



# BSERVER

September 1970



First Anniversary  
Issue

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. Cover photo by John P. Scharle. Engine 244 is about to head the 1941 Jack Farrell sponsored fan trip to Monticello, N.Y.

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ONTARIO & WESTERN OBSERVER

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Editorial Comment ----- Meeting Report and Other Notes

Our first annual meeting was a success by any measure. There were some eighty members and guests present with more photos and memorabilia collections than one could possibly absorb in an afternoon. Some of those who brought material were: Phil Simms of Montgomery; Ray Johnson of Liberty; Bob Harding of Marblehead, Mass.; Manville B. Wakefield of Grahamsville; Bob Haines and Tom Woltman of Kingston; Don Wallworth of Hohokus, N.J.; Jeff Otto and Marv Cohen of Middletown; Dick Dilger of Sparrowbush and

Ken Hojnacki of Syracuse. There were many others but we simply did not have the time to meet them all. To all these members who went through considerable trouble and effort to bring their materials we extend our sincere thanks for their aid in making our first get together a success.

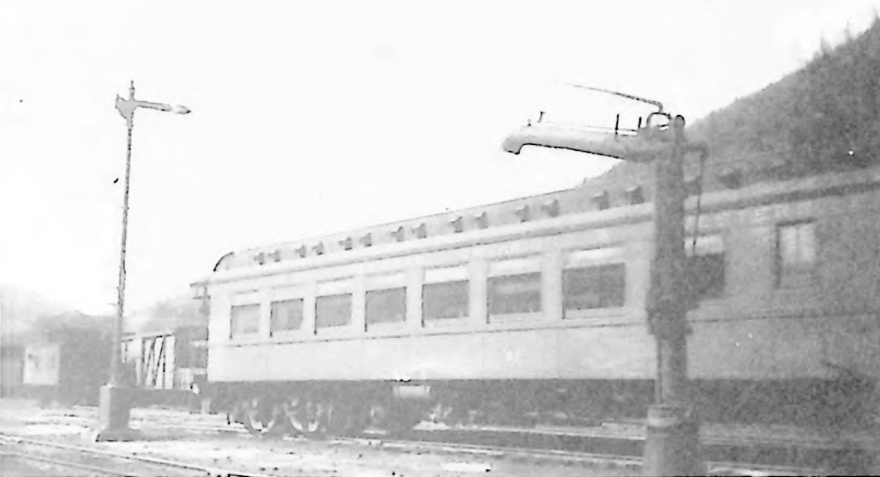
After dinner, slides were presented by Ken Coombs, Ken Hojnacki, and Marv Cohen. Ken showed us the road just before and right after the abandonment. (Continued on pg. 13, column 2)



Milt Pulis collection  
 Link and pin coupler is quite visible on the pilot of engine 27. This locomotive was named HUDSON, but by the time of this 1885 photo the practice of naming engines had been dropped.



E. P. Brooks  
 405 pounds past Fort Montgomery where the photographer was once an agent. That's a Lackawanna coach just behind the tender in this July 1946 photo.



Herb Thieme  
 Mr. Thieme provided us with a rare detail photo of the unusual water column used by the O&W. This particular one was located at Cadosia. Car 83, named the ORANGE, was part of a fan trip special that day. BELOW: At Norwich the O&W maintained a rather large ice storage house along with car icing facilities.

James Muller collection



## Owen W's photos



Starlight, Pa. station looked rather neglected in 1966. Sometime last year, it was given a coat of maroon paint and some minor repairs. Some other Scranton Division stations (Hancock and Lakewood for certain) looked very similar in design.

O&WTHS



# Sources of O&W Information

- BULLETIN No. 40 Railway and Locomotive Historical Society, May 1936, Motive Power of the New York, Ontario and Western Railway
- COURIER MAGAZINE October 1953, The Mighty O&W (contents unknown)
- RAILWAY ANNUAL #4 1955 Kalmbach Publishing Co., two page article with photos
- RAILROAD MAGAZINE May 1943, Motive Power of the NYO&W (it is believed that this was Part I of a three part series and that Parts II and III were carried in the June and July issues that followed)
- " September 1946, Shawangunk Barrier (full story)
- RAILROAD MODEL CRAFTSMAN July 1948, The Ontario and Western (story and photos)
- " September 1960, Building an NYO&W Milk Car
- " February 1963, EMD FT plans (also one photo of O&W 601)
- " March 1963, NYO&W Equipment photos (good photo feature)
- " December 1963, Class S 2-8-0 Plans
- " November 1966, Class Y-2 4-8-2 Plans
- " November 1968, NYO&W 2-10-2 Conversion
- " April 1969, NYO&W 2-10-2 tender plans
- " January 1970, NYO&W Caboose plans
- " August 1970, F-3 photo
- " September 1970, Building an O&W F-3 (HO)
- " October 1970, Building an O&W F-3 (O)
- TRAINS MAGAZINE February 1941, pg. 16 (one photo)
- " August 1942, The NYO&W (full story)
- " July 1957, Obituary of an Old Woman
- " March 1962, cover and pg. 47 (two photos)
- " February 1967, pg. 30 (Wakefield painting)

