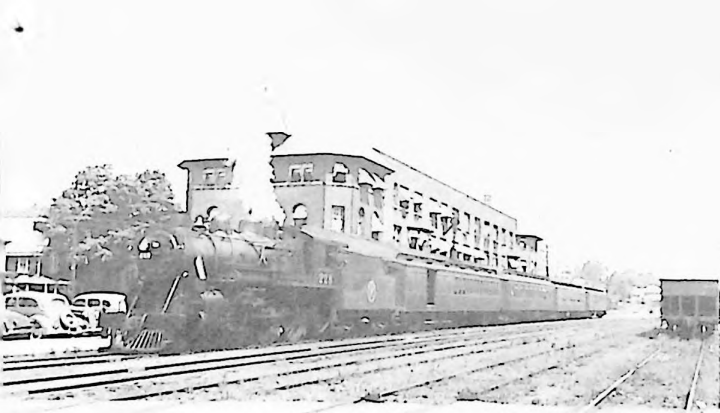




# BSERVER

June 1970



The ONTARIO & WESTERN OBSERVER is published by the Ontario and Western Technical and Historical Society. It is distributed on a quarterly basis to dues paying members and to contributors of information and photos used herein. Address correspondence to the magazine at P.O. Box 405, Franklin Lakes, N.J. 07417. No part of the magazine should be reproduced without specific permission of the editor and contributor of information. Cover photos by the following: No. 50 at Oswego 5/6/39 from Herb Trice Collection submitted by Richard Palmer; Four FTs at Middletown in 1946 by James Dillon; The 228 and train at the same location in 1936 by Harold Vollrath.

---

ONTARIO & WESTERN OBSERVER

---

June, 1970

Volume 2, No. 2

<p>EDITOR Robert Mohowski</p>	<p>CONTRIBUTING EDITOR Jack W. Farrell</p>	<p>EDITORIAL ADVISOR J. Anthony Koester</p>
<p>Marvin Cohen Wayne M. Daniels Kenneth Hojnacki</p>	<p>FEATURE CONTRIBUTORS Waldo J. Nielsen Walter Olevsky</p>	<p>Richard F. Palmer Dr. Charles Snyder</p>
<p>Roger Cook Jim Dillon</p>	<p>GENERAL CONTRIBUTORS Robert F. Harding A.E. Owen Herb Trice</p>	<p>Harold K. Vollrath Don Wallworth</p>

---

CONTENTS

---

Editorial Comment -----	2	To Auburn Via the Midland -----	11
Owen W's Photos -----	3	A Poem of the Midland -----	13
Milk Train! -----	4	Mail Stop - Transfer Run -----	14
Sustaining Members -----	9	Caboose Plan -----	15
Hiking the O&W -----	10	Milk Station Plan -----	16

---

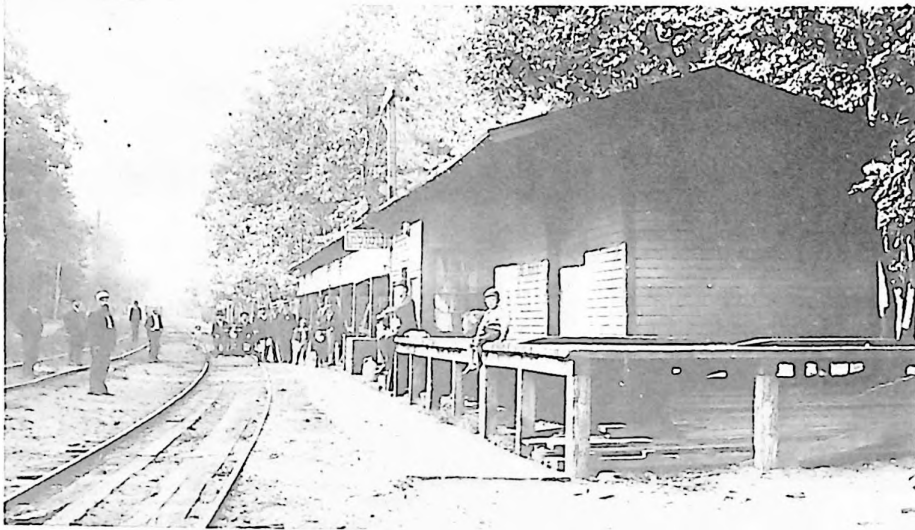
Editorial Comment ----- A Very Worthwhile Idea

A short while ago we would have doubted the idea of the O&WTHS getting involved in matters of conservation and outdoor recreational space. A connection between the two is not at all as strange as it would first seem. The needs of the people of New York State and a major aim of the Society go hand in hand in an idea presented by a man who is now a member of our organization.

In short, what Waldo J. Nielsen has suggested and is working for is for the State of New York to purchase

and maintain the O&W main line roadbed from Cornwall to Oswego for a hiking, biking and horseback riding trail.

We, because of our interest, do not need "selling" to get our support for such an idea. However, some objective justification is in order. For this reason, we have included a short article by Mr. Nielsen in this issue. In closing he asks us individually to send a letter to state officials in favor of this idea. THE TIME TO DO SO IS NOW.



Robert Harding collection  
 Sylvan Beach station on or before 1887. The sign reads BALTO. & OHIO TELEGRAPH. Rails ended one quarter mile in the distance. The land is now a park and a highway runs over the right-of-way.

