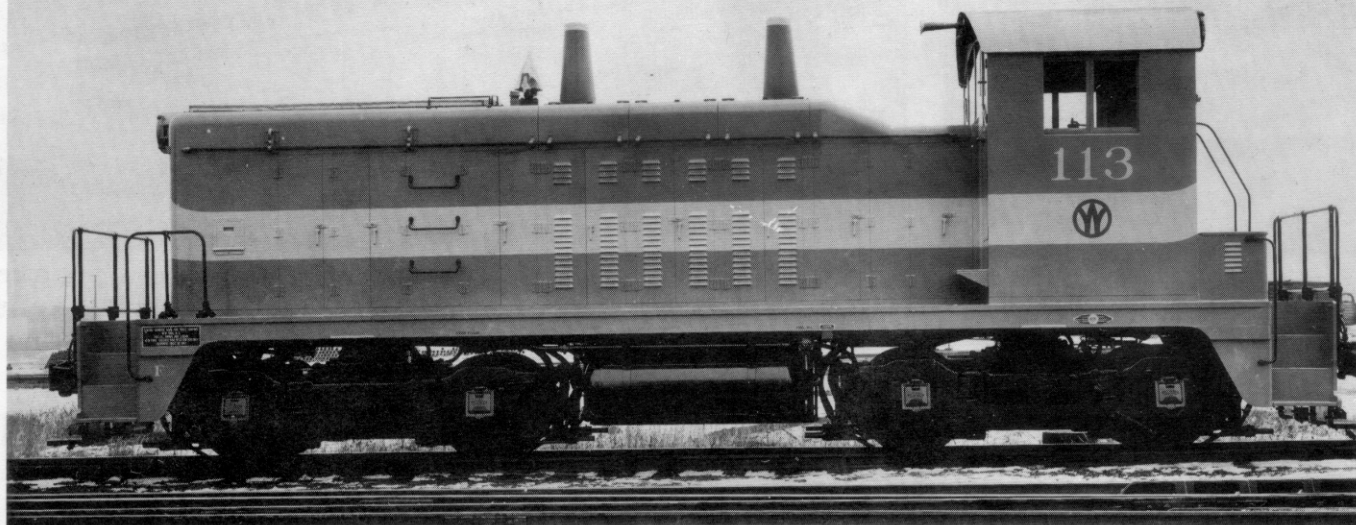
(To Auburn...cont. from pg. 4)
at Cuyler where a man was knocked stiff and fell to the floor as soon as another gave way for him to fall. I remember many such instances."

The "fighting Irish" also were politically-inclined, and were a Democratic minority in a relatively solid Republican neighborhood. It is said that intimidation and fear kept many Republicans from the polls at the annual Otselic town elections in February, 1870. Cox said they only needed a leader "to hand them a little white slip of paper to vote their way."

Reporting of a "Riot in Chenango County," the Casenovia Republican of Wednesday, Feb. 23, 1870, said:

"A serious riot occurred at the town election in North Otselic, Chenango County, last week Tuesday. It seems a strong party of Irish laborers employed on the DeRuyter branch of the Midland Railroad (non-residents) presented themselves at the polls and claimed a right to vote. They being all strangers, very naturally this right was questioned, and a general row ensued. The single constable who interfered was overpowered and driven from the place. Citizens were also knocked down and compelled to leave the vicinity of the polls. The mob of imperfectly constructed democratic citizens then took possession of the ballot boxes. It being evident that the roughs had the upper hand, the polls were declared closed at three o'clock in the afternoon. A number of Republicans were injured in the melee, and one citizen, Mr. Stanton, who was conspicuous in endeavoring to maintain order,

(cont. on pg. 12)



The new 113 will shortly leave EMD. Note weather protection for stacks and bell. EMD photo



