

Digging Deeper With Doug Ellison

Number 1 in a Series

The Lat Day Of The O&W

March 29, 1957 is for many O&W fans a definitive day and perhaps the definitive day of the railroad. It is widely known as the day the O&W died, and widely quoted, mentioned and remarked on in many books, publications and memoirs. Indeed, it has always been a date that has fascinated me and my interest in the railroad and how the world seemed to have changed forever after. Part of that is because of my family association with the railroad and part of it is that I grew up along it's remains post March 29, 1957. Indeed it can be a demarcation or end of the classic railroad era begun in 1865 at the ending of the Civil War or the completion of the Transcontinental Railroad in 1869. Going forward from that date the world changed; Sputnik was launched in October and the Race for Space began, "The Torch was Passed to a New Generation" upon the Kennedy inauguration in 1961 and soon began a new age of assassinations, violence, cultural change, Vietnam, Watergate, jet plane travel campus unrest and riot and memories of old worn out railroads were forgotten as weeds grew over the scared right of way and the echoes of the horns disappeared far over the distant hills into the past. Not only did the lives of O&W employees and their families change that day but so too did local businesses, cities, towns, municipalities and US as a collective culture. No one who was involved with the railroad would ever be the same again.

As part of the mystery surrounding that date I thought it would be interesting and meaningful to look behind the curtains of time and get an understanding of how the O&W died that day. A key to this quest was the O&WHS archives that just happens to have a copy of the last RTM (Record of Train Movements) or dispatcher sheets for March 29, 1957. Delving into that and decoding it, matching it with newspaper clippings from that time, photos and reminisces we can get a very good idea, almost a minute by minute blow of what was happening out on the railroad. What we can't understand from the data are the feelings and emotions that were involved that ran very strong and deep. We also can only know what was actually recorded. As any railroader knows, there are several maxims in rail operations; What really happened, what the crew said happened, what the operators "made" happen, what the dispatcher knew or was told and what the dispatcher ultimately recorded. We basically only have what the dispatcher recorded.

Still with all this information the "Old Woman" has still managed to confound, contradict and confuse withholding secrets that have gone with her to her grave and that perhaps as the layers of time and years keeps piling up may never be answered. However, this little exercise has generated a few surprises, busted a few myths and created a few more questions within this fascinating subject. The original intent was to write a brief narrative from the vantage point of the dispatcher's office covering from 12:01AM on 3-29-57 to the arrival of the last train into Middletown. The data was assembled in spreadsheet form and it became enormous! A short narrative could not do it justice so you are left now with this brief introduction and the spreadsheet layout of much data to ponder and digest. Perhaps at sometime an article or substantial chapter can be written about this day and what it meant using the data here as a baseline and coupled to all the many photographs taken that day to further bring it back to life. That unfortunately is beyond the scope of this little exercise at this time as we go into the 55th Anniversary.

Here are some comments from the data within the spreadsheets to ponder and reflect on

Looks like the only substantial train was X803 into Mayfield with 80 cars

The only reason for NO-1 to go all the way to Oswego was to make the turn south to pick up the Fulton equipment and cars which goes to show how different things were then as they used a road train to haul down the equipment as opposed to it running down on its own. Job assignments and union agreements were in effect until the very end. There are sources and news clippings that state that X801 was the last train south out of Oswego on March 28th. In reality that is a true statement in that the last Oswego cars left as revenue run that day. However, on the 29th the crew only went to Oswego as a convenience to turn the engines, coming and going as a caboose hop.

All cars off the Monticello & Port Jervis lines went to the Erie at PJ and crew ran caboose hop PJ back to Middletown.

The only reason for 116 to run Norwich to Oneida appears to have been to deliver an empty back to the NYC, one perhaps either missed or not released early enough for NO-1 to have handled.

There were no train movements Dickson to Scranton, over the Eaton line or between Clinton Jct. and Utica. There was also nothing into or out of Maybrook. It could not be determined when the last movement was made into Scranton, that is still a mystery. We do know from various sources that the last train between Clinton Jct. and Utica ran on the 28th of March with Engine 115 out of Norwich. This is undoubtedly due to the fact that the last SU-1 ran into Norwich on the 28th and hence Utica was one of the first victims of train offs and shut down. With no SU-1 on the night of the 28th out of Mayfield there was no need for a Utica run the 29th. The last run to Eaton may have been made as early as Sunday the 24th as Eaton was primarily served by an Oneida turn on Sundays. This is subject to speculation and still a mystery. No trains ran into or out of Maybrook on the 29th, and it might be that X803 was the last train to depart there headed to Coxtown as the crew was on duty at 7:30pm the 28th.

There were no train meets on March 29th.

Hank Kortwright really scorched the ballast with NW-10 averaging over 42 mph between Sidney and Walton.

Overall, all trains really got over the railroad and there apparently were very few slow orders, it may have been old, rusty and weedy but it was fast.

X118 the Delhi local – again a difference of culture, time and better highways as they ran the extra train miles rather than taxi / automobile as 118 ran Walton to Cadosia, and so did X801 later to pick this consist up at Cadosia.

It took a few minutes to reorient and remember that in looking at loads and empties one of those empties would always be the caboose or in some instances this day more than one caboose !

There was actually a train start on Saturday March 30th. We all look at the O&W dying as the last train order was written and made complete at 8:24pm on the 29th, but there was still a lot of activity to

complete and another train start when the crew changed at Cadosia. After the order was written Dispatcher Baxter was still on duty then was relieved by Dispatcher Cartman at 11:59PM. Cartman was on duty until after the arrival of Extra 805 into Middletown and the crew reported off at 0400 hours on March 30th. The funeral was held the evening of the 29th and everyone went home after the train left Norwich but the Old Woman was still out there alone in the night running off miles, with headlight illuminating the path in front of the 805. Even after the funeral services it wasn't over yet and there were a few people still to sign on duty.

It was odd to see the time of X805 recorded through Northfield at 10:54PM as not only was Northfield not an open order station at that date but there was no reason for anyone to be there at that hour. This mystery was finally solved by Jeff Otto and O&W dispatcher Gail Allen. There was a system of Train Announcers that the dispatcher could plug into and listen on an open phone line to tell when they passed and record the OS time. Some guys referred to these as "growlers" as the open circuit line with a train going by emitted a growling like sound. One mystery solved as to how this train was OS'ed at Northfield.

Another mystery was the last train order itself. This had struck me as odd in that wasn't the O&W south of Cadosia CTC ? So why was a train order written to convey operating authority superseding the CTC? I had never heard this questioned but it didn't make sense. Well, the O&W didn't exactly have CTC in the true sense. Surprise ! The system was actually a "Remote Control Manual Block" system. Thanks again to Jeff Otto for tracking this down and it is worth an independent article in itself explaining what the O&W bought and how it was used and nomenclatures associated with it including the "Middletown machine". Hence we have a legitimate train order authorizing a movement between Norwich and Middletown.

As with many research projects, there are more and more questions that crop up that seem to have no answers. Here are a few that are still open items that further time and research may or may not shed additional light on.