This list is not complete.

# Circle Thru The Catskills

by Jack Robinson

After studying timetables of the Official Guide, I mapped out a rail trip to be taken on Catskill Mountain connecting railroads all in one day during April of 1941.

I started out of the West Shore Station in Weehawken at 4:00 AM on the Albany local, (mostly newspapers) and arrived at Kingston around 10:30 AM. Here connection was made with the Ulster and Delaware Division of the NYC. Formerly this was the Ulster and Delaware Railroad running from Kingston to Oneonta with branches to Kaaterskill and Hunter. Passing the Ashokan Reservoir, this pike climbed into the heart of the upper Catskills. It was built to serve the large and fashionable mountain hotels of that area. Most of them have long since burned or were torn down. The line climbed to the apex at Highmount, site of the Grand Hotel built by the U&D. It then dropped slightly to Arkville and a connection with the beautiful little Delaware and Northern.

This was a 47 mile streak of rust that curved like a snake.

Once a prosperous line, it was built to haul slate, lumber and produce down to its connection with the NYO&W at East Branch. The engineer of the gas car was very helpful in providing information. Originally projected to extend from the Wilkes-Barre coal region to Schenectady, only a small portion was ever built. This was from the O&W at East Branch to the U&D at Arkville. Even to the very end in 1942, the line had passenger service. It even sported a branch line from Union Grove to Andes, mostly for the summer vacation trade. Early movies were sometimes made on this line and its U&D connection because of its unsurpassed "western" scenery and high trestle near Union Grove.

Started as the Delaware and Eastern in 1906, a financial collapse caused reorganization into the Delaware and Northern. The later years were lean ones with the lumbering business gone. Much slate for the sidewalks of New York City rolled down its rails to the connection at East Branch. (continued on next page)

LEFT: One day in the spring of 1941, D&N motor car waits beside O&W tracks at East Branch. RIGHT: From rear steps, the author observes the loading of mail and express prior to his ride.

Two photos: Jack Robinson





BELOW: Insert from a 1911 issue of THE OFFICIAL GUIDE, shows the arrangement of main and branch line trains for the Delaware and Eastern. Business apparently was brisk enough to warrant two mainline trains in spite of receivership.

Author's collection

**DELAWARE & EASTERN RAILWAY.**

ANDREW M. MOBELAND, } Receivers, New York.  
 WALTER B. TROWBRIDGE, }  
 G. A. HILTON, Secretary, "  
 G. A. HILTON, Treasurer, "  
 A. M. WHITE, General Freight and Passenger Agent, "  
 E. T. ALLWOOD, Auditor Freight and Pas. Receipts, "  
 WM. H. MARVEL, Traveling Auditor, "  
 O. F. WAGENHORST, Gen. Superintendent, Margaretville, N.Y.  
 General Offices—10 Bridge Street, New York.

EAST.				WEST.			
7	8	1	Mls.	2	8	8	10
(N. Y. O. & W. R.R.)				June 18, 1911.			
lvc. New York (42d St.) arr.				7 20 P M			
lvc. East Branch arr.				1 05 P M			
Harvard.....				12 50 P M			
Shinhopple.....				12 30 P M			
Gregorytown.....				12 25 P M			
Colchester.....				12 15 P M			
Downsville.....				12 10 P M			
Pepacton.....				12 35 P M			
Shavertown.....				12 10 P M			
Andes Junction.....				12 10 P M			
Ulton Grove.....				12 02 P M			
Arena.....				10 45 P M			
Dunraven.....				10 35 P M			
Margaretville.....				10 20 P M			
Arkville.....				10 10 P M			
ARRIVE				LEAVE			
arr. New York (42d St.) lvc.				13 15 P M			
(West Shore R.R.)				11 00 P M			