DIESEL SWITCHER UNITS



NYO&W NUMBER

BUILDER'S NUMBER

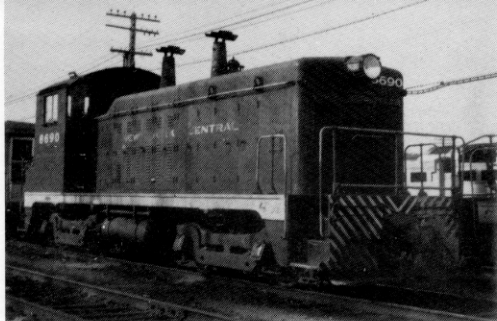
CONSTRUCTION DATE

380 h.p. GE 44 TON UNIT

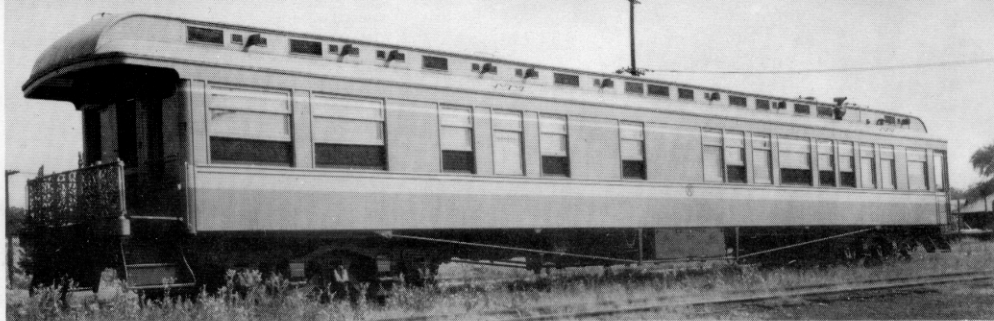
101	15028	1942
102	15029	"
103	15030	"
104	15031	"
105	15032	"

1000 h.p. EMD NW-2

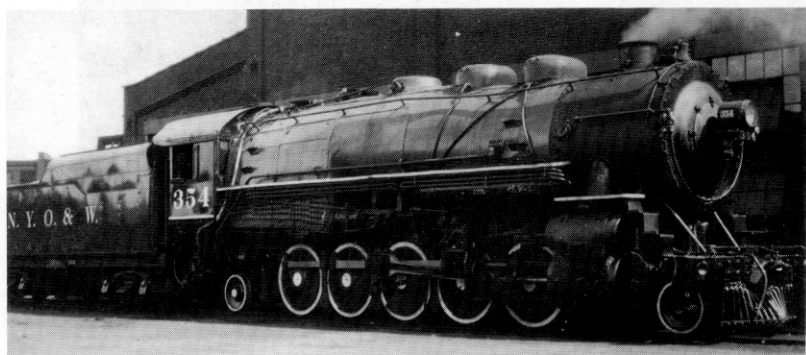
111	3164	March, 1948
112	3165	"
113	3166	"
114	3167	"
115	3168	"
116	3169	"
117	3170	June, 1948
118	3171	"
119	3172	"
120	3173	"
121	3174	"
122	3175	"
123	3176	"
124	3177	"
125	3178	"
126	3179	"
127	3180	July, 1948
128	3181	"
129	3182	"
130	3183	"
131	3184	"



Former O&W 122 works at Harmon. J. Rosenfeld



Pride of the O&W, the beautiful and ornate business car "Warwick" in 1849. John P. Scharle

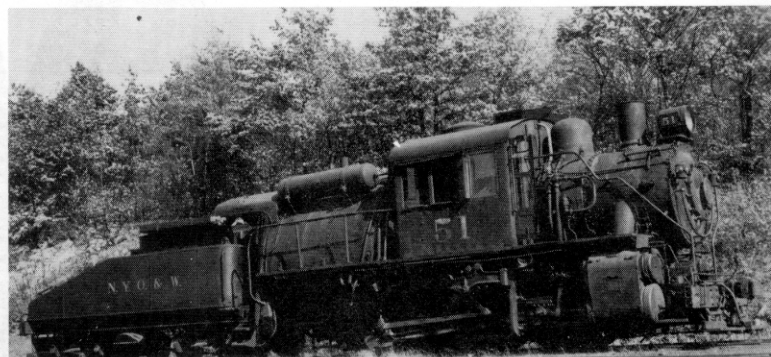


Class X: Disappointing in performance, but never in looks. Marv Cohen collection

Owen W's photos



Note order signal in this recent photo of Middletown station. Tony Koester



The 51, one of seven in class L, at Cadosia in 1939. A. E. Owen



The 320 with pilot mounted air pumps at Middletown. Robert F. Harding photo from Oscar Bennett collection



Plymouth depot of the Auburn Branch as it looks today. Richard Palmer

GE 44 TONNER DATA

The first diesels to enter service on the O&W were the Alco-General Electric 44 ton switchers. Most, if not all, of these sturdy little engines are still at work on various short lines across the country. When they first arrived, they were assigned to switching tasks at principle towns along the line (Middletown, Norwich, Oneida, and Oswego). Their light weight made them ideal for switching chores on docks, sharply curved industrial sidings, and the trestles found in many coal dealers' yards. They had a maximum speed of 35 mph and could take a 125 foot radius curve. The starting tractive effort was 26,400 pounds and the weight on drivers when fully loaded was 89,000 pounds.