1. Where did X803 go on duty prior to going Mayfield to Coxtown and return and where did the 45 mtys disappear to that were not in the train at CX ? Would they have been dropped at Cayuga for DL&W or ?? Best guess is that the DL&W got them at Cayuga.
2. Did WN-9 go on duty 28Mar at Middletown ?
3. What / when were the last trains to Scranton and Eaton?
4. Who was the fireman on the Rome Local? O&W fan Bill Wilcox mentioned the fact this gentleman did not want his picture taken as he was too upset about it being the last day. Contemporary newspaper articles shed no light on this and Bill has passed on.
5. Who was Tremper who got authority between Summitville and Highview behind X114? It is presumed he was a track car operator perhaps patrolling behind trains and maybe checking Highview Tunnel.
6. Note the **dispatcher error** as he marked Eng 127 FX to FN while the OS was for Engine 117. Was Engine 127 the other NW-2 up there and if so did they also have a caboose. Evidence from Jeff Otto is that Fulton had three jobs, but I imagine not three trainsets.
7. Any official references regarding FN and FX ? (up Fulton way)
8. Last day photos show crew of X116 at Oneida. Engineer is identified as Frank Sherman – is it ? I never heard that questioned BUT the dispatcher has J.L. Fritz marked as the engineer and

Sherman is marked later in the day for X805 out of Norwich to Cadosia. Frank Eldred was also quite emphatic upon being questioned years later that Frank Sherman was NOT the engineer on his train out that night (X805 NH-HD). So who was really at the throttle of 805 between Norwich and Cadosia ? Again, there is what really happened and what the dispatcher wrote down.

9. The Middletown paper mentions "less than half a dozen cars" left in Sullivan County that were not yet mty. X805 did not make any stops nor pick up any tonnage enroute. Did these cars exist? If so when and who picked them up?
10. X805 South, the last train was cleared at Northfield and Mountaindale. How did this happen? As we have noted Northfield's OS was by the train announcer system. Mountaindale was probably taken off the "Middletown machine" as who would have been at Mountaindale to have given the OS at 2:36am on Saturday morning March 30th?
11. The Chenango County Museum at one time had the consist of X805 South out of Norwich, does anybody have that info?
12. What time did Dispatcher Cartman sign off at Middletown on Saturday March 30th and lock the door? That we don't know other than he was still on duty at 0400 to record the crew off, apparently he didn't see the need to mark himself off.
13. Other than the engineer and conductor who made up the rest of the crew out of Cadosia shortly after midnight. It would appear that the operator was already off duty. Who worked that last Cadosia shift and did he or anyone else stay around to watch the markers of Caboose 8345 disappear to the south? It's too bad we don't have some sort of a visual of that last crew change in the very new hours of Saturday March 30, 1957.

Friday 3/29/1957

First Day of Spring March 20, 1957

Time

Event

12M	Dispatcher Cartman goes on duty
12M	Middletown 40 degrees cloudy Cadosia 38 cloudy Norwich ? Cloudy
12M	Train X803 with 821 on duty 7:30pm Mar 28 is at Mayfield Train WN-9 with 501-502 on duty 8:30pm Mar 28 is at Weehawken X 111 is working Mayfield yard

1:10AM	WN-9 with Schoonmaker and Thornton which had left Middletown the night before pulled out of Weehawken bound for AV with 0-3 70 tons
1:25am	X803 with Newfroca and M.J. Smith out of Mayfield with 5-75 2050 Cayuga and Coxton Bound
1:25AM	X 111 follows X803 south out of Mayfield bound for NA-Jermyn transfer to deliver to the D&H Moran & Burch 1-6 159 tons
1:40AM	X111 arrives at NA
1:45AM	X111 leaves NA caboose hop for Mayfield
1:55 AM	X 111 arrives caboose hop back to Mayfield
2:05AM	X803 arrives at Cayuga drops 45 cars for DL&W
2:30AM	X803 Departs Cayuga for Coxton - LV RR
2:31AM	WN-9 hits the bell at Cornwall
2:40AM	WN-9 clears Cornwall
3:05AM	WN-9 clears Campbell Hall
3:25AM	X803 arrives Coxton with 5-30 for LV RR
3:25AM	WN-9 arrives at Middletown with 0-3 70 tons and closes out operations south of Middletown
3:35AM	Crew of WN-9 "on the pit" - off duty at Middletown
4:00AM	X803 leaves LV RR Coxton Yard to return to Mayfield Caboose hop
5:47AM	Sunrise - Middletown
5:50AM	X803 arrives at SD Operations south of Mayfield Yard closed out
6:00 AM	38 cloudy at Middletown, 34 cloudy at Cadosia, 30 snow at Walton, ? Snow at Norwich, 33 snowing at Sidney
6:00AM	Crew of NO-1 on duty at Norwich for Oswego Turn. Miner and Morrone Engine 805 with 1-5, 141 tons
6:10AM	X803 Smith and Newfroca on the pit at Mayfield
6:20AM	NO-1 departs Norwich
6:30AM	X115 on duty at Norwich for Rome Turn. Flanagan and Flanagan - Caboose Hop to Rome
6:45AM	NE-6 on duty at Mayfield with Robbins and Reorder Engines 821-803. 2-10 462 tons, including Engine 111 and probably another NW-2
6:50AM	X115 departs Norwich for Rome
7:15AM	NE-6 out of Mayfield bound for Middletown
7:40AM	X115 by Hamilton
7:50AM	NO-1 arrives at Oneida
about 7:50AM	Dispatcher H.T. "Hub" Dixon arrives for turnover NO-1 arrived at Oneida X115 to Rome by Hamilton NE-6 out of Mayfield bound for Middletown

	Delhi Local called for 8:25am Cadosia Local for Middletown called for 8:30am
8:00AM	Disptacher Dixon takes over
8:00AM	NO-1 out of Oneida for Oswego
8:02AM	X115 by Oriskany Falls
8:11AM	NE-6 by Lakewood
8:25AM	X118 on duty at Cadosia for Delhi caboose hop all the way - Baxter & McGar
8:30AM	X115 Rome Local arrives at Clinton
8:30AM	X114 Cadosia local to Middletown on duty at Cadosia Pohlman and Barber caboose hop - photo taken, Dec 2007 O&WRHS calendar
8:35AM	NE-6 departs at Cadosia - operations on Scranton division are closed out
8:35AM	X118 departs Cadosia for Delhi
8:35AM	X115 out of Clinton for Rome
8:41AM	X114 out of Cadosia for Middletown six minutes behind NE-6
9:00AM	40 and cloudy at Central Square
9:10AM	X115 arrives in Rome caboose hop from Norwich
9:12AM	NO-1 by Central Square
9:30AM	X117 on duty at Fulton Hall and Monahan
9:32AM	NE-6 by Livingston Manor
9:35AM	X118 arrives at Walton caboose hop
9:45AM	X118 departs Walton caboose hop to Delhi
9:45AM	NO-1 by Fulton
9:52AM	NE-6 by Liberty
10:10AM	X117 departs Fulton for Arrowhead to switch Armstrong Cork
10:10AM	NE-6 by Fallsburgh
10:15AM	NO-1 arrives caboose hop at Oswego
10:20AM	X117 arrives at Arrowhead with head room authority to MP 317
10:23AM	X114 by Livingston Manor
10:35AM	X118 arrives caboose hop in Delhi
10:38AM	NE-6 by Summitville
10:45AM	X116 on duty at Norwich Conductor George Hitchcock - Oneida turn to deliver mty to NYC RR
10:45AM	X120 on duty at Middletown Conductor Pratt and Engineer Scales caboose hop - Kingston Turn
10:50AM	X115 departs Rome for Norwich 3 mtys and caboose - 93 tons
10:51AM	X116 departs Norwich for Oneida one empty and caboose
11:05AM	NE-6 Arrives at Middletown 2-10 462 tons - time off duty unk
11:10AM	X120 departs Middletown five minutes after arrival of NE-6 caboose hop bound for Kingston
11:10AM	X118 departs Delhi with 0-5 110 tons headed back to Cadosia
11:11AM	Byron Conrow copies Train Order #13 from Hub Dixon and makes complete for X801 to Run Extra Norwich to Cadosia
11:15AM	X123 on duty at Middletown for Monticello and Port Jervis - Robinson and Atwood
11:20AM	X115 arrives at Clinton closing out Rome Branch, receives train order from M.C. Stratton
11:28AM	X115 departs Clinton for Norwich
11:30AM	NW-10 on duty at Norwich Tompkins and Kortwright 4-4 408 tons with Engine 801
11:30AM	NW-10 departs Norwich, shown as same time as OD time
11:33AM	X123 departs Middletown caboose hop headed for Monticello and Port Jervis