**ANDES BRANCH.**

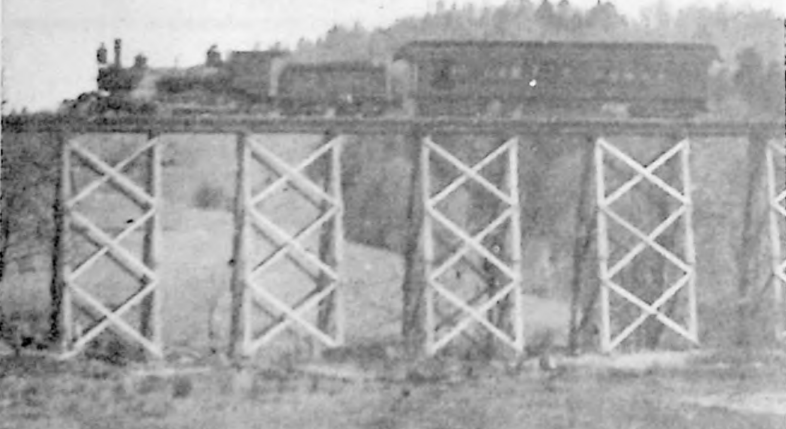
WEST.			STATIONS.			EAST.		
No. 10	No. 6	Mls.			No. 1			
[LEAVE]			[ARRIVE]					
3 54 P M			16 35 P M			16 40 P M		
3 59 P M			6 35 P M			25 00 P M		
4 06 P M			6 52 P M			29 22 P M		
4 16 P M			7 05 P M			32 74 P M		
4 30 P M			7 20 P M			34 00 P M		
[ARRIVE]			[LEAVE]					

\* Daily; † daily, except Sunday; ‡ Sunday only.  
 Connections.—At Arkville, N.Y.—With Ulster & Delaware R.R.  
 At East Branch—With New York, Ontario & Western Ry.

With cement taking the place of slate, there was left only dairy, produce, Christmas trees and a barrel factory for freight out. Some coal, l.c.l. freight and express provided inbound traffic. Passenger business was brisk until the 30s.

Margaretville is a short way down the line. Here we passed the shops and office of the D&N. The station at this picture postcard Catskill Mountain village still stands. The old Andes branch parted at Union Grove, 11 miles down the line. Other villages along this pike were Downsville, Shinhopple and Harvard. Much of this right-of-way and some of the village are now under water since the coming of the Pepacton Reservoir.

The freight that day consisted of two crates of eggs, two cans of milk, a bag of mail, several express packages and three passengers, hardly a revenue load. I was told that in the early days five or six cars loaded with passengers would embark at East Branch or Arkville. Unfortunately I was several years too late for steam, the one railcar being adequate for regular service although occasionally, a carload or so of coal climbed up to Margaretville via steam. The gas car (Continued on page 13, column 1)



Milt Pulis collection  
 Delaware and Eastern, later Delaware and Northern, Andes branch train on Muir's Trestle near Andes, N.Y.



Harold Fagerberg  
 Not quite super-power, but a Lima product nonetheless, D&N 10 was built in 1910. This scene is at Margaretville Shops in 1940.



Two photos: Sterling Kimball collection

### Those 44 Tonners That Don't MU?

Well, we thought they didn't! None of the photos we had at the time of the Dec. 1969 issue showed any trace of an MU junction box. Sterling Kimball of Flint, Michigan took exception to us and sent these photos as evidence. They certainly are most convincing.

We're glad to be corrected and

indeed grateful that the Caterpillar Co. photographer was on hand. These photos originally appeared in an ad in RAILWAY AGE.

Mr. Kimball believes the two units in the above photo have just arrived in Middletown with a freight that might have come off the Ellenville line.



# Dewitt C. Littlejohn, man behind the Midland

by Dr. Charles M. Snyder

Part I



Wm. Dewitt C. Littlejohn, Oswego,  
1866.

Author's collection

In the year 1839 a prominent Oswego miller and forwarding merchant, Henry Fitzhugh, made the acquaintance of a young clerk at a shipping office in Albany. Impressed by his business-sense and hustle, he offered the twenty-one year old youth a position in his office. The offer was accepted; a decision which was to be of great consequence to Fitzhugh and the young man, Dewitt Clinton Littlejohn, and also the city of his adoption.

Born February 7, 1818, at Bridgewater, Oneida County, New York, the son of Levi S. and Lucy Pratt Littlejohn, "D.C.", as he was long-remembered, had cut short his formal education to get

a start in business, and at the time of his introduction to Fitzhugh was already an experienced merchandiser.