Each end of a 44 tonner had a power plant composed of a 190 horsepower diesel engine, generator, exciter, and two traction motors connected permanently in parallel to the main generator. Two fifty cubic foot air compressors, battery charging generators, and the air brake valves are under the cab floor. Fuel capacity is set at 250 gallons.

An Alco-GE sales booklet claims that these units could be available 90 to 95 percent of the time, or about 22 hours out of 24. They also claimed that where a steam locomotive would burn 125 pounds of coal, the switcher would use only 1 gallon of fuel oil. All of these potential savings must have made a good impression at the general offices. These engines served the O&W for close to ten years and were then resold to different shortlines.

The original painting instructions sent to Alco-GE specified several coats of primer and surfacer and then two coats of "Opex Railway Locomotive Lacquer, NYO&W standard maroon" and silver enamel for striping and lettering. The lettering consisted of the

company's initials below the cab window, then a large O&W herald below this, and finally the unit number in letters at least one foot high. As far as is known, the O&W did not order or later install the multiple unit features.

DISPOSITION OF 44 TON SWITCHERS

Beginning in 1950, the O&W began to dispose of the GE 44 ton switchers. The 102 and 103 went to the Fernwood, Columbia and Gulf around June of 1950. Sometime in 1957, this road in turn sold them to the Ft. Dodge, Des Moines and Southern where they were renumbered 502 and 503 respectively. These two units were retired from service shortly after the Chicago and Northwestern acquired the Ft. Dodge Line. According to information received from the C&NW, the 503 has been sold to Andrew Merillees Industrial Railway Equipment, Niagara Falls, New York. Unit 502 is presently stored and awaiting disposition at the C&NW Marshalltown, Iowa diesel shop. The condition of this unit makes it doubtful that it will ever see active service again.

Units 101 and 105 were sold to the Salt Lake, Garfield and Western in 1951 and 1952. Mr. Rex L. Firth, vice president and general manager of that road said that both former O&W units are very much in regular service and operate as well today as they did when purchased in 1952.

The 104 was sold to the Great Northern Paper Co. of Greenville Jct., Maine. An inquiry as to the present status of this unit has been unanswered.

The versatility and economy of these little engines has been their salvation. Their durability is a tribute to the builder

EMD NW-2 DATA

The EMD model NW-2 switchers were truly the workhorses of the O&W, once the diesels were in full control of the road. Like the class P and W 2-8-0 types which they replaced, these units at one time or another worked every foot of the main and branch lines. Although many roads had similar units equipped for multiple unit operation, the O&W did not go for this option just as they did not have it on the smaller 44 tonners. During their entire ten year period of service on the road, these units retained the same color scheme. This was the same as that applied to the road diesels. The yellow stripe went completely around the engine with a bit of curving to get it around the back end of the cab. The orange semi-circular design was applied only to the front. On the front radiator grill, a metal O&W herald in red paint was attached. Just below this grill was the unit number in red paint. A red herald and yellow unit numbers were also carried on each side of the cab.

According to EMD, NW-2 construction started in 1942 and continued to 1948. On the later units, of which the O&W units would be part, the following specifications would apply. The weight on drivers was 244,750 pounds and the tractive force was 60,330 pounds. The prime mover was a 12 cylinder model 567, a two stroke diesel engine. The bore and stroke was 8½ by 10 inches, and a maximum of 1000 horsepower was reached when the engine was turning over at 800 rpm. The main and auxiliary generators were both of GM manufacture. Traction motors were EMD D-7-E; the gear ratio was 62-15. In working order they carried 600 gallons of fuel, and 253 gallons of cooling system water. Sand boxes carried 24 cubic feet for adhesion purposes. Forty inch wheels were supported by 6½ inch by 12 inch journals. They did not have dynamic brakes.