# Owen W's



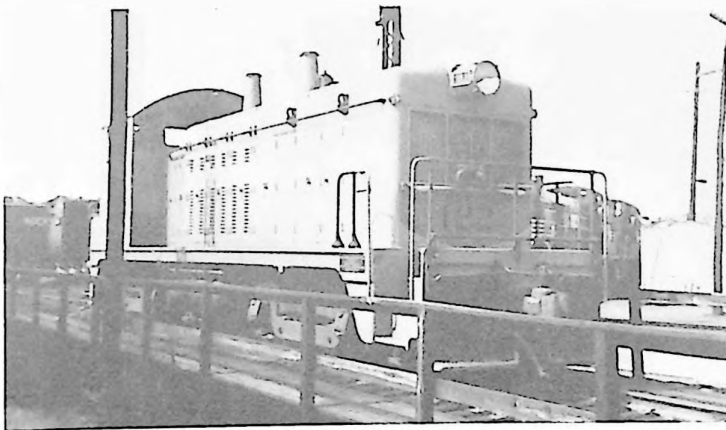
# photos



A. E. Owen  
 The flood of milk was gone by 1949 so car 1034 stands in the weeds at Middletown.



A. E. Owen  
 A Cooke product of 1904, the 220 served for almost fifty years.



Roger Cook  
 It's May 1957 and the NYC has not yet repainted or renumbered the 122. Here she sits on the Chatham, N. Y. turntable.



Don Wallworth  
 Wreck at Rock Tavern has caused the 322 and train to detour over the Erie through Ramsey, N. J. in 1946.

# MILK TRAIN!

WAYNE M. DANIELS

From colonial times to the present day, a complex of businesses, and later industries have been entirely concerned with supplying the central city of New York with its life essentials and not a few of its luxuries. In the period from 1840 to 1870 railroads became an increasingly important part of that process.

In 1840 the American railroad industry barely deserved the name. It was not the least bit nationwide, and barely an industry. But in 1835 there were 1,098 miles of American railway. In light of the 5,000 total miles of canals eventually constructed, this is not a small accomplishment. Remember, steam railway engines had been treading American rails for a mere five years.

At the early date of 1841, the idea of shipping country milk to New York City was borne. Apparently all that was needed to provide the spur was a taste of sweet, fresh, Orange County milk to convince Contractor Thaddeus Selleck that here was a most desirable commodity. Selleck was building part of the New York & Erie RR (later New York, Lake Erie & Western RR, later Erie RR, later Erie-Lackawanna) at Chester, New York. Selleck was familiar with the milk situation in New York. Dairy farmers in neighboring counties to New York supplied some fresh milk, but this was strictly limited by the heat of the day and the time consumed in driving a wagon into the City. There were just not enough farmers within the confines of these limitations. The average New Yorker bought milk from a small local dealer, who got it from stable cows. Truckmen, stable owners, or anyone with stable or barn space tended to keep a cow or two. The diet of these New York bovines was remarkable. Brewery

waste, stable hay, and gloried leavings gave the name "swill milk" to the local product.

Selleck was totally convinced that fresh quality milk had both an eager market and could be practically shipped. Railroad speed and ease of handling was the key. When the New York and Erie opened between Goshen and Piermont in September, 1841, Selleck obtained the position of station agent at Chester, and began his campaign to inaugurate fresh milk shipping. He attempted to bring both ends of the shipping route into operation at once, making provisions for a terminal depot at New York. Surprisingly, his efforts met a distinct lack of enthusiasm in Orange County. Specialization in farming was very new. Most farmers provided first for the broad food needs of their family, and then sold the surplus for negotiable cash. This is essentially the farming heritage of the 18th century. When the techniques for salting and curing butter came into use, some of the more daring farmers began to specialize in butter for the New York market. Unlike milk, prepared butter could be shipped without grave spoilage problems. Many Orange County farmers had come to specialize in butter, and saw no reason to diversify into bulk milk production. Such a questionable speculation seemed pointless.

But one Orange County farmer finally broke the deadlock and rescued Selleck's dream. Philo Gregory of Chester agreed to a first, experimental shipment from Chester to Piermont on the NY&ERR, and thence by water to Selleck's hastily established terminal in New York City. Two hundred and forty quarts in churn-like wood, truncated cone containers painted blue departed Chester in the spring of 1842; the

first railroad-shipped bulk milk for the open market of New York City. Gregory paid two cents per quart for his milk, delivered and loaded at Chester. It arrived in New York fresh and unspoiled. The moderate weather and the fact that it had not stood waiting for the train undoubtedly helped.

The message was received. Butter sold at fifteen cents per pound while milk was bringing two cents per quart. The best profit with the least labor lay with milk. Milk shipping became an industry in short order. Selleck sold his business to a new company, The Orange County Milk Association.

More and more farmers ventured the investment and began to specialize in dairy farming. Within a few years the dairy business was not only established, but thriving. By 1843 an average of 12,000 quarts of milk daily arrived in New York, at a retail price of five cents per quart. Two hundred and forty dollars per day was reaching the pockets of the first farmers to ship bulk milk. By 1902, over \$37,000 daily went to the farmers.

The essential problem of milk spoilage became more evident as the weather warmed, and the volume increased. But that fall, a descendant of an old Orange County family, Jacob Vail, developed the critical technique needed. In attempting to quick-cool his milk, he fitted a coil of pipe passing through a hogshead. Ice in the hogshead cooled the milk quickly as it was poured through the coil. Vail probably had no idea that he developed the first essential principle of milk shipping.

Dairymen's manuals published after Vail's basic experiment summed up the nature and need of the cooling principle:

"Every attention should be given...to cooling the milk as soon as it has been drawn from the cow... When milk is cooled to a low tem-

perature and then warmed, it sours very quickly. This souring can go on when it is supposed to be quite safe from change, and the dairyman is much disappointed to find his agent complaining... The cooling of the milk then becomes a matter of paramount importance. Ice water is too cold and produces the very mischief it is intended to prevent. Fifty-five degrees is low enough, and sixty will do very well if the milk is not exposed to unusual risks in the transportation..."

The New York & Oswego Midland, in the process of completion, could hardly fail to see the potential of the milk trade. While the "New York, Lake Erie & Western was the undisputed innovator in the field, the NYO&M had an ace in the hole. One that could turn a seeming disadvantage into a major asset.