11:40AM	X116 by Hamilton bound for Oneida
11:45AM	X120 arrives at Summitville bound for Kingston
11:45AM	X114 arrives Liberty
11:50AM	X117 leaves Arrowhead headed back to Fulton with 0-17, unk tons
11:55AM	X118 arrives Walton from Delhi with 0-5 110 tons and closes out Delhi Branch
11:59AM	X120 departs Summitville for Kingston
Noon	50 and partly cloudy at Sidney
12:01PM	49 -partly cloudy at Middletown, 44 partly cloudy at Livingston Manor, 42 and ? At Cadosia, 40 and partly cloudy at Walton
12:05PM	X115 by Oriskany Falls
12:05PM	X117 arrives at Fulton with 0-17 unk tons
12:07PM	X114 departs Liberty
12:10PM	X123 arrives at SV bound to Monticello - 11 minutes after X120 left for Kingston
12:10PM	NW-10 arrives at Sidney
12:12PM	X118 departs Walton for Cadosia picked up one empty at Walton, departs with 0-6 130 tons
12:20PM	X123 departs Summitville for Monticello caboose hop
shortly before 12:30PM	X115 clears Pecksport and ends operations on Utica Division
12:30PM	X116 arrives at Oneida from Norwich to deliver 1 mty to NYC RR
12:30PM	X115 by Hamilton headed back to Norwich
12:35PM	X114 arrives at Fallsburgh
12:38PM	X114 departs Fallsburgh for Middletown
12:39PM	NW-10 departs Sidney
1:00PM	X118 arrives at Cadosia 0-6 130 tons
1:05PM	X116 departs Oneida Caboose Hop for Norwich
1:09PM	NW-10 arrives at Walton
1:18PM	NW-10 departs Walton
1:25PM	X115 arrives at Norwich with 0-4 93 tons
1:33PM	ON-2 leaves Oswego caboose hop with Engine 805 (all business at Oswego concluded on 3-28-57)
1:33PM	X114 by Summitville bound for Middletown
1:39PM	X118 off duty at Cadosia
1:40PM	Block Occupancy by Tremper at Summitville
1:45PM	X115 off duty at Norwich
1:50PM	NW-10 arrives at Cadosia with 4-4 408 tons
1:55PM	ON-2 arrives at NYC Jct. south of Fulton
1:56PM	X116 by Hamilton bound for Norwich
1:59PM	Block Occupancy by Tremper cleared at Highview
2:00PM	X123 arrives at Monticello caboose hop from Middletown
2:05PM	X114 arrives at Middletown from Cadosia with 2-10 287 tons
2:20PM	X123 departs Monticello bound for Port Jervis with 0-6 150 tons
2:25PM	NW-10 departs Cadosia picked up 2-7 for 6-11 828 tons (Delhi local and train and probably one other NW-2 and caboose)
2:30PM	X114 off duty at Middletown
2:40PM	X116 arrives at Norwich caboose hop from Oneida
2:45PM	ON-2 departs NYC Jct.
2:57PM	ON-2 by Central Square

3:00PM	X116 off duty at Norwich
3:05PM	X120 arrives at Kingston with 1-10 286 tons
3:40PM	X123 arrives at Port Jervis with 0-6 150 tons out of Monticello
3:45PM	X120 departs Kingston for Middletown 0-9 214 tons, left 1 load and 1 mty for NYC RR
about 3:45PM	<p>Dispatcher C.V. "Clyde" Baxter arrives for turnover from Hub Dixon</p> <p>NW-10 is out of Cadosia having picked up Delhi train and remaining eqpt at Cadosia</p> <p>X120 just out of Kingston returning to Middletown with 0-9</p> <p>X123 at Port Jervis delivering 6 mtys to Erie RR</p> <p>ON-2, Engine 805 is past Central Square with all remaining cars and equipment from Fulton</p> <p>X114 is tied up at Middletown from Cadosia</p> <p>X116 is tied up at Norwich with Oneida Turn</p> <p>X115 Rome Local is tied up</p> <p>X118 Delhi Local is tied up</p> <p>Erie will have a job this afternoon to Crawford Jct</p> <p>X805 to be called late evening for last trip out of Norwich for Middletown bringing down all remaining eqpt and cars</p> <p>X805 relief crew will have to be called for late tonight</p> <p>Possibility of some freight cars not yet unloaded up in Sullivan County</p>
3:59PM	Dispatcher Hub Dixon marks off for last time, Dispatcher Clyde Baxter on Duty
4:18PM	NW-10 by Summitville
4:20PM	ON-2 arrives at Oneida
4:25PM	X ERIE 437 crew called at Middletown for Pine Bush job
4:35PM	ON-2 out of Oneida, everything north of Oneida shut down
4:50PM	NW-10 with Tompkins and Kortwright arrives at Middletown from Norwich with 6-11 828 tons
4:50PM	X ERIE 437 departs Middletown for Crawford Jct. 6-1 323 tons
5:00PM	NW-10 crew off duty at Middletown
5:05PM	X123 departs Port Jervis caboose all the way back to Middletown, dropped six mtys from Monticello to ERIE RR
5:06PM	Moonset - New Moon on March 31
5:10PM	X ERIE 437 arrives at Crawford Junction to service Pine Bush Branch
5:15 PM	ON-2 by Hamilton - Operator Harry Lewis closes out career with last OS of last train
5:50PM	X120 arrives at Summitville with 0-12 286 tons, picked up 3mtys between KN and SV
6:00PM	48 cloudy at Middletown, 38 Cloudy at Walton and ? Cloudy at Norwich
6:02PM	X120 departs Summitville having come up from Kingston bound for Middletown
6:05PM	ON-2 arrives at Norwich Engine 805 with 2-23 733 tons - Everything north of Norwich closed up
6:10PM	X123 arrives at Summitville caboose hop from Port Jervis bound for Middletown - 8 minutes after X120 left
6:22PM	X123 departs Summitville
6:18PM	Sunset at Middletown
6:26PM	Sunset at Norwich
6:35PM	ON-2 off duty at Norwich
6:40PM	X120 arrives at Middletown from Kingston with 0-12 286 tons
7:00PM	X123 arrives caboose hop at Middletown from Port Jervis and Monticello off duty time unk
7:05PM	X120 crew off duty at Middletown
7:30PM	X ERIE 437 out of Crawford Jct. with 0-5 119 tons headed back to Middletown ERIE RR
7:45PM	X ERIE 437 arrives at Middletown - off duty time unk, train to ERIE RR

8:24PM	Last Train Order completed for X805 Norwich to Middletown by T.B. Girard and Ray McElligott - "GN" Good Night"
9:00PM	X805 crew on duty at Norwich - Conductor Frank C. Eldred
9:12PM	X805, last train departs Norwich with Engine 805 and 5-14 905 tons
10:15PM	X805 arrives on bell at Sidney
10:17PM	X 805 reported by GX Tower - D&H RR Crossing - Entire Northern Division closed down
10:54PM	X805 by Northfield reported by telephone annunciator
11:33PM	X805 by Walton

about 11:45PM	Dispatcher Cartman arrives for turnover relieving Dispatcher Baxter
11:59PM	Dispatcher Baxter leaves and Dispatcher Cartman takes duty on last shift
	Turnover - Everything closed down except X805 south reported by Walton. Relief crew called for Cadosia at 12:05AM