DISPOSITION OF EMD NW-2 SWITCHERS

Units 111, 112, and 113 were sold to an equipment dealer named Kaplan. He sold them to Salzberg interests who sold them in 1960 to the Rock Island. The CRI&P numbered them 795, 796, and 797. Unit 115 was sold in October of 1957 to the Northern Pacific where she became their number 99.

Unit 114 and units numbered from 116 to 131 were leased and eventually sold to the New York Central. They were then assigned to switching chores around Albany and Harmon where they sported their gray and yellow paint, with only the O&W herald blacked out. Eventually they were all repainted and now many are probably in the black Penn-Central dress.

Below are listed the O&W, NYC, and new PC numbers:

<u>O&W</u>	<u>NYC</u>	<u>PC</u>
114	9500	8683
116	9501	8684
117	9502	8685
118	9503	8686
119	9504	8687
120	9505	8688
121	9506	8689
122	9507	8690
123	9508	8691
124	9509	8692
125	9510	8693
126	9511	8694
127	9512	8695
128	9513	8696
129	9514	8697
130	9515	8698
131	9516	8699



Mr. Jimmy Wright, General Manager of the Middletown and New Jersey, is looking for pictures of the Main St. depot taken from the O&W side. These pictures are needed for a legal action in which the M&NJ is involved.

O&W modeler's notes

THE AVAILABILITY OF MOTIVE POWER

The O&W fan has never had an easy time of finding commercially available kits and materials to use. However, in HO scale the picture is not at all bleak. Steam power provides the biggest problem. We can suggest two possible conversions that might help. The AHM zamac CNJ 4-6-0 issued several years ago can be made into a reasonable likeness of a U-1 4-6-0 camelback. It would involve moving the cab back, changing the headlight, injector and smokebox front, and building a new tender.

Member Glenn Van Winkle (Alexander Scale Models) had an Akane USRA 2-10-2 converted into a class X Bullmoose. Check the November, 1968 issue of Railroad Model Craftsman for full details. There are discrepancies, but they would not be objectionable to the average modeler. If you have other ideas on steam, why not let us know so we can pass them along.

The diesel picture is good and getting better. Model Engineering Works made a very nice model of the GE 44 tonner that needed little additional work. This has recently been discontinued but there are many still about. Check with the lesser known hobby shops to see what they have.

Both Tenshodo and Varney had metal versions of an SW switcher that were very close if not exactly like the NW-2. The Tenshodo unit is now a rare item and draws a high price. The Varney unit would no doubt be more widely used. The major problem with it was that it sat too high on its trucks. A scale size brakeman would risk a broken leg when

he stepped off the footboard. By the way, we're not trying to be critical. We're thankful for what these good companies offer. However, we would not be doing our job if we did not alert you to the things that would make for a better O&W model.

Thanks to Athearn, Cary and Hallmark, we have or can make FT and F-3 road diesels. Hallmark offered the FT units in brass A&B combos for about \$70.00. These were based upon the Santa Fe types which had side number panels. In addition to filling these in, there are some 15 other details to be added or changed to make an O&W unit. A recent call to Hallmark revealed that they plan to re-run the FTs in 1970 without the side number panels. They also plan to produce a brass F-3, but we don't know which version.

The Cary FT offers a more economical means of obtaining road power. These units have been temporarily discontinued while changes are made in the dies. The original version gave you an A&B for about \$20.00 unpowered. The nose had the correct contour and the rest of the detail looked good. Hobbytown offers the drive units with correct recessed rear truck on the B unit. Price is unknown.

The Athearn F-7 is closer to the O&W F-3 than is the Varney F-3. The Varney unit represents the earlier F-3 which the O&W did not have. By removing the steel grillwork along the upper side of the F-7 and replacing it with screening, and also removing the large dynamic brake fan on the roof and replacing it with two

rectangular openings, you get an engine that looks much like the O&W F-3. There are numerous other details that need to be changed also. A careful check of the F unit plans that appeared in the April, 1966 RMC, and also a careful check of prototype photos should help. An article describing this conversion in HO by the editor and in O scale by one of our noted members will appear in a future issue of Railroad Model Craftsman. Hopefully, late spring. We do need O and N gauge information for this column. If you work in either one, we would welcome your remarks on what is available in your gauge.

(To Auburn...cont. from pg. 6)
was struck from behind, and seriously injured."