Much has been made of the route and territory through which the NYO&M was layed. By the mid-twentieth century much of the O&W country was a disaster as far as terminating or originating traffic was concerned, especially the Northern Division with the possible exception of the Oswego area. But when the NY&OM was being built, it was different matter.

Population densities and proportions were much different. For example, the population of Delaware County was greater in 1870 compared to the population of New York City or Rockland County than it was in 1957. The radical population shifts of the twentieth century to urban and suburban areas did not so much diminish the Midland Route as overshadow it, and reduce its significance.

The hidden asset of the nineteenth century was the superb dairy country that held most of the Midland right-of-way to its bosom. Exactly how well this asset had been anticipated will never be known. It will be hotly debated. The fact remains that milk service on the



O&W was one of the roads top assets.

Consider the eagerness of the Oswego Midland to inaugurate this source of revenue. The Midland was essentially a complete road with the completion of Shawangunk (Bloomingburg) Tunnel on January 24, 1872. Only one week later, February 1, 1872 the first Midland-shipped milk traveled from Bloomingburg to Middletown and was hand transferred to the NYLE&W, destination, New York. It was simply an ordinary boxcar, in all likelihood, coupled onto a passenger train, but it may have carried some weight towards boosting the confidence of Orange County investors and dairymen in the Midland.

How far and fast milk service would have gone is a mute point. Its immediate prospects went the same place as the Midland's funds and the panic of 1873 pushed the road into bankruptcy. For the next four years milk service from Bloomingburg to Middletown was maintained, while the road was reorganized and pennies pinched. Relations were of course strained with original investors who lost huge sums of money. But the dairymen of Orange County were primarily concerned about getting their product to market. If they had lost money in the Midland, here was a way for many of them to make some of it back.

Despite the comparative poverty of the Oswego Midland, expansion of milk service became a self generating phenomenon. Farmers who had never before considered dairy farming now found a milk carrying railroad in their neighborhood. It was the process of the 1840s repeated over again. Only the time and place were different. Almost total specialization was still required, including committing fields to grazing and fodder, foregoing calves, and large capital investment in quality milk cows, buildings and equipment.

The profit making ability of the venture for both farmer and railroad steadily overcame local resistance as the idea marched north along the Midland. In May 1877, the milk run was extended to Liberty, and the volume of milk increased to 900 cans per day. One year later, milk trains were regularly traveling from Morston (later Livingston Manor). This was the era of constant debt suits against the road. Taxes and wages were often unpaid. Maintenance was at a low. The Midland even ceased operation for a short time. But it was also the period of trusteeship of Abram S. Hewitt, a man of remarkable honesty, candor, ability, and judgement. In the light of his broad business experience he may have been the best of all possible men to keep alive the railroad that by most standards should have died in 1873. And yet while every expenditure was being cut to the bone, the milk traffic was being frugally but steadily expanded.

Hewitt's policy was straightforward. Any avoidable expense was pitilessly eliminated. But any enterprise that was within the limited financial reach of the OM's meager income was advanced. The Centennial Trains of 1875 are a good example. Many original maroon Midland coaches were painted white and traveled from Oswego over the NYO&M, the NJM and the Pennsylvania direct to the grounds of the Centennial Exposition where the sleepers laid over on special tracks as hotel rooms on wheels for the Midland patrons. All this required little additional capital outlay by the road, and it brought in immediate revenue to finance itself and pay a profit. Extending the milk traffic in modest amounts accomplished the same thing, and there was no immediate time limit. When the Centennial Exposition ended, the milk traffic continued, and increased.

Trustees before and after Hewitt

have handled the problems of their railroads in a variety of ways. Few did it as well.

Black ink was coming back to the Midland ledgers, in a limited but steady flow. Certainly the road would have grown and prospered in a modest, confident fashion, especially in view of its easy weathering of the national railroad crisis of 1877. But now that she was a property of value it was only inevitable that she would invite new ownership, willing to buy into, invest further, and develop her potential.

In 1879, a cartel headed by Conrad N. Jordan purchases the Oswego Midland for \$4,600,000. While the importance of this move should not be underestimated, let it suffice to say that the Midland received a new name, a new southern route, and new capitalization.

The New York, Ontario & Western Railway was born, incorporated out of the old Midland, on January 21, 1880. A new southerly outlet connection was sought for the new O&W. The broad gauged Erie made direct car interchange impossible, and the New Jersey Midland was still as shaky as the OM had been. Absorption of the existing Jersey City & Albany, plus a connection from Middletown to Cornwall and south brought the New York West Shore & Buffalo into being, a direct route to Weehawken, in 1883.

In those first three years of the O&W, milk runs had been extended even further into the country. The entire 17 mile long Delhi Branch on the Southern Division from Walton to Delhi inaugurated milk service in 1881. The following year, 1882 saw the service extended north from Walton to Sidney. Now the entire Southern Division main line, 122.41 miles long had a thriving milk trade. Of course, the year after, 1883, saw the West Shore line open and the first milk trains traveling over the new route. Among other

things, it increased the distance to Sidney to 148.20 miles, with a total distance to Weehawken of 200.50 miles. Eleven years ago a single hastily provided car had hauled milk 11 miles for the first time on the road. The comparison speaks for itself.

Additional light is cast on the subject by the construction of a string of milk stations on the 22 mile new section from Cornwall to Middletown. Unlike their predecessors farther up the line, these stations are illustrated and documented by the fortunate survival of the original ink on linen construction plans. The sheet bears no date, only an Engineering Dept. serial number which appears to have been added well after the time of drafting. Three different sizes of stations appear, each with its own bill of materials, approximately to scale drawing, and list of actual locations. The stations had a capacity of 25, 50 and 150 forty quart milk cans, respectively.