There seems to be no record of his arrival at Oswego, probably by way of the Erie and the Oswego canals, but he must have been impressed by the material progress which he observed in the village of 5,000: The Oswego Canal, connecting Oswego's harbor with the Erie Canal at Syracuse; the Oswego Hydraulic Canal, which provided power for the mills lining the eastern bank of the river, and the Varick Canal, a similar power source on the west bank; extensive docks, a light-house and break-wall; also flouring mills using twenty-nine runs of stone and producing more than one hundred thousand barrels of flour annually; and lumber mills which sawed thousands of feet of Canadian timber annually. Unseen, but made obvious by the boat-studded harbor, was the Welland Canal, 150 miles westward, joining Lakes Erie and Ontario, and Making Oswego a rival of Buffalo for the trade of the western lakes.

Littlejohn plunged into the economic and civic life of the village and in a few years became a partner with his employer, and the firm of Fitzhugh and Littlejohn - as millers, forwarders, vessel and canal boat owners - was one of the best known along the Great Lakes. Politics vied with business for his attention, and joining the Whig Party he was elected a trustee of the village, and later, its president. In the



latter capacity he was instrumental in obtaining the incorporation of the community as a city in 1848 and in building a free bridge across the river. He also assisted in the promotion of the Oswego and Syracuse Railroad, a link between Oswego and Syracuse, which was completed in 1848.

It might be said that he "cut his teeth" as a railroader on the abortive Susquehanna and Syracuse Railroad. This line, planned to join Syracuse and Oswego to the coal fields of northeastern Pennsylvania, was of especial interest to Littlejohn and Fitzhugh in that it was designed to reach the Oswego harbor on the east side of the river where most of their investments were situated. The Oswego and Syracuse Railroad was on the west side.

Littlejohn fed the local press with promotional literature and carried its story to the communities to the south. But before local money was on the line, momentum from the Pennsylvania end of the project had slackened, and like so many other "paper" railroads, this one never came off the planning board.

Meanwhile, Littlejohn was absorbed in other ventures. He won election to the New York Assembly and after a re-election as the candidate of boss Thurlow Weed, he was voted Speaker of the Assembly while yet in his middle thirties. A gifted orator, he became the region's most influential politician of this era. He was re-elected Speaker four times, and later served in Congress, and he might have continued to ascend the political ladder to Governor or United States Senator if he had not been forced to reject politics on several occasions to mend his business fences. The panic of 1857 virtually wiped out Fitzhugh and Littlejohn and he had to scramble for several more years to avoid foreclosure. In fact, his finan-

cial distress prevented his acceptance of an appointment from President Lincoln as Consul to Liverpool, England, one of the most coveted of federal appointments below the rank of the Executive Cabinet. He also was actively engaged in recruitment during the Civil War and headed the 110th New York Infantry as its Colonel.

While in Congress he led a battle for the construction of the Niagara Ship Canal, a waterway designed to provide a canal on the American side of Niagara Falls. It would by-pass the Welland Canal which could no longer accommodate larger steamships and free American shipping from the need for a foreign owned and operated canal.

In Littlejohn's fertile imagination, it would also by-pass Buffalo and bring the lakes trade to the docks of Oswego. If he could combine the ship canal with a trunk-line railroad to the lower Hudson River, Oswego might become the queen city of the lakes. In Congress Littlejohn obtained the passage of a bill to initiate the Niagara Ship Canal, but it lacked support in the Senate (New York's senators opposed it) and failed. But ship canal or no ship canal, he decided to build the railroad, hoping that the loss of the former was only a temporary setback. Meanwhile, the road would free Oswego from the grasp of the New York Central Railroad, which discriminated against it in favor of Buffalo, favoring the longer Buffalo route to New York.

The actual course of the railroad did not crystalize for some time, but it was designed to follow a direct line, or as nearly as topography would allow, from Oswego southeastward to the lower Hudson Valley. By avoiding the big bend of its principal rival, (though the Albany-New York section of the New York Central Railroad had not yet been conso-

lidated) it forecast a savings of approximately fifty miles from Central New York.

In addition to the uncertainty of the Niagara Ship Canal, there were at least three other major obstacles to be overcome: there were formidable grades to be encountered, it would cross a thinly populated region scarcely touched by industrialization, and the construction costs per mile would be high. Furthermore, with railroad schemes sprouting almost everywhere, much of the capital would have to be raised along the line. New York City and Syracuse, served by other lines, would remain relatively passive.