Despite their misgivings, these men from the "old sod" did their work well and by May 8, 1871, rails had reached DeRuyter. On that day, Littlejohn, accompanied by most of his staff, arrived by private car in DeRuyter and "were welcomed by a large concourse of citizens." They spent the night in DeRuyter and the following morning "located the site for our depot" to be located on the west side of Tioughnioga Street. The road was officially opened to DeRuyter on July 27, 1871.

One of the first excursions over the road occurred on September 28, 1871. It left Plymouth at 7:55 AM, arriving in Oswego at 1:15 PM, and left Oswego at 5, returning to Plymouth at 10:45 PM.

One of the most popular conductors on the "DeRuyter run" was Dave Shattuck, of Norwich. The roster of locomotive engineers on the line included Frank Fisher, Pat Crane, "Shorty" Freeman, Ed Williams, John Skinner, Ed McNiff, "Old Daddy" Card and "Windy" Blake.

Sometimes, these early-day excursions

for "daisy pickers" didn't always turn out as intended. On October 25, 1871, a special train of the Norwich Commandery, and a group from Otselic Center, made a trip to DeRuyter to take part in the formation of a new lodge there.

Upon their return, at 2 AM, they were met by a down-pour and were forced to retreat to Chauncey Duncan's barn at Otselic Center, until daylight.



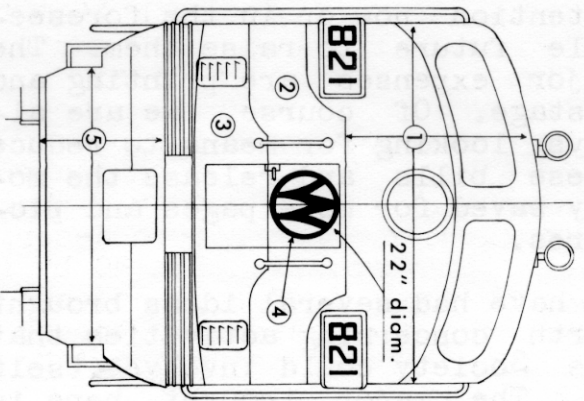
We are very happy to have Mr. Owen W on the staff of the OBSERVER. After the O&W went out in 1957, he went into retirement at the Middletown station occupying one of the top floor rooms. Upon hearing of the Society, he decided to join bringing his vast knowledge of operations and procedures with him.

In all seriousness, we are glad to have this little character as a reminder of happier days and we thank Marv Cohen and Ken Hojnacki for pictures of Owen W. Tony Koester provided the art work that put him in the dress of engineer and brakeman.

Owen W. was originally the creation of the traffic department. He showed up in freight ads, company brochures and on safety posters. He is no stranger to the OBSERVER either, for he appeared in the original one as well.



A fine book for your O&W library if you don't already have it is Minisink Valley Express by Gerald M. Best. Available in both hard and paperback editions, it tells the complete story of the Port Jervis and Monticello branches and their predecessor companies. It is published by Golden West Books, Box 8136, San Marino, Calif., 91108