It is assumed at this time that the stations were built somewhere during the period of 1882-1884, when the Middletown-Cornwall section was either under construction or very new. This portion of Orange County was as yet untapped by the milk trade, and its proximity to New York at a time when the trade was being expanded farther afield must have made it very attractive. Architecturally, the buildings would not normally have been built much later. Vertical siding was used with molded cap strips measuring 1" x 2½". This "board and batten" siding was rapidly going out of style in the 1880s, to be replaced by novelty siding. The style of the rollers is also compatible to this period.

Each station had a low, single slope roof shed of 12, 24, or 36 feet long set on an elevated platform double the length of the shed. The uncovered section of platform was presumably for unloading empty

SOME MILK STATION LOCATIONS

Miles from  
Weehawken

52.30	Cornwall (CW)	74.77	MECHANIC'S TOWN	50 cans
55.53	Firthcliff (MX)	75.48	TRYON'S CROSSING	25 cans
56.20	Orrs Mills	77.78	Middletown, Main St.	(MS)
57.81	Meadow Brook (MW)			
57.81	MEADOW BROOK		50 cans	
59.65	Dennistons			
59.67	DENNISTONS		50 cans	
61.00	Little Britain (GN)			
61.05	GENUNG'S		150 cans	
61.93	LITTLE BRITAIN		50 cans	
62.31	Bulls Switch			
63.26	CLINTON		150 cans	
64.65	Rock Tavern			
64.73	ROCK TAVERN		50 cans	
65.91	Burnside (BS) (L&H crossing)			
65.93	BURNSIDE		150 cans	
66.53	OTTER KILL		50 cans	
67.63	MacBRIDE'S		50 cans	
68.32	Campbell Hall (CH)			
68.32	CAMPBELL HALL		50 cans	
69.25	CAMPBELL HALL		25 cans	
	(on J.H. Clark's land, west of Campbell Hall)			
70.69	STONY FORD		50 cans	
70.70	Stony Ford (SF)			
72.80	Crystal Run (ID)			
72.81	CARPENTERS		50 cans	
74.76	Mechanicstown (MH)			



milk cans. The platforms were uniformly four feet above the rail head, with their leading edge set back four feet from the nearest rail. The shed had sliding doors since the close proximity of structure to track prevented a hinged, swinging door when the track was occupied. The frequency of these stations is remarkable. In the twenty mile stretch there were 13 milk stations, two of them only .69 miles apart. The thirteen had a total maximum capacity of 1,000 cans or 40,000 quarts!

The nature and economics of the milk trade was changing for the O&W. These southern most milk stations were probably amongst the last of their type to be built on

the road. New techniques and structures for milk handling were to come into being almost as soon as the last batten was nailed to their roofs.

The happy and commendable tradition of the O&W milk trade was in evidence longer than many suspected, including the author. Only the perspective of those days is required to let it bloom again.

The author is deeply grateful to Society Members Marv Cohen, Joe Cooney, and Jack Farrell for their indispensable help and good fellowship and to the following sources: The New York Markets and the Jersey Farmer; Relics, The Dairyman's Manual (1894 ed.), and Helmer's O&W.

## SUSTAINING MEMBERS

ALEXANDER SCALE MODELS  
Grand Rapids, Mich.

JOHN H. CHRYN  
Middletown, N.Y.

MARVIN COHEN  
Middletown, N.Y.

WAYNE M. DANIELS  
Maywood, N.J.

JAY DIAMOND  
Brooklyn, N.Y.

QUENTIN DRESSLER  
Glen Rock, N.J.

JACK W. FARRELL  
Bronx, N.Y.

A. GIBSON HAGUE  
Tannersville, N.Y.

NORMAN H. HAZEL  
New York, N.Y.

TONY KOESTER  
Ramsey, N.J.

JOHN E. MOFFAT  
Oxford, N.Y.

PATRICIA MOHOWSKI  
Franklin Lakes, N.J.

ROBERT MOHOWSKI  
Franklin Lakes, N.J.

ELWIN MUMFORD  
Carbondale, Pa.

JOHN McNALLY  
Brooklyn, N.Y.

MARTIN T. O'NEILL  
Rochester, N.Y.

RICHARD PALMER  
Syracuse, N.Y.

ROY POTTER  
Philadelphia, Pa.

MAX S. ROBIN  
Lake Hiawatha, N.J.

DR. DAVID SIMON  
Riverdale, Ill.

JOHN TAIBI  
Bay Shore, N.Y.

JOHN L. TREEN  
Hawthorne, N.J.

MARTIN VAN HORN  
Baltimore, Md.

STEPHEN B. WERSING  
N. Miami Beach, Fla.

ROBERT A. WILLIAMS  
Latham, N.Y.

# HIKING THE O&W

WALDO J. NIELSEN

As the population grows and as man's need for recreational space increases, available space is decreasing. As a result the concept of utilizing linear space has come into being. Linear space is the abandoned railroad right-of-way, the transmission line right-of-way, the towpath or service road along abandoned or existing canals, and the easement strip of land over underground aqueducts.

These linear sections of land lend themselves ideally for such purposes as hiking, bicycling, bird watching, nature study, access to hunting areas, jogging, snowmobile use in the winter, horseback riding, etc. Although there are many fine hiking trails in N.Y. State, these are generally in out of the way hilly and mountainous areas. Abandoned railroad beds are generally level, clear and well drained. This makes them ideal for family hiking, for the older hiker, and perhaps for the hiker not in the best of health. Some of them are also more accessible to urban areas.

There are over 2600 miles of abandoned railroad right-of-way in N.Y. State and they are located in most regions of the state. Cinders on the roadbed keep the right-of-way from being overgrown for many years. Some of these roadbeds have already been obliterated in part and some have been purchased in whole or in part. Some are being used for dumping and the abandoning of junk cars. Utilizing these roadbeds for recreational purposes will ensure a clear roadbed for years to come and will tend to discourage dumping.