11:59PM Total Train Orders written by the office 29 March 1957 - 24

Saturday 3/30/1957

12:05AM	Relief Crew on duty at Cadosia for X805 - Conductor Thornton and Engineer Sliter - Last Train Start
12:XX AM	X805 arrives at Cadosia, Operator probably gone, Norwich Crew taxis home
12:XX AM	X805 departs Cadosia - no time reported
1:42AM	X805 by Livingston Manor - probably recorded off CTC
2:36AM	X805 by Mountindale - CTC recorded
2:55PM	X805 by Summitville, probably off CTC machine
3:25AM	X805 arrives at Middletown with 5-14 905 tons, same train as left Norwich at 9:12PM - O&W operations closed out
4:00AM	X 805 crew off duty at Middletown
4:45AM	Moonrise at Middletown
XX:XX	Dispatcher Cartman closes office and locks door - it's all over
5:17AM	Twilight - Middletown
5:45AM	Sunrise - Middletown

Corrected

3/29/1957

Milepost

X803 Mayfield - Coxton Turn

Conductor		Newfroca	
Engineer		M.J. Smith	
On Duty		7:30pm 3-28 at ?	
Train		X803	
Engine(s)		803-821	
Cars (l/e)		5L - 75E	
Tonnage		2050	
Mayfield Yard (SD) - depart	199.39	1:25am	
Olyphant	208.2	1:47am	
Cayuga (CJ)	213.77	2:05am	
Cayuga (CJ)	213.77	2:30am	
Coxton (Lehigh Valley RR) arrive	X	3:25am	
Arrived with Cars		5L - 30E	tonnage arrive at Coxton for LV
Arrived with Tons		1050	
Coxton (Lehigh Valley RR) - depart	X	4:00am	0-1 caboose hop - 20 tons
Cayuga (CJ) arrive	213.77	4:45am	0-1 caboose hop - 20 tons
Cayuga (CJ) depart	213.77	5:00am	0-1 caboose hop - 20 tons
Olyphant	208.2	5:20am	0-1 caboose hop - 20 tons
Mayfield (SD) arrive	199.39	5:50am	0-1 caboose hop - 20 tons
Off Duty at SD		6:10am	
Total Time on Duty	10hr - 40 min		

Average Speed Mayfield to Cayuga

21.57

Average Speed Cayuga to Mayfield

17.26

*Note Sibley(SB) is MP 218.54

3/29/1957

Milepost		WN-9 - Weehauken Turn
Conductor		Thornton
Engineer		Schoonmaker
On Duty		8:30pm March 28 at AV?
Train		WN-9
Engine(s)		501-502
Cars (l/e)		0-3
Tonnage		70 from Weehauken
Weehauken	0	1:10am March 29th
Cornwall - arrive	52.28	2:31am
Cornwall - depart	52.28	2:40am
Campbell Hall	68.29	3:05am
Middletown	78.22	3:25am Railroad was closed out south of Middletown 3:25am
Arrived with Cars		0-3
Arrived with Tons		70
Off Duty at AV		3:35am

Average Speed Weehauken to Cornwall 38.73

Average Speed Cornwall to Middletown 34.59

Average Speed Weehauken to Middletown 34.76

3/29/1957

	Milepost	<u>Jermyn Transfer Turn from Mayfield</u>	
Conductor		Moran	
Engineer		Burch	
On Duty		11pm 3-28 at SD	
Train		X 111	
Engine(s)		111	
Cars (l/e)		1L - 6 mty	
Tonnage		159	
Mayfield (SD) depart	199.39	1:25am	
Jermyn Transfer (NA)	202	1:40am	
Arrived with Cars		1L - 6 mty	
Arrived with Tons		159	
Jermyn Transfer (NA)	202	1:45am	0-1 caboose hop
Mayfield (SD) arrive	199.39	1:55am	0-1 caboose hop
Off Duty at SD		time not recorded	

Probably followed X 803 South out of the yard at SD and dropped cars for the D&H

1945 Timetable shows yard rules in affect SD to NA

Average Speed Middletown to Summitville 10.44

Average Speed Summitville to Kingston 15.66

No train operations to Scranton on 29MAR

3/29/1957

Milepost			NO-1 Norwich - Oswego Turn
Conductor		Miner	
Engineer		Morrone	
On Duty		6:00am	ON-2 was expected to be the last train out of Oswego according to the Syracuse Post Standard Oneida Edition of 3-29-57
Train		NO-1	This train had Engine 801 and left OW about 2:30pm. In reality it probably was the last train out as NO-1 came in on the 29th
Engine(s)		805	as a caboose hop and left as a caboose hop with purpose of picking up the Fulton switchers and remaining Fulton cars.
Cars (l/e)		1 load - 5 mty	
Tonnage		141	
			Crew of ON-2 on 3-28-57
			Engineer: Ed Diefenbacher
			Fireman: Oliver Wrench
			Conductor: Albert Snow
			Brakeman: John Hart
			Brakeman: Fred Jaycox
Norwich	225.38	6:20am	
Hamilton	246.88	7:07am	
Oneida (FD) - arrive	267.74	7:50am	
Oneida (FD) - depart	267.74	8:00am	
Central Square (CQ)	298.88	9:12am	
Fulton (FU)	312.91	9:45am	
Arrowhead	315.69	x	
Oswego (OW)	325.27	10:15am	
			Dropped all cars at Oneida for NYC RR and ran to Oswego Caboose Hop
Arrived with Cars		caboose hop	
Arrived with Tons		unreadable	
			Also on board 3-29-57 was Oneida Daily Dispatch reporter Richard Baldwin from Oneida to Oswego and return
			Enginehouse foreman John Cullivan inspected 805AB in Oswego Enginehouse
			Car Inspector Francis Serow inspected train at OW
			Car Inspector Francis Serow inspected train at OW
			Left OW as a caboose hop
Train		ON-2	
Engine(s)		805	
Cars (l/e)		0-1 caboose hop	
Tonnage		x	
Oswego	325.27	1:33pm	
NYC Junction - arrive	311.69	1:55pm	
NYC Junction - depart	311.69	2:45pm	The 2 loads were probably switcher 117 and 127? from Fulton
Central Square (CQ)	298.88	2:57pm	X-117 also had 17 cars
Oneida (FD) - arrive	267.74	4:20pm	Reportedly picked up one car at Bernhards Bay
Oneida (FD) - depart	267.74	4:35pm	Two "stoways" were on board from Oneida south in Caboose 8345 - Leo Rafte of Sherill and Orman Miner Conductor Miner's Son
Hamilton	246.88	5:15pm	Rafte and Miner's wives met them in Norwich to drive them back home
Norwich	225.38	6:05pm	2 loads - 23 mtys cars
			733 tons
Off Duty at Norwich		6:35pm	
			ON-2 Minor & crew held at OW 10:40am to 12:40 for two hours
Total Time on Duty	12'-35"		
Miles Run	199.78		
			No trains operated via Eaton on 29MAR - last Eaton trip unknown
			Moses Grain burned the night of June 21, 1955 with loss of 5 box cars
Average Speed Norwich to Oneida	28.24	42.36 miles	
Average Speed Oneida to Oswego	25.57	57.53 miles	
Average Speed Norwich to Oswego	25.50	99.89 miles	
Average Speed Oneida to Norwich	28.24	42.36 miles	
Average speed Oswego to Norwich	21.79	99.89 miles	
Hamilton to Earlville	6.09 miles		
Average Speed	28.24 mph		
Estimated time at Earlville ON-2 South		5:28pm	
Estimated time at Earlville NO-1 North		6:54 AM	
			* some supplemental information courtesy of Sam Reeder, Jr.