N. Y. O. & W.

KEY TO COLOR NUMBERS

F-3A

- 1 Gray
- 2 Yellow
- 3 Orange
- 4 Red
- 5 Black (gloss black)
- 6 Black

MIXING O&W COLORS WITH FLOQUIL PAINT

Gray

- 6 parts reefer gray
- 1 part engine black
- 1 part diesel dark blue

Yellow

- 4 parts reefer yellow
- 2 parts reefer white

Orange

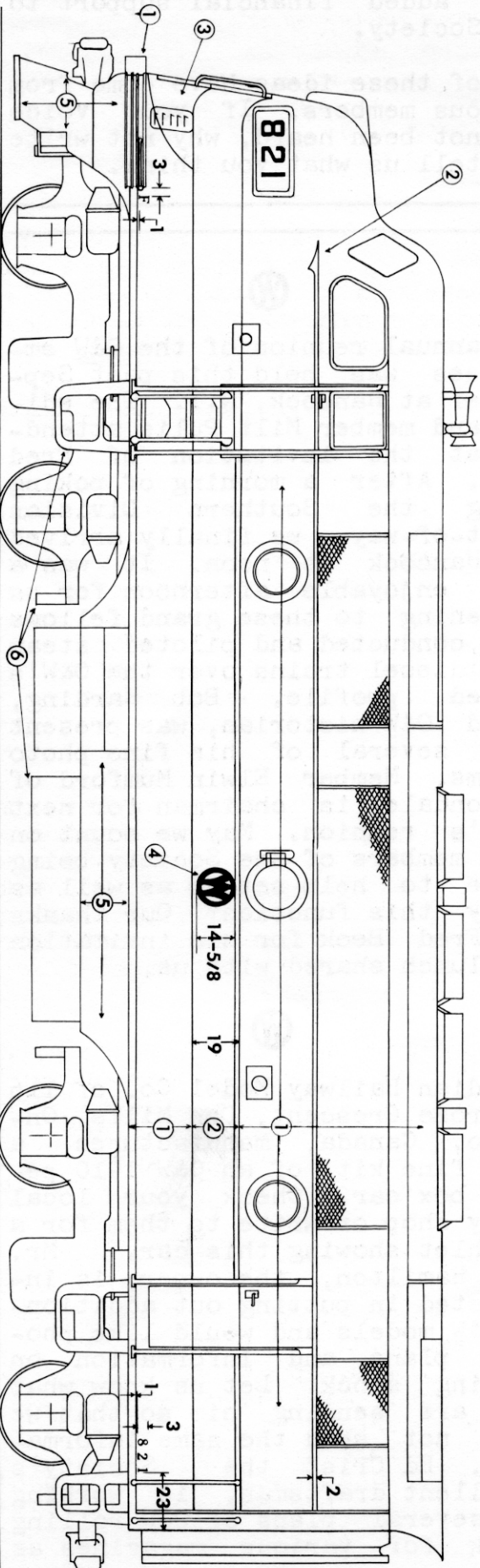
- 2 parts caboose red
- 7 parts reefer yellow
- 1 part white

Note:
The F-3 type shown in these drawings is not the late model F-3 that the O&W had. It does serve the purpose though, of illustrating the paint scheme.

Manufacturer's original paint chips were used to mix these colors. These mixtures are very close, however, we are now corresponding with Floquil and the original manufacturer to see if we can obtain more exact colors. This will be passed on to members when received.

drawn by ED CRIST

3/16" Scale



(Editorial...cont. from pg. 2)

As far as dues go, there is no intention now or in the foreseeable future to raise them. The major expenses are printing and postage. Of course, we are always looking for means to reduce these bills and release the money saved for more pages and pictures.

We have had several ideas brought forth concerning activities that the Society could involve itself in. The major thought here is for a yearly banquet that would bring members together and allow them to enjoy a few hours of O&W movies, slides, memorabilia, etc. We further thought that this could be held in a different O&W community each year. Perhaps the first one could be held in Hancock on the same September Saturday that the O&W old-timers picnic is held. Members could attend this gathering during the afternoon and remain for the banquet that evening. With or without the banquet, it might be a nice gesture on behalf of the Society if we offered to help set up facilities for the picnic. We're sure that many of the former employees would be pleased to see "young blood" taking an interest in the O&W as well as willing to help out at their annual outing.

This year, of course, the O&W Chapter of the NRHS had graciously invited us to join them at their banquet and it proved to be a very fine affair.

This coming year two membership categories will be available. There will be the regular membership for three dollars per year which will include the magazine, membership card, and admission to Society functions. As of January 1st, we will also have a sustaining membership for ten dollars per year. This will include all of the regular benefits as well as a certificate of sustaining membership and a special membership card. This membership is

provided for those who wish to give added financial support to the Society.

All of these ideas have come from various members. If your voice has not been heard, why not write and tell us what you think.



The annual reunion of the O&W employees was held this past September at Hancock, N.Y. The editor and member Milt Pulis attended at the invitation of Fred Beck. After a morning of poking along the Southern Division right-of-way, we finally arrived in Hancock at noon. It was a most enjoyable afternoon for us listening to these grand fellows who conducted and piloted steam and diesel trains over the O&W's rugged profile. Bob Harding, noted O&W historian, was present with several of his fine photo albums. Member Elwin Mumford of Carbondale is chairman for next year's reunion. May we count on more members of the Society being there to help set up as well as enjoy this function? Our thanks to Fred Beck for his invitation and lunch shared with us.