One of these old railroads stands out head and shoulders above the others. This is the NYO&W. Not only is it the longest in length

(260 miles from Fulton to Cornwall on-Hudson), but it goes through some of the most scenic countryside in New York State. It avoided the large population centers and passed through very few villages.

There are three tunnels through which one can still walk: the one at High View, the one at South Fallsburg and the one at Northfield. Incidentally, the old switchback which was replaced by the Northfield Tunnel is still a fairly well defined grassy path after 80 years.

Some of the right-of-way has been obliterated and some has been sold. The reconstruction of Route 17 has wiped out some of it and the N.Y. State Dept. of Transportation plans on using the section between Fulton and North Bay for an expressway. The branch lines, such as the Port Jervis - Kingston and the Valley Jct. - Monticello are still in very good condition for walking as is most of the main line.

If some or all of this were designated as a hiking trail then the O&W will live on forever. A letter to the N.Y. State Conservation Dept. might be helpful in promoting this proposal.



R. Colt and Waldo Nielsen hiking along one of N. Y. State's abandoned roadbeds.

# To Auburn via THE MIDLAND

## Part III THE MIDLAND RUNS OUT OF STEAM

by RICHARD F. PALMER

It seems there was never a dull moment. If tax collectors weren't "attaching" rolling stock, swindlers were at work. On August 14, 1875, the Chenango Union, a weekly Norwich newspaper reported:

"While Mr. John Quigley, who has been foreman of the section hands on the Auburn Branch near Otselic Center, was returning from Norwich on the evening train last Thursday, one of a party of three suspicious looking fellows, who had been using cards for gambling purposes in the car, showed Quigley how to open a certain tobacco box, which contained a secret catch or spring, evidently designed for swindling.

"In a few moments after, another one of the party presented the same box, to all appearance, to Quigley, and offering to bet at the same time, twenty dollars against Quigley's watch, that he (Quigley) could not open the box. Quigley immediately handed his watch to one of them who was to hold the stakes; but the conductor discovering them, ordered them to cease such work, or he would put them off the car.

"At this, the man having the watch jumped off from the car when it was going at full speed, with Quigley behind him. They went about two miles into the timber from the point they left the train. This was a little above Plymouth. The other two followed after the first two, but Quigley was too much for the first one, both in the chase and in the squabble to have the watch. The last two, finding that Quigley had regained his watch, pursued him in hot haste for a time, but failed to overhaul him."

The portion of the Auburn Branch known as the "Western Extension,"

from Freeville to Scipio, continued to be operated by the UI&E for several years. However, on May 31, 1876, it was sold at foreclosure in Ithaca to interests who, on September 20th, formed the "Ithaca, Auburn & Western Railroad Co." with a capital stock of \$1 million.

The IA&W Co. acted as a holding company until 1880, when funds were raised to finish the line to Auburn. More on the IA&W later.

Meanwhile, east of Cortland, the Midland stumbled along as best as it could, but it was a half-hearted venture to say the least. The Auburn branch had long since become a thorn in the side of Receiver Hewitt. Tax collectors still were attaching equipment.

Matters came to a head on the afternoon of May 6, 1876, when a mob, led by a tax collector, seized a westbound train at Cuyler, uncoupled the coach and herded the passengers into the baggage car.

Eventually, what was left of the train was allowed to proceed to Cortland after the coach had been put on a siding. At Cortland, a message was telegraphed to the superintendent at Norwich.

At about midnight, an "expeditionary force," consisting of Engine # 40 and a coach filled with railroad men "who were on hand for fun and scrimmage." At DeRuyter the engine was turned around and, with the coach at the rear, was backed cautiously the remaining four miles to Cuyler.

Said the Chenango Telegraph: "Coming near the station the train

slowed and the steam pressure was reduced so that the inhabitants of that quiet town might not be unnecessarily disturbed at that unseasonable hour of the morning."

"Pickets" were thrown out, and the switch was discovered to be in operating order. It was but a moment's work for the supple engineer to back up to the waiting car which had in the interim been secured by being drawn upon the switch and ties fastened upon either end by means of chains.

Then suddenly, the town tax collector broke the stillness by brandishing his pistol. Holding it to the head of a brakeman, he threatened to shoot him if a person made a move.

The "Telegraph" continues: "He was met with a laugh and a bounce. He did shoot--twice in the air and twice upon the ground. The cars came together with a crash so great that the chains were broken and the coupling secured. Then commenced the fun.

"The car was garrisoned by the party in occupation, and the war whoop was sounded in all directions, guns, pistols, etc. were fired and the people rallied from every point of the compass. Then the boys were let out. Collector Petrie was next seen beating a hasty retreat down an embankment near by without being at all particular as to whether he went on his head or heels. A Cuyler man hit a Norwich boy over the head, and all went in to punish each other the most in the shortest time. Finally, all was ready. The engineer sounded his whistle, the boys mounted the train, and with two or three good strong pulls the coveted car was pulled over all obstacles, struck the track and away it went over the switch, which it had hardly passed, however, before the coupling separated.

"The engine again backed up, but

before the coupling could be made secure, another circus was had with the sleepy watchers in the car who had just taken in the situation. It was all to no purpose, however, for in a few minutes the cars were moving along rapidly towards DeRuyter. The discomfited and vanquished Collector's party only recovered from their astonishment as they were saluted with fireworks from the smokestack, and an unearthly scream of victory from the whistle of #40 to see the coveted cars whirling up the valley."

The newspaper said "though the army of occupation used pistols and guns freely, not a shot was fired by the attacking party...." Thereafter, the switch at Cuyler was spiked shut "and all trains whizzed past the station at twenty miles per hour speed."