Crew of NO-1 / ON-2 Friday March 29, 1957

Engineer Leo Morrone of Oneida
 Fireman William Fleming of Norwich
 Conductor Charles "Chick" Miner of Oneida - 46 years service
 Trainman P.E. (Paul) Osborne of Norwich
 Flagman Ed Swertfager of Norwich
 Head Trainman A.J. Natoli of Norwich

3/29/1957

Milepost		Rome Local	NOTES
Conductor		J.W. Flanagan	Trainman Conductor Conductor - James W. Flanagan 11/3/1905 12/20/1922* Brakeman - Erlo Gray 11/2/1920 Brakeman - Harold Breed 1/30/1939 * Flanagan was senior conductor on Northern Division
Engineer		M. Flanagan	
On Duty		6:30am	
Train		X 115	
Engine(s)		115	
Cars (l/e)		caboose hop	
Tonnage		20	
Norwich	225.38	6:50am	
Hamilton	246.88	7:40am	
Oriskany Falls (OR)	257.72	8:02am	Fireman Engineer Engineer - Martin Flanagan 6/16/1916 5/16/1939 Fireman - ? Bill Wilcox mentioned the fireman didn't want photo taken as he was too emotionally upset Had several riders out of Rome, including Rome Sentinel Photographer Lloyd Williams (R-RN)
Clinton (RN) arrive	266.84	8:30am	
Clinton (RN) depart	266.84	8:35am	
Rome - arrive	280.19	9:10am	
Arrived with Cars		caboose hop	
Arrived with Tons		20	
Rome - depart	280.19	10:50am	
Departed with cars		4 mtys	Rome Branch closed out received train orders from operator M.C. Stratton Utica Division closed out after train passed Pecksport X -116 would come though HI at 1:56pm arrive at Norwich with 0-4, 93 tons
Departed with tons		93	
Clinton - arrive	266.84	11:20am	
Clinton - depart	266.84	11:28am	
Oriskany Falls (OR)	257.72	12:05pm	
Hamilton	246.88	12:30pm	
Norwich	225.38	1:25pm	
Off Duty at Norwich		1:45pm	
Total Time on Duty	7' - 15"		
Miles Run	109.62		

No train between Clinton Jct. and Utica which was closed out the afternoon of March 28th with Engine #115

Leo Mengel locked up door at Utica Freighthouse 5pm 3-29-57

Average Speed Norwich to Clinton	24.88	41.46 miles
Average Speed Clinton to Rome	22.89	13.35 miles
Average Speed Norwich to Rome	23.49	54.81 miles
Average Speed Rome to Clinton	26.70	13.35 miles
Average Speed Clinton to Norwich	21.26	41.46 miles
Average Speed Rome to Norwich	21.22	54.81 miles

Hamilton to Earlville 6.09 miles

Estimated time at Earlville X 115 North 7:26am
 Estimated time at Earlville X 115 South 12:45pm

norwich to hamilton	25.8	21.5
hamilton to norwich	23.5	21.5

3/29/1957

Milepost		NE-6 Mayfield to Middletown
Conductor		Robbins?
Engineer		Reorder?
On Duty		6:45am at SD
Train		NE-6
Engine(s)		821 - 803
Cars (l/e)		2 loads - 10mt
Tonnage		462
Mayfield (SD)	199.39	7:15am
Lakewood	172.92	8:11am
Cadosia	159.9	8:35am
Livingston Manor	129.13	9:32am
Liberty	118.58	9:52am
Fallsburgh	107.97	10:10am
Summitville	93.11	10:38am
Middletown	78.22	11:05am
Arrived with Cars		2 loads - 10mt
Arrived with Tons		462
Off Duty at AV		no time recorded
Total time on duty	unk	at least 4'-45"
Miles Run	121.17	
Average Speed Mayfield to Cadosia		29.62 39.49 miles
Average Speed Cadosia to Middletown		31.62 81.68 miles
Average Speed Mayfield to Middletown		31.61 121.17 miles

3/29/1957

	Milepost	Delhi Local	
Conductor		Baxter	NOTES
Engineer		McGar	
On Duty		8:25am at Cadosia	
Train		X - 118	
Engine(s)		118	
Cars (l/e)		caboose hop	
Tonnage		not shown	
Cadosia	159.9	8:35am	
Walton - arrive	179.45	9:35am	
Walton - depart	179.45	9:45am	Cadosia Local departed for AV at 8:41am NE-6 was arriving as X-118 was departing caboose hop Cadosia to Delhi Cadosia to Walton 19.55 miles Walton to Delhi 16.61 miles Cadosia to Delhi 36.16 miles picked up 1 mty 50 minutes ahead of Eng 801 Train 10 11 minutes before arrival of #10 Eng 801
Delhi (DI) arrive	196.06	10:35am	
Arrived with Cars		caboose hop	
Arrived with Tons		unk	
Departed with cars		0 - 5 mtys	
Departed with tons		110	
Delhi (DI) depart	196.06	11:10am	
Walton (WN) arrive	179.45	11:55am	
Walton (WN) depart	179.45	12:12pm	
Cadosia - arrive		1:00pm	
Arrived with Cars		0 - 6 mtys	
Arrived with Tons		130	
Off Duty at Cadosia	1:39pm		
Total Time on Duty	5'14"		
Miles Run	72.32		

This train was picked up by #10 50 minutes after arrival at Cadosia

Average Speed Cadosia to Walton	19.55	19.55	miles
Average Speed Walton to Delhi	19.93	16.61	miles
Average Speed Delhi to Walton	22.15	16.61	miles
Average Speed Walton to Cadosia	24.44	19.55	miles

3/29/1957

Cadosia Local

Conductor		Pohlman	
Engineer		P. Barber	
On Duty		8:30 am - Cadosia	
Train		X114	
Engine(s)		114	
Cars (l/e)		0-1 caboose hop	
Tonnage		-	
			Milepost
Cadosia	8:41 AM		159.9
Livingston Manor	10:23 AM		129.13
Liberty - arrive	11:45 AM	arrive	118.58
Liberty - depart	12:07 PM	depart	118.58
Fallsburgh - arrive	12:35 PM	arrive	107.97
Fallsburgh - depart	12:38 PM	depart	107.97
Summitville	1:33pm		93.11
Middletown	2:05 PM		78.22
Arrived with Cars	2L / 10E		
Arrived with Tons	287		
Off Duty at AV	2:30pm		

X-118 for Delhi departed at 8:35

Was six minutes behind NE-6 with 821-803 leaving Cadosia

Average Speed Cadosia to Middletown

16.78

Dispatcher Notation shows block occupancy by Tremper (probably MofW - motor car) between SV (Summitville) and BH (Highview)

1:40pm to 159pm seven minutes behind X 114 south

300
292

3/29/1957

	Milepost		X 117 Fulton Job
Conductor		Hall	
Engineer		Monahan	
On Duty		9:30am	
Train		X117	
Engine(s)		117	
Cars (l/e)		unk	
Tonnage		unk	
Fulton (FU)	312.91	10:10am	left 25 minutes after X 805 went north
Arrowhead	315.69	10:20am	
Arrived with Cars		unk	
Arrived with Tons		unk	
Train		X 117	
Engine(s)		117	
Cars (l/e)		0 - 17	picked by by ON-2 at NYC Junction
Tonnage		unk	
Arrowhead	315.69	11:50am	
Fulton (FU)	312.91	12:05pm	
Off Duty at FU		not marked	X 805 south departed NYC Jct. at 2:45pm probably with Engine 117 and one other NW-2 and caboose
Total Time on Duty	5'-47"		
Miles Run	5.56	road miles	

*** X - 117 actually had orders to MP 317**

Average Speed Fulton to Arrowhead 16.68 2.78 miles

Average Speed Arrowhead to Fulton 11.12 2.78 miles

Dispatchers Sheet appears to be in error as notes say X-127 ran FX 1010 to FN 1020