Canadian Railway Model Co. of 116 Fortrose Crescent, Don Mills, Ontario, Canada, manufactures a very fine kit of an O&W 1910 period box car. Check your local hobby shop or write to them for a pamphlet showing this car. Mr. D.A. Hamilton, the owner, is interested in putting out additional O&W models and would like photos, plans and information on rolling stock. Let us know what you are sending him so that we will not send the same information. Ed Crist the Society's excellent draftsman, is working on several plans of O&W rolling stock for various magazines as well.

Mail Stop

Nice work on the OBSERVER. O&W 503 to SN 303 to WP 801-D now WP 926-A, (renumbered into freight series).

Don Wallworth
Ho-Ho-Kus, N.J.

I found your O&W OBSERVER very interesting and I was very impressed with its make-up. A very good job. I am very glad to be a member of the organization and I am sure I will find it both rewarding and informative.

Joseph G. Madden
Beachwood, N.J.

...In looking at my time book the first diesel engine I was on was the 801 on May 18th, 1945, Mayfield Yard to Maybrook on train NE-2, with Ray Finch for Road Foreman...

Elwin Mumford, Eng.
Carbondale, Pa.

Both engines are in operation at the present time as DS-1 and DS-2. We have kept them in good repair and they operate as well today as they did when we purchased them in 1952.

Yours truly,
Rex L. Firth
V.P. & G.M.
StL. & G.&W. Rwy.

AN IMPORTANT REMINDER

We'd like to remind the members that 1970 dues are now payable. A ditto form has been enclosed for your convenience. Please be sure to fill in completely and make checks payable to the Society. Of course if you have already paid, kindly disregard the form. Better yet, show it to prospective members and explain the aims of the Society.

Transfer Run

FOR SALE: O&W photos, steam, diesel, misc. Send SAE for list and details. W.S. Wilcox, 48 Madison St., Hamilton, N.Y. 13346

FOR SALE: O&W rule books, Middletown yard maps (reproduction) and other items. Contact O&W chapter NRHS, Box 713, Middletown, N.Y. 10940

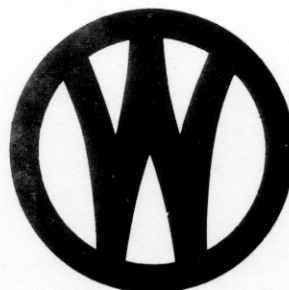
LOOKING FOR information on Northern Division passenger trains. Numbers, consists, dates of discontinuance, etc. Richard F. Palmer, P.O. Box 91, Colvin Station, Syracuse, N.Y. 13205

LOOKING FOR photos of Alco diesel demonstrators that were on the O&W. Bob Mohowski, Box 405, Franklin Lakes, N.J. 07417

LOOKING FOR photos of NYS&W engines and equipment that were sent to Middletown Shops of the O&W for repairs and painting. Wayne Daniels, 279 Maywood Ave., Maywood, N.J. 07607.

INFORMATION WANTED: Name of model and mfg. of any O&W hand lanterns. Also last patent date and type of O&W markings. Wayne Daniels, 279 Maywood Ave., Maywood, N.J. 07607

This has been an exciting year for those of us who got the Society started. The faith and support of the members shows that the O&W fans are the most enthusiastic and loyal of all.



MERRY
CHRISTMAS

HAPPY
NEW YEAR

ADDENDA TO VOLUME 1, NUMBER 2 OF THE OBSERVER

There are several items which time and space did not allow us to put into the magazine. Rather than hold on to them until March, it seemed best to get them to you this way.

First of all, be sure to get a copy of the January issue of the Railroad Model Craftsman. It contains O&W caboose plans by Ray Brown of the Society. These have long been waited for by O&W model builders.

Membership cards will be designed and printed during January. The original intention was to have them resemble an O&W pass. However this plan may be changed since a herald for the Society is being designed. It will be based upon the winged O&W emblem carried on both the front and rear of The Mountaineer Limited.

Membership as of December 5th is 145. Thanks to Railroad Magazine and Railroad Model Craftsman for mentioning the Society, we continue to grow daily.

Both issues have been mailed first class and, as you might have noticed, this costs 18¢ a piece. We'd like to switch to third class for March. This costs only 8¢ per issue and brings the total postal bill down from \$25 to \$11. We will try to get the issues in the mail earlier so that additional delay would be minimized. Please do not send money to cover first class postage, the bookkeeping would be too involved. If you have suggestions in this area, please let us know.