Following this incident, the baggageman, who had been in charge of the train in the absence of the conductor, was arrested in Cortland. Although he swore he was sleeping in DeRuyter at the time of the fracas, five men identified him as one of their "assailants." He was charged with assault and battery. However, the disposition of his case is not known.

Matters went from bad to worse. Sabotage prevailed. In succeeding months, trains were derailed several times in the area. The attorney for the Midland argued "when you will abandon the tax as illegal and incollectable, assess in future at \$1,200 a mile, and discontinue all suits against the Company and others, we will stop" at the station.

The history of these troubles, in brief, started in 1874, when the railroad was made subject to taxation. The assessors made their assessment in accordance with their best judgement and it reportedly wasn't any higher than other towns.

The assessors then asked the Midland to make its official report to them, which by law they were required to make, and later meet with them to review the assessment. Apparently, the railroad made no attempt to do this. The tax was levied and the railroad refused to pay, taking the matter to the U.S. Court "to test the constitutionality of the law." The outcome was not in favor of the Midland and the company continued to refuse to pay the tax.

The case dragged on in court for more than two years. In March, 1878, it was finally settled; the town of Cuyler being obliged to pay

the Midland \$50 and withdraw the suit. One newspaper account said: "As we understand it, the boot is on the other foot. The Midland employees came down to the tune of \$200, in order to have the matter dropped."

While the Midland was having its troubles, a railroad was being built southward from Cazenovia, called the "Cazenovia, Canastota and DeRuyter." In 1877, it made a connection with the Midland at DeRuyter, and, on Nov. 8, 1878, leased trackage rights over the Midland from there to Cortland. The Canastota line was controlled by the Utica, Ithaca & Elmira.

---

## A POEM OF THE MIDLAND

This poem is from the collection of Dr. Charles Snyder, who has done extensive research into Dewitt C. Littlejohn, the first Midland president. It was submitted by Ken Hojnacki of Oswego,

who says that it first appeared in the OXFORD PRESS in the 1800s. Judging from the last three stanzas, it seems to have been a promotional effort on behalf of the Midland interests.

"I will go from the lakes," he said,  
"From the lakes to the great sea shore,  
Right through the heart of the Empire State,  
You shall hear the engines roar."

"There are hills between," they said.  
"I will bridge the deep ravine,  
You shall hear the tread of the iron horse  
Through your hills and valleys I ween."

"Oswego on Ontario's Lake  
Shall reach forth her hands and say,  
To Oxford and Norwich, good morrow friends  
Pray give us a call some day."

"New Berlin, DeRuyter and Delhi too  
We will reach by the iron band  
And to many a fair town on the way  
We will give a good right hand."

"And where will you get your cash," they said.  
"And where is your strongbox, pray  
You can't expect to find the gold  
Scattered along the way?"

"We shall find the cash on the way," he said  
"The farmers good and true--  
Will give their cash, and bond their towns  
To pull the railroad through."

"And what will you call your pet," they said  
And what shall its title be  
Your wonderful railway that shall bring  
Oswego to the sea."

"The Midland, sirs, for it shall take  
New York by a willing hand  
And wed her to Oswego fair  
By a mystic iron band."

"Well, when we hear the engine's puff  
And hear the roar of the coming train  
Then we'll believe in your Midland road  
But your words seem idle and vain."

We have heard the puff of the iron horse  
We have heard the roar of the train  
And we know the Midland is a fact  
And ours the words so vain.

Old Shawangunk may lift her head  
And hurl her rocks in vain  
She shall hear the tread of the iron horse  
And the roar of the coming train.

And proud New York with open arms  
In eighteen seventy-three  
Shall greet her sister from the lakes  
With welcome glad and free.

---

## Mail Stop

... I am curious to know the number of the last employee's timetable issued by the NYO&W. Tom Murtagh 1522 Decatur St., Brooklyn, N.Y. 11227

FOR SALE OR TRADE: O&W builder's plates, train orders and block records. Dr. E.A. Metz, 4316 Beaufort Hunt Dr. Harrisburg, Pa. 17110

WANTED: Information on the lens colors of marker lamps used for: freight caboose, passenger trains, and locomotives of the NYO&W. Information must be verifiable from rule books, maintenance instructions, etc. All letters an-

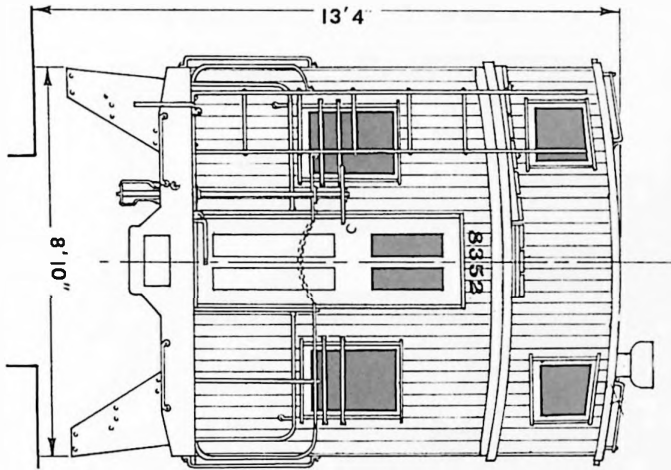
## Transfer Run

swered. Glenn L. Van Winkle, P. O. Box 7121, Grand Rapids, Michigan. 49510

FOR SALE: B&W prints. Have lists for most railroads in the U.S. and Canada. (inc. O&W) Please send 25¢ for each list requested. Special rates for groups ordering several copies of a single print. Proceeds to church building fund. Write to R. M. Hanschka, 81 Kenwood Circle, Bloomfield, Conn. 06002

WANTED: Quality photos for the OBSERVER. Box 405, Franklin Lakes, N. J. 07417





NOTE: roof radius is 16'