But these uncertainties seem to have made little impression on the indefatigable Littlejohn, convinced as he was that the western trade would pour eastward in ever increasing volume. The ship canal would make Oswego the transfer point for this trade and the Midland would speed it thence to the metropolis. In the not too distant future he envisioned a three track line; one where speed was essential; a second for slow freight, where economy was the primary consideration; and a third for local traffic.

Having plunged into the promotion, he pursued it relentlessly. He was soon identified with it, and was remembered by a generation of Oswegonians as the "Midlander."

The railroad was launched at Delhi in Delaware County on October 4, 1865, and a more formal organization was consummated at the St. Nicholas Hotel in New York on the following December 13. Littlejohn participated in these meetings, reporting the articles of association at the latter, and was elected to the original board of directors. They set the capital at \$10,000,000, drew up the necessary articles of incorpora-

tion, and petitioned the legislature to permit the towns and municipalities to aid financially.

During the weeks which followed, the promoters opened their books for subscriptions, seeking to raise \$1,000 per mile, with ten percent payments on it as required under the laws of incorporation. Littlejohn, stock in hand, toured the Oswego area speaking at rallies and interviewing prospective clients. He received an enthusiastic response, and soon extended his sales campaign into the counties to the south. The initial sum was obtained in less than a month. Littlejohn's services were not unobserved; when the company was formally incorporated on January 10, 1866, he was elected its President.

Shortly thereafter the Legislature complied to the company's bidding with "An act to facilitate the construction of the New York and Oswego Midland Railroad, and to authorize towns to subscribe to the capital stock thereof." It authorized the borrowing of sums up to thirty percent of the assessed valuation of real and personal property in towns, or fifteen percent of the assessed valuation of any city at interest not to exceed seven percent, and for terms not exceeding thirty years; provided it were agreed upon by a majority of the taxpayers owning more than one-half of the taxable property; excepting that in Oswego two-thirds of the voters participating should signify their consent.

The purchase of railroad stock by municipalities to assist railroads was a common practice at this time, but the above act offered an additional favor to the road, in that it waived all property taxes on it "until a single track is completed or for a period not exceeding ten years." A year later the Midland secured additional help from the State.

Bonds sold by the municipalities to purchase stock were exempted from taxation, and savings banks were permitted to invest in these bonds. The latter was the first time such a privilege was granted by New York. Finally, the issuance of such bonds by municipal officials, once it had been authorized by the voters, was made mandatory. The previous measure had left it optional.

The importance of the municipalities in the minds of the promoters is obvious in these acts. They might be drawn upon to supply millions of dollars, which could not be tapped from private sources. By the time the line was completed, municipalities had sold \$5,704,707 in bonds and owned ninety-seven percent of the stock.

The dispatch with which Littlejohn turned to the City of Oswego for assistance might be cited to illustrate this point. On December 7, 1865, a week prior to the organization of the company, proponents of the railroad sponsored a public rally at Dolittle Hall. Here resolutions were adopted endorsing the project, providing for the sending of delegates to the New York City meeting, and calling upon the Common Council for \$2,000 to be raised by a special tax upon property. The Council acted immediately. By a unanimous vote it approved the plan, and authorized a referendum on the proposed \$2,000. In less than a month the voters had given their consent, and the money was available.

Then, having secured legislative approval, Littlejohn launched the campaign to sell the stock to the City of Oswego and neighboring towns, and to win public approval for the bond issues involved. While his approach varied with time and place, the core of his argument was substantially as follows: The western trade was expanding tremendously; already

equaled our foreign and coast-wise commerce. The Great Lakes were now whitened with the sails of some two thousand vessels, and since water was the cheapest mode of transportation, these ships would inevitably seek the nearest point to the seaboard - Oswego. If the Niagara Ship Canal should be delayed, Canada planned to enlarge the Welland Canal. Thus through one or the other, Oswego would capture much of Buffalo's trade, which owed its preeminence only to the obstruction (Niagara Falls) in the Niagara River. Oswego's prosperity, in turn, would be Midland's prosperity.

Contributions of the railroad, however, would not be confined to the through traffic. Local service would expand to swell the volume. Farm and dairy products were abundant along the line, and lime, plaster and salt would add to cargoes in the Syracuse-Oneida sector. Branches were contemplated, which would reach the lumber of the Catskills and the coal fields of Pennsylvania. With all these advantages, the system should never pay less than ten percent on the cost. The Midland would be a peoples' road, since residents along the line would own more than one-half of the stock.