3/29/1957

	Milepost		Kingston Local
Conductor		Pratt	
Engineer		Scales	
On Duty		10:45 AM at AV	
Train		X120	
Engine(s)		120	
Cars (l/e)		0-1 caboose hop	
Tonnage		-	
Middletown	78.22	1110	
Summitville (arrive)	93.11	1145	
Summitville (depart)	93.11	1159	
Kingston	35.05	3:05pm	mileage from SV
Arrived with Cars		1/10	
Arrived with Tons		286	
Depart Kingston	35.05	3:45 PM	0-9 214 tons
Arrive Summitville	93.11	5:50 PM	0-12 286 tons
Depart Summitville	93.11	6:02 PM	
Arrive Middletown	78.22	6:40 PM	0-12 286 tons
Off Duty at AV		7:05 PM	

Was at AV ready to go as 821-803 brought in NE-6 from Mayfield

Average Speed Middletown to Summitville 25.53

Average Speed Summitville to Kingston 11.31

Average Speed Kingston to Summitville 16.82

Average Speed Summitville to Middletown 23.51

3/29/1957

Milepost		
Conductor		Hitchcock
Engineer		Fritz*
On Duty		10:45am
Train		X 116
Engine(s)		116
Cars (l/e)		1 mty + caboose
Tonnage		52
Norwich	225.38	10:51am
Hamilton	246.88	11:40am
Oneida (FD) - arrive	267.74	12:30pm
Oneida (FD) - depart	267.74	1:05pm
Hamilton	246.88	1:56pm
Norwich	225.38	2:40pm
Arrived with Cars		caboose hop
Arrived with Tons		20
Off Duty at Norwich		3:00pm
Total Time on Duty	4'-15"	
Miles Run	84.72	

Oneida Turn

*Fritz is marked on the ds sheet but photos show Frank Sherman

Crew

Engineer: Frank Sherman

Fireman: John Hahn

Conductor: George Hitchcock

Brakeman: David Miller

Brakeman: Charles Anderson

Average Speed Norwich to Oneida	25.67	42.36 miles
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Average Speed Oneida to Norwich	26.75	42.36 miles
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Hamilton to Earlville 6.09 miles

Estimated time at Earlville X 116 North 11:26am

Estimated time at Earlville X 116 South 2:09pm

3/29/1957

Milepost		<u>Port Jervis - Monticello Local</u>	
Conductor		Robinson	
Engineer		Atwood	
On Duty		11:15am at AV	
Train		X123	
Engine(s)		123	
Cars (l/e)		0-1 caboose hop	
Tonnage		-	
Middletown	78.22	11:33am	
Summitville (arrive)	93.11	12:10pm	*X 114 coming down from HD would not arrive here until 1:33pm
Summitville (depart)	93.11	12:20pm	
Monticello - arrive	30.61	2:00 PM	mileage from SV
Arrived with Cars		0-1 caboose hop	
Arrived with Tons		20	
Depart Monticello	30.61	2:20pm	0-6 150 tons
Arrive Port Jervis	22.46	3:40pm	0-6 150 tons
Depart Port Jervis	22.46	5:05pm	0-1 25 tons
Summitville - arrive	93.11	6:10pm	0-1 25 tons
Summitville - depart	93.11	6:22pm	0-1 25 tons
Arrive Middletown	78.22	7:00pm	0-1 25 tons
Off Duty at AV		unk	
Total Time Crew on Duty		8	estimate

Valley Junction is MP 14.45

*note discrepancy in caboose weight

* arrived at SV 8 mins after X120 from Kingston left for AV

Average Speed Middletown to Summitville	24.15
Average Speed Summitville to Monticello	18.37
Average Speed Monticello to Port Jervis	18.19
Average Speed Port Jervis to Summitville	20.73
Average Speed Summitville to Middletown	23.51

3/29/1957

Milepost		NW-10	
Conductor		Thompkins	<u>NOTES</u>
Engineer		Kortwright	
On Duty		11:30am at Norwich	Conductor - Thompkins
Train		NW-10	Head Brakeman - George Sayer
Engine(s)		801	Rear Brakeman - Fred Shields
Cars (l/e)		4 loads - 4 mty	
Tonnage		408	Engineer - Hank Kortwright
			Fireman - T.M. Carmody
Norwich	225.38	11:30am	note departure time is same as on duty time
Sidney (SI) - arrive	200.55	12:10pm	
Sidney (SI) depart	200.55	12:39pm	
Walton (WN) arrive	179.45	1:09pm	
Walton (WN) depart	179.45	1:18pm	
Cadosia - arrive	159.9	1:50pm	
Arrived with Cars		4 loads - 4 mty	
Arrived with Tons		408	
* change to Southern Division Sheet			
Departed with cars		6 loads - 11 mty	picked up Delhi local and cars and probably one other NW-2 and caboose at HD
Departed with tons		828	
Cadosia - depart	159.9	2:25pm	
Summitville (SV)	93.11	4:18pm	
Middletown (AV)	78.22	4:50pm	
Off Duty at AV	5:00pm		
Total Time on Duty	5'30"		
Miles Run	147.16		

This crew came north the day before on #9 with Engine 805

Average Speed Norwich to Sidney	37.25	24.83	miles	
Average Speed Sidney to Walton	42.20	21.1	miles	FAST !!
Average Speed Norwich to Cadosia	28.06	65.48	miles	
Average Speed Cadosia to Middletown	33.80	81.68	miles	
Average Speed Norwich to Middletown	27.59	147.16	miles	

3/29/1957

Milepost

ERIE 437 Pine Bush Local

Conductor		Quick
Engineer		Wickham
On Duty		4:25pm
Train		X437
Engine(s)		ERIE 437
Cars (l/e)		6L - 1E
Tonnage		323 tons
Middletown	78.22	4:50pm
Crawford Junction (ar.)	81.3	5:10pm
Crawford Junction (dpt)	81.3	7:30pm
Middletown	78.22	7:45pm
Arrived with Cars		0-5
Arrived with Tons		119 tons
Off Duty		not recorded

Operating on NYO&W via trackage rights from AV to Crawford Jct.

ERIE 437 was departing AV as NW-10 with Eng 801 was arriving at AV from Norwich

Average Speed Middletown to Crawford Jct. 9.24

Average Speed Crawford Jct. to Middletown 12.32

3/29/1957

Milepost		X-805 South Norwich to Cadosia	
Conductor		F.C. Eldred	<u>NOTES</u>
Engineer		Frank Sherman*	* Sherman also worked the 10:45am Oneida turn listed on the RTM as Fritz
On Duty		9:00pm at Norwich	Possibility that Fritz and Sherman switched, backed up by conversation with
Train		X-805	Frank Eldred years later that Sherman was not the engineer that night
Engine(s)		805	
Cars (l/e)		5 loads - 14 mtys	some of the train taken south by ON-2 must have gone to the DL&W at Norwich
Tonnage		905	
			Had yard engines 115, 116, 117, 129 +127? - caboose 8345
Norwich	225.38	9:12pm	
Sidney (SI) - arrive	200.55	10:15pm	GX operator at Sidney D&H crossing showed 10:17pm
Northfield	186.65	10:54pm	Reported by Train Announcer System
Walton (WN)	179.45	11:33pm	Walton operator still on duty ?
Cadosia - arrive	159.9	not shown	probably arrived about midnight
			assume Cadosia operator was not there to report
* change to Southern Division Sheet			
Train was recreated at Cadosia see X-805 OD 12:05am March 30, 1957			
Off Duty time	unk		
Total Time on Duty	3+ deadhead		
Miles Run	65.48		

This crew taxied back to Norwich and went off duty there

Average Speed Norwich to Sidney	23.65	24.83	miles	
Average Speed Sidney to Walton	16.23	21.1	miles	
Average Speed Norwich to Cadosia	23.39	65.48	miles	assuming midnight arrival at HD

Yard crew of Conductor Francis McInerney and Engineer Ed Thorpe Engine 129 made up X - 805 at Norwich