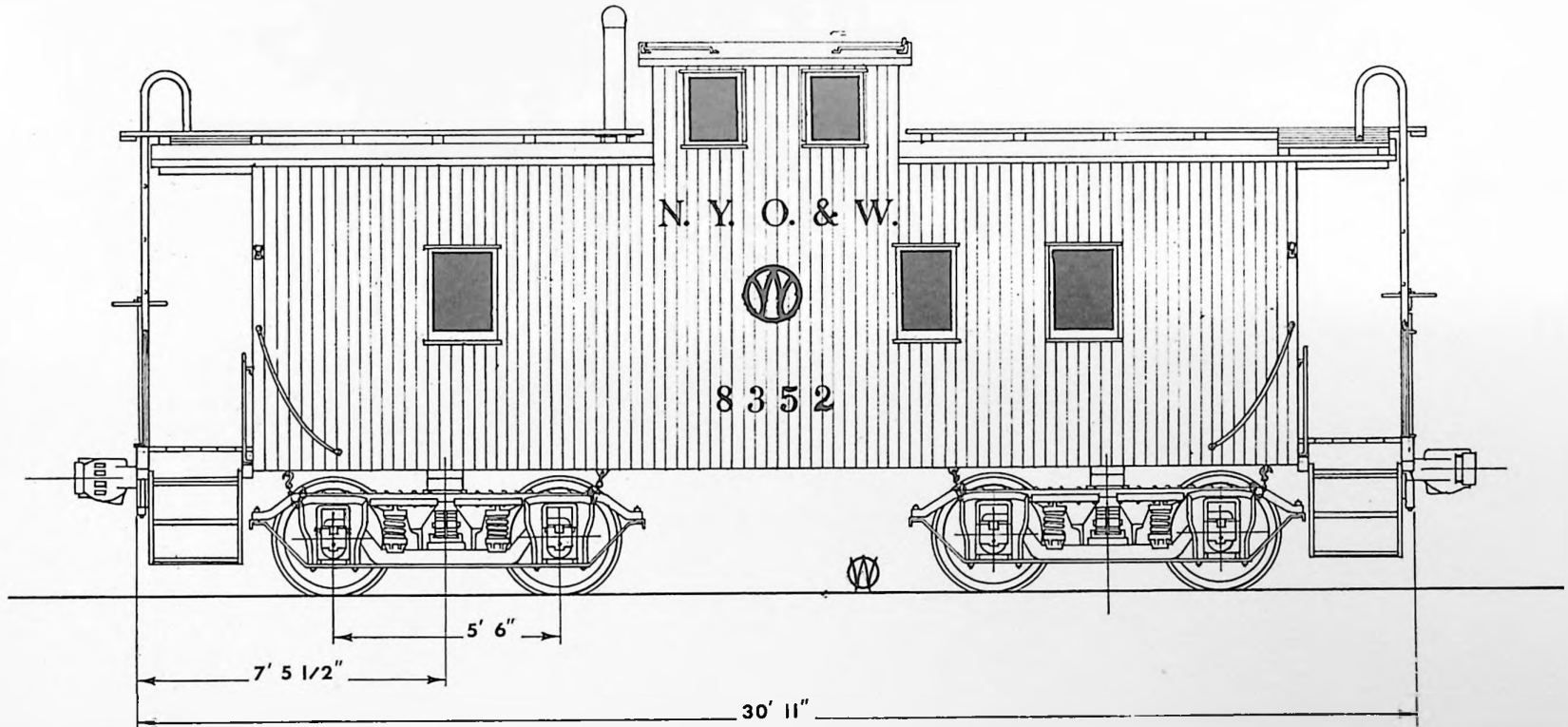
1/4" Scale

## CABOOSE 8352

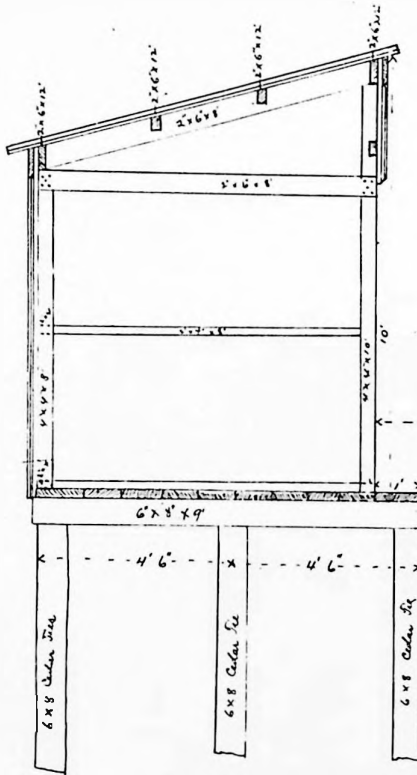
drawn by WALTER OLEVSKY

These plans were drawn from data gotten by measuring the original cars when they were stored at Orangeburgh, N. Y. This plan shows the car as it appeared in final years. The 8300 series cabooses were built by the O&W at Middletown Shops. They rode on at least three different types of trucks. Two other styles are shown in the January 1970 RAILROAD MODEL CRAFTSMAN along with Ray Brown's caboose plans. Some of the cupolas had sheet metal panels applied over the wood sheathing in front and back. These cars were painted in what is best described as a dark box car red.