Despite the honeyed words of the President of the Company, it was soon evident that communities would not bond themselves unless they were directly on the line; and even with this assurance, they sometimes showed resistance when served by another road.

(To continue in December)

Charles M. Snyder is a native of Pennsylvania; a graduate of Bucknell University and holds a PhD in American History from the University of Pennsylvania. He has written books and articles on Pennsylvania politics and New York history. He is a professor of history at the State University College at Oswego. Ed.

# Northern Division Nostalgia

Ken Hojnacki

Northern Division Nostalgia: a potpourri of stories and accounts of life on the Ontario & Western from Norwich northward to Oswego, Rome and Utica. The heretofore bypassed Northern Division provided less revenue business with each passing year and hence saw less operation and attention than the southern regions basking in the glory of passenger, milk and coal business. Come with us to those bygone days when the Ontario Express roared northward to the sounds of the iron horse and the screaming blizzards off Lake Ontario.

It was late afternoon, November 11, 1910. At the Fulton Broadway station on the city's south side, New York Central passenger train #303 northbound waited for the O&W southbound extra #110 to arrive before proceeding to Oswego. Also on the south side was the Fulton shifter, #91. Having finished its work at the Nestlé plant, engineer White and conductor Gillespie decided to run to the north yard to clear for extra 110.

At Minetto, six miles north, engineer Bickert and conductor

Brown received orders to meet #303 at Fulton and so were rolling their train along at a high rate of speed. The 110 crew, however, did not know about 91 still occupying the main track at Fulton. When 91 reached Erie Street at 6:00 PM, they found 110 bearing down on them and had just enough time to stop their engine and leap out of the cab window. Bickert saw 91 in time to hit the air and brace himself. On collision, 110 uncoupled from its train, lost both tender trucks, and pushed 91 over one hundred feet down the track. Fireman Ackerman and head brakeman Bird, in the 110's cab, were buried in the shifting coal from the tender and were later taken to the hospital with serious injuries. Fortunately, no one was killed.

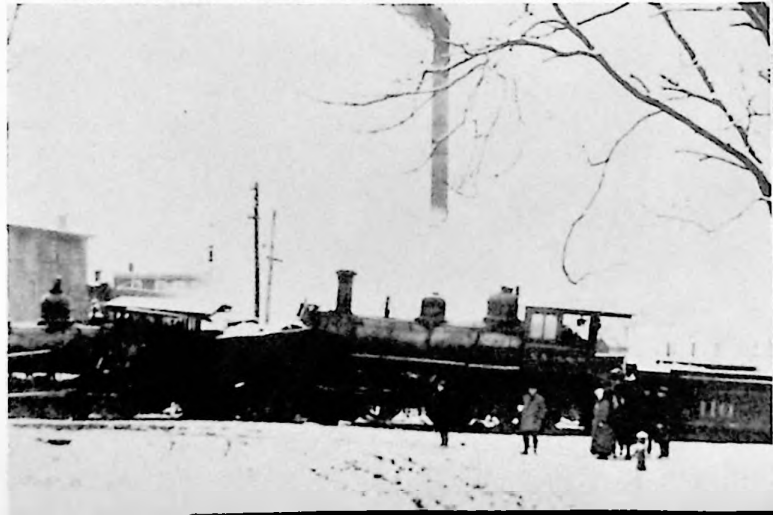
The NYC wrecker from Oswego was first on the scene with the Norwich crew arriving later. Trains were delayed for about an hour until #303 finally left via a temporary siding. O&W through freight #29 followed #303 out, successfully pulled through the siding but just after rejoining the main, the rails beneath the engine spread and dumped nine

Northern Div. carpenter gang and outfit cars at Munns. New ice house takes shape at left.

Samuel Reeder collection

For the second time in two weeks the Fulton switcher, no. 91 on left, will need replacing.

D. Diver Collection at Cornell





cars of coal in all directions, completely clogging the line. Superintendent Hartigan personally supervised the work after this fiasco and service was eventually restored by morning. In the meantime, O&W passengers were treated to a longer trip via the Rome, Watertown & Ogdensburg trackage of the NYC to and from Oswego.

This wreck was the second within two weeks in Fulton. The previous Fulton shifter, #80, was involved in a head-on collision when #153 on another southbound freight ran into her at the Division Street water column. No serious injuries were inflicted on the father and son crew of the shifter and another son running the freight.

In closing, let me invite anyone with stories of information to write to me at 131 Furman Street, Syracuse, New York 13205. I will answer all letters as soon as possible.