Crew	
Conductor	Frank Eldred
Engineer	listed as Frank Sherman
Fireman	Frank Vincent
Brakeman	Russell Sergeant
Brakeman	Kenneth Alger

Last order copied by Ray McElligott from T.B. Girard - 8:24pm 3-29-1957

Order # 24

3/30/1957

Milepost		X805 south Cadosia to Middletown (Last Train start)	
Conductor		Thornton	<u>NOTES</u>
Engineer		G.L. Sliter	
On Duty	12:05am March 30 at Cadosia		
Train		X-805	
Engine(s)		805	
Cars (l/e)		5 loads - 14 mty	
Tonnage		905	
Southern Division Sheet			
Cadosia - depart	159.9	not marked	same train as brought in from Norwich operator was probably already gone times taken off "Middletown machine " ? times taken off "Middletown machine " ? times taken off "Middletown machine " ?
Livingston Manor (VM)	129.13	1:42am	
Mountaindale (UN)	101.79	2:36am	
Summitville (SV)	93.11	2:55am	
Middletown (AV)	78.22	3:25am	
Tonnage at Final Terminal	905		
Cars at Final Terminal	5 loads - 14 mty		
Off Duty at AV	4:00am	30-Mar-57	
Total Time on Duty	3"55"		
Miles Run	81.68		

Average Speed Livingston Manor to Middletown 29.66 50.91 miles

Middletown paper notes "less than half a dozen cars left in Sullivan County"
 for pick up later that were not unloaded - strange account of embargo
 Whether these cars actually existed or not is unknown, nor when they were picked up or by whom

Dispatchers on Duty

<u>Date:</u> <u>Friday</u> <u>29-Mar-57</u>					
				<u>Operator Seniority</u>	<u>Division</u>
12 midnight	to	7:59am	P.J. Cartman	3/19/1917	Southern
7:59am	to	3:59pm	H.T. "Hub" Dixon	9/1/1912	Northern
3:59pm	to	11:59pm	C.V. "Clyde" Baxter	6/7/1915	Southern

<u>Date:</u> <u>Saturday</u> <u>30-Mar-57</u>					
11:59pm	to	unk	P.J. Cartman	Was on duty until at least	logging off crew of X-805 at 4:00am

Total Train Orders Written: 24

Authority for Tremper SV to BH 1:40pm to 1:59pm

Weather

<u>Time</u>	<u>AV - Middletown</u>	<u>VM - Livingston Manor</u>	<u>HD - Cadosia</u>	<u>WN - Walton</u>	<u>Norwich</u>
12:01am	40 cloudy		38 cloudy		? Cloudy
6am	38 cloudy		34 cloudy	30 snow	? Snow
12:01pm	49 pt cloudy	44 pt cloudy	42 (?)	40 pt cloudy	?
6pm	48 cloudy			38 cloudy	? cloudy

<u>Time</u>	<u>Central Square</u>
9am	40 cloudy

<u>Time</u>	<u>Sidney</u>
6am	33 snowing
Noon	50 partly cloudy

29-Mar-57
Syracuse, NY

Sunrise: 5:53am

Sunset: 6:26pm

Moonrise: 4:45am

Moonset: 5:06pm

Block Operator Record

GX - D&H Tc GX - D&H Tower at Sidney

	<u>Date</u>		
	26-Mar-57		
<u>Time</u>	<u>Engine</u>	<u>Direction</u>	<u>Probable Train</u>
3:15am	808	South	US-2
12:36pm	801	South	#10
4:48pm	806	North	#9
11:01pm	822	North	SU-1

	<u>Date</u>		
	27-Mar-57		
<u>Time</u>	<u>Engine</u>	<u>Direction</u>	<u>Probable Train</u>
3:03am	821	South	US-2
12:26pm	807	South	#10
4:31pm	801	North	#9
9:52pm	821	North	SU-1

	<u>Date</u>		
	28-Mar-57		
<u>Time</u>	<u>Engine</u>	<u>Direction</u>	<u>Probable Train</u>
3:52am	821	South	US-2
12:15pm	806	South	#10
4:41pm	805	North	#9
#9 Eng. 805 Tompkins/Kortwright			
Last Northbound into Norwich			

	<u>Date</u>				
	29-Mar-57				
<u>Time</u>	<u>Engine</u>	<u>Direction</u>	<u>Train</u>	<u>Temp</u>	<u>Weather</u>
				33 - 6am	Snowing
12:10pm	801	South	#10	50 - noon	Pt. Cloudy
10:17pm	805	South	X - 805	Last train - tower closed	
Last Operator: Phillip Cally					
Note: AV ds OS'ed train at SI at 10:15pm - 2 minute difference					

Date: 3-29-1957

Locomotive Assignments

NW-2 Switchers		
	111	Mayfield - Jermyn Transfer
x	112	Middletown
	113	unk
	114	Cadosia - Middletown
	115	Rome Local
	116	Oneida Turn
	117	Fulton - Arrowhead
	118	Delhi Local
	119	unk
	120	Kingston Local
	121	unk
x	122	Middletown Yard
	123	Port Jervis - Monticello
x	124	Norwich Yard
	125	unk
	126	unk
x	127	Fulton Yard
	128	unk
x	129	Norwich Yard
	130	unk
	131	unk
x Denotes not confirmed		

<u>Road Units</u>	<u>Assignment 3-29-1957 or last known</u>
501	Weehauken to Middletown #9
502	Weehauken to Middletown #9
503	unk
601	unk
801	Norwich to Middletown
802	unk
803	Mayfield - Coxtown-Middletown
804	unk
805	Norwich-Oswego-Middletown
806	Last known on #10 Norwich to Middletown on 28Mar
807	last known on #10 Norwich to Middletown on 27Mar
808	Last known on US-2 on 3/26/1957 Norwich to Mayfield
821	NE-6 with 803
822	went north Mayfield to Norwich on SU-1 on 26Mar may have returned with 808 US-2 on 27Mar

Summary of Train Starts

Start #	Date	Train	Locomotives (s)	Time On-Duty	Place OD	Time Off Duty	Location Off Duty	Territory
X1	28-Mar	X803	803/821	7:30pm	unk	6:10am	Mayfield	Coxton Turn
X2	28-Mar	WN-9	501/502	8:30pm	unk	3:35am	Middletown	Weehauken to Middletown
X2	28-Mar	X-111	111	11:pm	Mayfield	not recorded	Mayfield	Mayfield - Jermyn Transfer
1	29-Mar	NO-1	805	6:00am	Norwich	6:35pm	Norwich	Oswego Turn
2	29-Mar	X115	115	6:30am	Norwich	1:45pm	Norwich	Rome Turn
3	29-Mar	NE-6	821-803	6:45am	Mayfield	11:15am	Middletown	Mayfield - Middletown
4	29-Mar	X118	118	8:25am	Cadosia	1:39pm	Cadosia	Cadosia-Delhi-Cadosia
5	29-Mar	X114	114	8:30am	Cadosia	2:30pm	Middletown	Cadosia - Middletown
6	29-Mar	X117	117	9:30am	Fulton	after 12:05pm	Fulton	Fulton - Arrowhead
7	29-Mar	X120	120	10:45am	Middletown	7:05pm	Middletown	Middletown - Kingston
8	29-Mar	X116	116	10:45am	Norwich	3:oopm	Norwich	Oneida Turn
9	29-Mar	X123	123	11:15am	Middletown	unk after 7pm	Middletown	Middletown-Monticello-Port Jervis
10	29-Mar	NW-10	801	11:30am	Norwich	5:00pm	Middletown	Norwich - Middletown
10a	29-Mar	MOW	motor car?	1:40pm	x	1:59pm	x	MOW authority SV to BH
11	29-Mar	ERIE 437	ERIE 437	4:25pm	Middletown	arrive AV 7:45pm	Middletown	Middletown to Crawford Jct. and return
12	29-Mar	X805	805	9:00pm	Norwich	after midnight-deadhead	Norwich	Norwich - Cadosia and deadhead via taxi
13	30-Mar	X805	805	12:05am	Cadosia	4:00am	Middletown	Cadosia - Middletown

Hi Doug,

I remembered that Gail Allen started to learn the dispatcher job on the O&W. Here's his answer about the growlers.