The lateness of this issue was due to the last minute decision to go completely to photo-offset. Originally, only four pages would have been done this way. The rest would have been done by using electronic stencils and mimeograph. Arrangements had al-

ready been made with the company to cut the electronic stencils, but when we went down to them with the layouts we got a look at some of their work and found that it would not meet the standards we set. If the sustaining membership goes over with a good number of our members, we can probably afford to continue printing a completely photo-offset magazine. This would also allow us to put photos on any page rather than only on set pages.

In a future issue there will be an article listing the names and dates of magazines that carried articles on the O&W. No doubt some will be missed. This could be kept to a minimum if members tell us about the ones they know of. We do have all RMC stories and the August, 1957 TRAINS.

ATTENTION MODELERS: Floquil has just told us by letter that they will try to mix the O&W colors for us using our color chips as guides. They said this will take at least a month. Please do not make the same request of them as they get snowed under with letters. Tell us if you want the info and we'll mail you a copy of their results when we get it. It should be interesting to see how much off we were with our mixes. The Society extends its sincere thanks to Floquil for the attention and time they are devoting to this matter.

From Wayne Daniels; Tony Koester; my most valuable typist, secretary, and critic, Pat Mohowski; and myself, Bob Mohowski; we wish you a very Happy Holiday and a prosperous New Year.

Mail Stop

Nice work on the OBSERVER. O/W
507 to 509 to W 501-D now WP
950-A, (renumbered into freight
series).

Don Kellworth
Ho-Ho-Kiss, N.Y.

I found your O/W very
interesting and I was very im-
pressed with its make-up. A very
good job. I am very glad to be a
member of the organization and I
am sure I will find it worth the
trouble and expense.

Thank you for the
information.

I am sure you will
find it very interesting.

I am sure you will
find it very interesting.

I am sure you will
find it very interesting.

I am sure you will
find it very interesting.

I am sure you will
find it very interesting.

I am sure you will
find it very interesting.

Transfer Run

FOR SALE: O/W photos, green dia-
gram, misc. Send SAE for list and
details. W.B. Wilcox, Hamilton
St., Hamilton, N.Y. 12040

FOR SALE: O/W rifle books, rifle-
town yearbooks (reproduced) and
other items. Contact O/W chapter
office, Box 719, Middleboro, N.Y.
10960

LOOKING FOR information on
any division passenger train,
number, consists, dates of dia-
grams, etc. Richard F.
Lalor, P.O. Box 91, Colton Sta-
tion, Syracuse, N.Y. 13207

FOR SALE: O/W photos of also dia-
grams, etc. Contact O/W chapter
office, Box 719, Middleboro, N.Y.
10960

FOR SALE: O/W photos of NYSD and
equipment that were on
the train. Contact O/W chapter
office, Box 719, Middleboro, N.Y.
10960

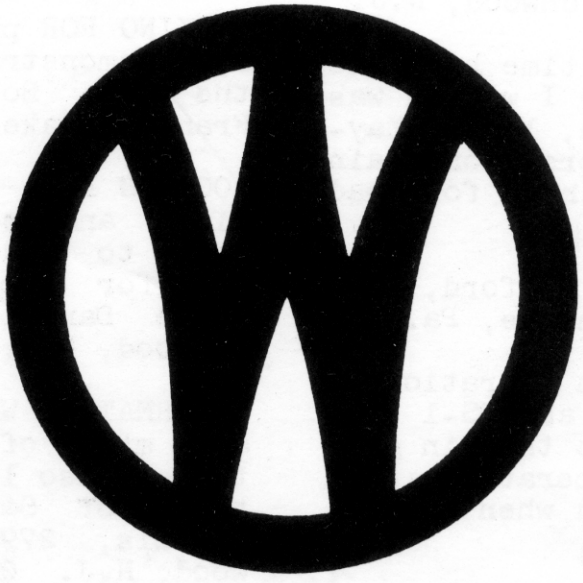
FOR SALE: O/W photos of model
of any O/W train
and last patent date and
other information. Contact
O/W chapter office, Box 719,
Middleboro, N.Y. 10960

FOR SALE: O/W photos of
the train and other
information. Contact
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Middleboro, N.Y. 10960

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CHRISTMAS