(Continued from page 6)  
finally arrived at East Branch and I then caught the O&W eastbound train to Weehawken.

As a young man I used to play in a hotel orchestra during the summer at Haines Falls. There I met an old time rail fan who outlined an even grander one day excursion that could be made until 1917 when the Catskill Mountain lines went out. It was possible to take the O&W to East Branch, Delaware and Northern to Arkville, U&D to Phoenicia, U&D Kaaterskill branch to Tannerville, Haines Falls Laurel House. Change at any one of these stations to the three foot Catskill and Tannersville and ride that to Otis Summit Station. Here you would change to the Otis Incline

Railway to Otis Jct. At Otis Jct. you could board another three foot gauge line; the Catskill Mountain Lines. This road would take you 14 miles to Catskill or Catskill Landing and a connection with the West Shore for Weehawken. For a change of pace, you could instead take the Hudson River night boat to New York. Alas - gone are the days.

The O&W is of course gone, the D&N went when the reservoir was built and the Ulster and Delaware is now the Catskill Mountain Branch of the Penn Central. They run over it six days a week from Kingston to Bloomville. A short section from Oneonta eastward is run by an independent steam short line. This is the Delaware and Otsego, commonly called the DO Line. Roughly a 15 mile stretch between the end of the DO Line and the end of the PC at Bloomville has been abandoned.



(Continued from pg. 2, column 2)  
There were priceless shots of such structures as the Fish's Eddy and Hancock stations. Ken was a teen-ager at the time, but he had the extreme good judgement to record much that has since disappeared. Ken Hojnacki whose interest is basically the Northern Division, made many black and white slides from post cards. These post cards were quite old and rare and many of us would not have seen them if it were not for his efforts in searching through antique shops and old collections. The slides were arranged so as to present the idea of a fan trip along the line. Ken often showed a present day scene so a comparison could be made. Marv Cohen's material is already well known to O&W fans and his material was as well received as it always is. Many technical questions regarding O&W diesels  
(Continued on pg. 17, column 1)

Middletown, New York  
December 31, 1947

Mr. F. Hawk:

For the purpose of preparing a new rate of Pay Schedule for Engineers, Firemen and Hostlers - and for general information - we list below the Motive Power situation which will be effective upon the delivery of all diesel locomotives now on order:

<u>Locomotive Number</u>	<u>H.P.</u>	<u>Unit</u>	<u>Wgt. on Drivers in Lbs. (Fully Loaded)</u>
101,102,103,104,105	380	1	88,000
111,112,113,114,115,116,117, 118,119,120,121,122,123,124, 125,126,127,128,129,130,131	1000	1	246,000
501,502,503	1500	1(A)	230,000
601,801,802,803,804,805,806, 807,808	2700	2	458,000
821,822	3000	2	460,000

# These 2 unit locomotives consist of an A unit and a B unit - link-coupled. Neither unit can be operated separately.

## These 2 unit locomotives consist of an A unit and a B unit which have Type E couplers on each end of each unit. 821A or 822A may be operated as single unit locomotives or may be coupled together and operated as a 2 unit locomotive. Also, either may be coupled to either of the A units of 501, 502 or 503 and be operated as a 2 unit locomotive. Any 2 A units coupled together can be operated from either cab. 821B and 822B do not have operating controls and cannot be operated individually.

A listing of sample possible operating combinations of these road locomotives is as follows:

501 - 1 Unit (1500)  
501+502 - 2 Units (1500+1500)  
501+821B+821A - 3 Units (1500+3000)  
501+801B+801A - 3 Units (1500+2700)  
801A+801B+802B+802A - 4 Units (2700+2700)  
821A+821B+801B+801A - 4 Units (3000+2700)

The above are desirable combinations from Motive Power viewpoint.

The following combination is possible but would disrupt maintenance work considerably and would only be desirable when 821A or 822A might be out of service for any cause for a considerable amount of time:

501+821B+822B - 3 Units (1500+1500+1500)

Supt. Motive Power

I. R. Pease

(From the collection of Dr. Edward A. Metz)

# O&W modeler's notes

## A Partial Answer for Steam Power

It is only too well known to O&W modelers that there is very little available for them to work with regarding steam power. However, the O&W borrowed steam power from various roads and of various wheel arrangements that we could consider in model form. Let's look at the possibilities.