15

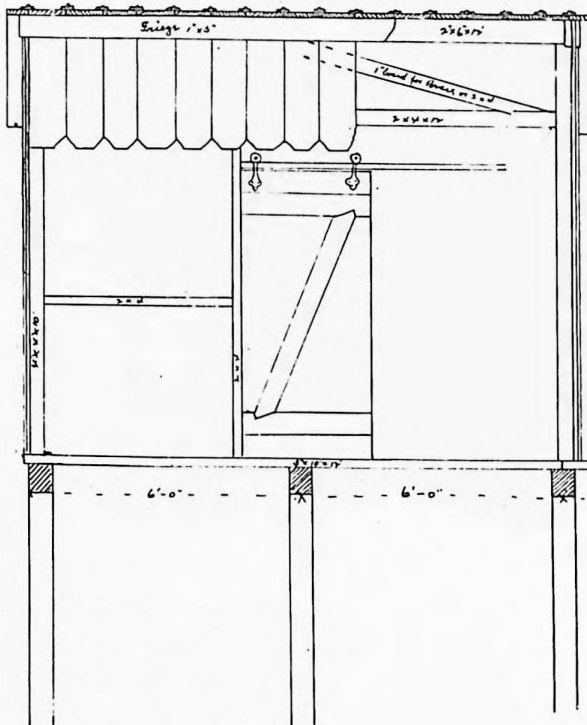
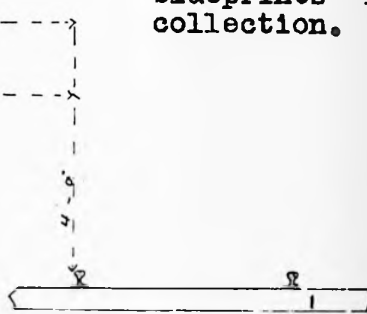


# N.Y.O. & W. MILK STATION



Plan Milk Station for 25 Cans  
 Building 8x12 Platform 9x24

Photostated to 1/4" scale by  
 Wayne Daniels. Original O&W  
 blueprints from the Marv Cohen  
 collection.



## Bill For One Station. PINE.

- 16 Pcs 1x10x12 Roof Boards and Girt
  - 24 " 1x10x16 Back and Ends
  - 45 " 1x2x12 Rafters
- HEMLOCK.
- 800 ft 3x10x12 Plank
  - 5 Pcs 6x8x9 Sills or Cuts
  - 7 " 4x4x10 Posts
  - 7 " 4x4x8 " "
  - 9 " 2x4x8 Sills - Nails
  - 4 " 2x4x12 " "
  - 4 " 2x6x8 End Rafter - Nails
  - 4 " 2x6x12 Rafters
  - 2 Rollers + 8 ft. Track

## Names of Stations.

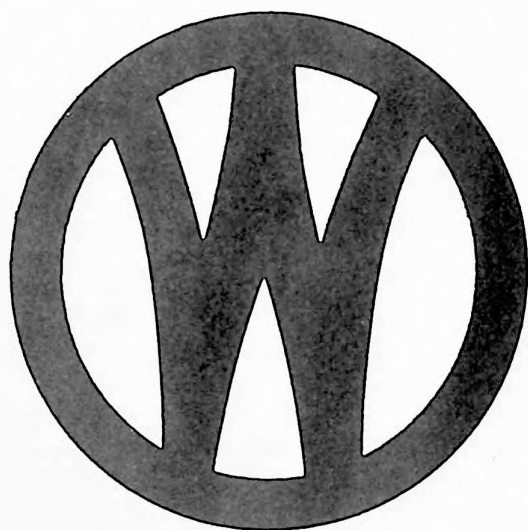
Jaynes Crossing 75.48 Miles from Westheween  
 \*Campbell's Hill 69.75 " " "  
 (on G. H. Clark's Road west of Campbell's Hill)



Wm. E. Harding photo from Robert Harding collection  
Fireman Mike Murphy leans from the cab of engine 44 which was regularly assigned to milk trains 9 and 10. Wm. Harding was the engineer between Norwich and Oneida. The milk cars behind were home built and rather large for that day. The open platforms were retained until the early 1900s.



Thomas Woltman  
A pair of O&W F-3s move freight over the layout of the Kingston Model Railroad Club. The fine O gauge units were built by Tom Woltman.



There will be no work done on the magazine or correspondence answered between July 1st and August 15th due to vacations. Incoming mail will still be handled.

The annual O&W old timers picnic will be held Saturday, Sept. 12th at Fireman's Park in Hancock. Bring your own picnic lunch. Last year's ran from noon to four P.M.

Champ's corrected diesel decals are now ready in both O and HO gauge. Drop them a line or check at your hobby shop. The prototype O&W diesel paint has been ordered from Scale-Coat. Send us an SSAE (stamped, self-addressed envelope) about the middle of August for details. There will be a limited quantity available.

We had an excellent first meeting at Circleville on May 23rd. A total of 88 members were present and the displays were numerous and varied. A full report will be contained in the Sept. issue. Next year's meeting will be held in or near Hancock with a possible bus trip along the Scranton Division right-of-way.

The O&W Chapt. annual banquet will be held on Friday, October 23rd. The program will be presented by Mr. John P. Scharle of Allentown. Steam (including O&W), interurban and diesel will be featured. More information in the Sept. issue when plans are more definite.

The diesel data sheet contained with this issue is a copy of an original submitted by Marv Cohen.

Wayne Daniels reports that there was enough interest in the milk reefer trucks for him to go ahead with plans to produce them. Reservations are now being accepted with production scheduled for late 1970.

There are some copies left of the

financial report sheet prepared for the May meeting. These are available for an SSAE.

While we have dropped the expensive saddle stitch cover, we have gone to 18 pages with this issue. We have an unfortunate lack of photos to illustrate the milk train article. This points out the area where members can help each other the best: The exchange of information. This is so important that a separate sheet is enclosed explaining how you can help.

GE 44 tonner 104 has been found! We mentioned in December that she was owned by Great Northern Paper Co. of Maine. A recent issue of EXTRA 2200 SOUTH said that she is now owned by the Hartwell Railway of Hartwell, Georgia. If any members are traveling down that way, we'd like to have a photo of it in service for the OBSERVER. She carries road number 5 which was also her number when in Great Northern Paper Co. service.

Have a good summer and we hope you plan to spend at least a small part of your vacation covering the O&W.