Regards,

Jeff

-----Original Message-----

From: Gail Allen <engineer32@rcn.com>

To: jeffotto@aol.com

Sent: Tue, Feb 8, 2011 2:33 pm

Subject: Re: O&W CTC panel

Hi Jeff,

As for the selectors, they were just a type of microphone that the Dispatcher could turn and listen to the Trains go by. They were used considerably to determine arrival time at the terminals.

Good hearing from,

Gail

----- Original Message -----

From: jeffotto@aol.com

To: engineer32@rcn.com

Sent: Monday, February 07, 2011 8:53 PM

Subject: O&W CTC panel

Hi Gail,

Do you recall how the telephone OS devices worked? (also called "train announcers" or "growlers"). I have a list of telephone selector codes that shows them at Poyntelle, Apex, Northfield, Summit and Pecksport. Attached is a photo (sorry about the quality) of the CTC panel with the telephone selector noted, along with the little manual levers to remind the dispatcher of the status of the telephone OS devices.

Were they just microphones so you could hear the train go by, or something else?

Regards,

Jeff

TRAIN DISPATCHING TELEPHONE SELECTOR

LOCATIONS AND COMBINATIONS.

Train Announcers

60 BP Selectors

		Combinations	
		Connect	Disconnect
Location	<i>Northfield</i>	<i>9-7-3</i>	<i>9-7-5</i>
Location	<i>Northfield</i>	<i>9-7-3</i>	<i>9-7-5</i>
Location	<i>Northfield</i>	<i>9-7-3</i>	<i>9-7-5</i>
Location	<i>Northfield</i>	<i>9-7-3</i>	<i>9-7-5</i>
Location	<i>Northfield</i>	<i>9-7-3</i>	<i>9-7-5</i>
Location	<i>Northfield</i>	<i>9-7-3</i>	<i>9-7-5</i>

60 AP Selector Combinations

Not in Service.

2-12-3
 3-4-10
 3-9-5
 4-4-9
 4-8-5
 5-2-10
 5-6-6
 7-2-8
 9-3-5
 10-4-3
 10-5-2
 11-2-4

connect 7-9-B

Poyntelle Disconnect 7-3-C

connect 8-4-B

Apex Disconnect 8-4-C

connect 9-3-B

Northfield Disconnect 9-3-C

connect 9-8-B

Summit Disconnect 9-8-C

connect 7-4-B

Peaksport Disconnect 7-4-C

SAVE

Hi Bob and Doug,

I finally got time to reply to this email thread -- after finally getting a chance to read through a recently-donated document file we just processed at the archives. I address the use of train orders within "CTC territory" in general (which has been an open question for several years), not just on the last day.

Are you sitting down?

It APPEARS that the reason the O&W continued to use train orders North of AV after installing the signal system with the fancy panel in the AV station is that the system was NOT a CTC system. (no, I'm not on drugs). The system was a "Remote Control Manual Block" signaling system. There are variations in the name, but that name was used in an answer to the ICC complaint in Dec 1947 that the O&W failed to install a single track automatic block system -- which was a condition of their receiving the 1945 approval to single track the RR. A white paper about the O&W plans (unsigned and undated, but from about 1948, and consistent with the O&W's letter to the ICC) uses the name "Manual Block Remote Control". It described the RR's characteristics and traffic, how a plain automatic block system, though it would provide safety, would not improve operations, and what was needed was a system with "the added facility of a control machine with indicating lights so that the dispatchers will control movements of trains ...".

OK, maybe you're thinking the above names were just generic ways to refer to CTC, but respecting trade names, etc, but here's the killer part: The last paragraph of the white paper starts with "Remote Control is not intended as a substitute for Automatic Block Signals or C.T.C.". Like, wow, man! Of course, that was years before the system was actually installed, and doesn't flatly say that what was finally installed wasn't CTC, but the whole file never uses the term CTC (for other than referring to the Highview, Fallsburgh or East Branch to Cadosia sections, and the above sentence saying that it isn't CTC). The file runs from 1945 to 1950, and seems to be a complete record of the relevant communications (about 2" thick). In 1950, the general manager (and others) used the term "Firthcliffe to Cadosia signaling", Earl Hinman repeatedly called it the "New signaling program", in 1947 "Revised APB with remote control" was used (I think by US&S), and the machine in AV was simply referred to as the "Middletown machine". Both O&W and US&S used the various terms. The 1951 set of schematics (in our flat files), which appear to match what was installed, are labeled "Automatic Block System". There are a few US&S signal schematics in those flat files labeled CTC, but they aren't specific to the O&W. Certainly the system the O&W had used much of the same hardware as CTC systems, but that doesn't prove that the O&W's system was actually a CTC system or considered as one. The document from US&S dated 7-1-54 (not in the above file), with the title (O&W) "Firthcliffe - Cadosia, Automatic Block System, Description of

Machine Operation, D4.3.88" never mentions CTC, and under "General Operation", says "The system of signaling, in general controlled by this machine, may be called siding to siding signaling" (by the way, the title is interesting, as by then it was clear that the system would only control between Middletown / Crawford Junction and East Branch, as the 1953 builder's photo of the Middletown machine shows).

Here are some dates: US&S sent the initial schematics to the O&W in 1948, and they started installing poles, wiring, etc in 1949. I have a builder's photo of the "Middletown machine" dated Aug, 1953, and labeled "N.Y.O.&W. R.R.-Firthcliffe-Cadosia". The last ETT, April 1954, includes CTC rules (as they had since 1944 or 1945), but doesn't specify any CTC territory. The remaining definite CTC between East Branch and Cadosia isn't specified as CTC either, but the rules for operation right there generally match the CTC rules. I have various train orders from the mid to late 50's authorizing train movements in the area controlled by the Middletown machine (I don't have any exact dates when control of the each section was activated, but know that they started at Crawford Junction (I guess around 1950), worked Northward in sections, and were installing signals in Livingston Manor at the end, so the progress can be estimated by interpolation).

We just got a train order donated to the archives, dated Feb 26, 1957, which includes a meet at Mountindale. That shows that train orders were definitely used in the area that the Middletown machine definitely controlled, and that the system wasn't even used to effect meets. That, and the fact that the operators weren't laid off in the area (as far as I know), brings up the question of what use was the whole system at all. Based on the name I first mentioned, above, it seems it just added another layer of safety by being a manual block system, but controlled by the dispatcher instead of by the operators (I suppose the operators may have been relieved of doing the manual block, but unless we uncover some very late station records of train movements, that may be an open question). It didn't seem to do much to expedite operation. It did have full signal protection, as with APB, but simple APB would have been much less expensive.

Anyway, this is the first thing I've seen in writing that seems to explain the use of train orders in the area North of Middletown in the mid and late 50's. Of course, surprises continually turn up, which is why I include the disclaimer that "Your mileage may vary".

Regards,

Jeff




FEB. 1957
 1 2 3 4 5 6 7 8 9 10 11 12
 13 14 15 16 17 18 19 20 21 22 23 24
 25 26 27 28 29 30 31

SHIPPING DAY

19 March 57

APR. 1957
 1 2 3 4 5 6 7 8 9 10 11 12
 13 14 15 16 17 18 19 20 21 22 23 24
 25 26 27 28 29 30

SUN	MON	TUE	WED	THU	FRI	SAT
					1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24 31	25	26	27	28	29	30



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