Back around the end of the second war, a heavy CNJ Mike, #876, came to the O&W for approximately one year. It seems that this engine is very close to the Akane heavy 2-8-2 that was offered some time ago. Harold Vollrath or some other photo source could supply you with the pictures necessary if you decide to do one. As far as we know, the 876 retained her CNJ lettering and number all through her O&W stay.

Going back to an earlier date, one could have seen Buffalo, Rochester and Pittsburgh 2-8-2 and 2-10-0 types working this road. The two existing models that might be modified are, of course,

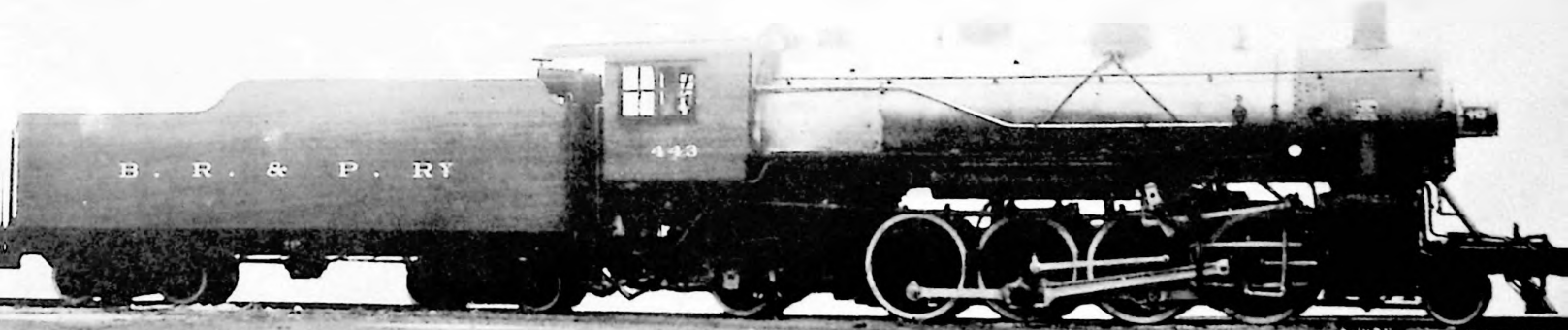
the PFM light 2-8-2 and the Russian Decapod. The conversion possibilities depend upon the individual modeler, his patience and the realism he seeks.

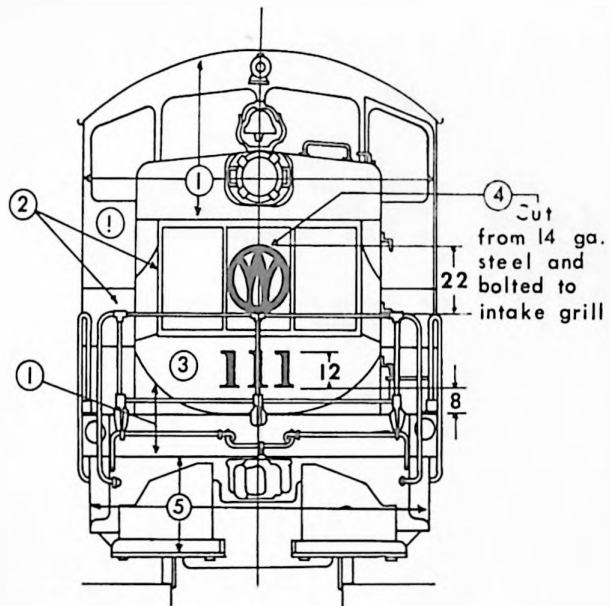
Other engines that left their home roads to serve the O&W were the DL&W 1200 and 2100 series Mikes, D&H 900s and New Haven Pacifics and 3200 2-10-2 types. There was also the 705 which was another D&H engine. This one was purchased in the late forties and served on the Scranton Division. There are stories about CNJ camelback ten-wheelers on this division too. So far, though, no photos of this have turned up.

In case you have not read the Oct. BMC, Scale Coat O&W diesel paint is now in. The price is \$3.50 for three two ounce bottles. The colors are yellow, orange and gray. Send a check or money order to the regular address. Colors sold in sets of three only. Allow three weeks for delivery.

Word is out that the improved Cary FT's will soon be available. Check with your local hobby shop.

RIGHT: CNJ 876 when new, at a later date the Statue of Liberty emblem was applied.  
BELOW: BR&P 443 shows little boiler piping which would make modeling it less difficult. RIGHT: John P. Scharle  
BELOW: Elwin Mumford collection.





N. Y. O. & W.

NW-2

KEY TO COLOR NUMBERS

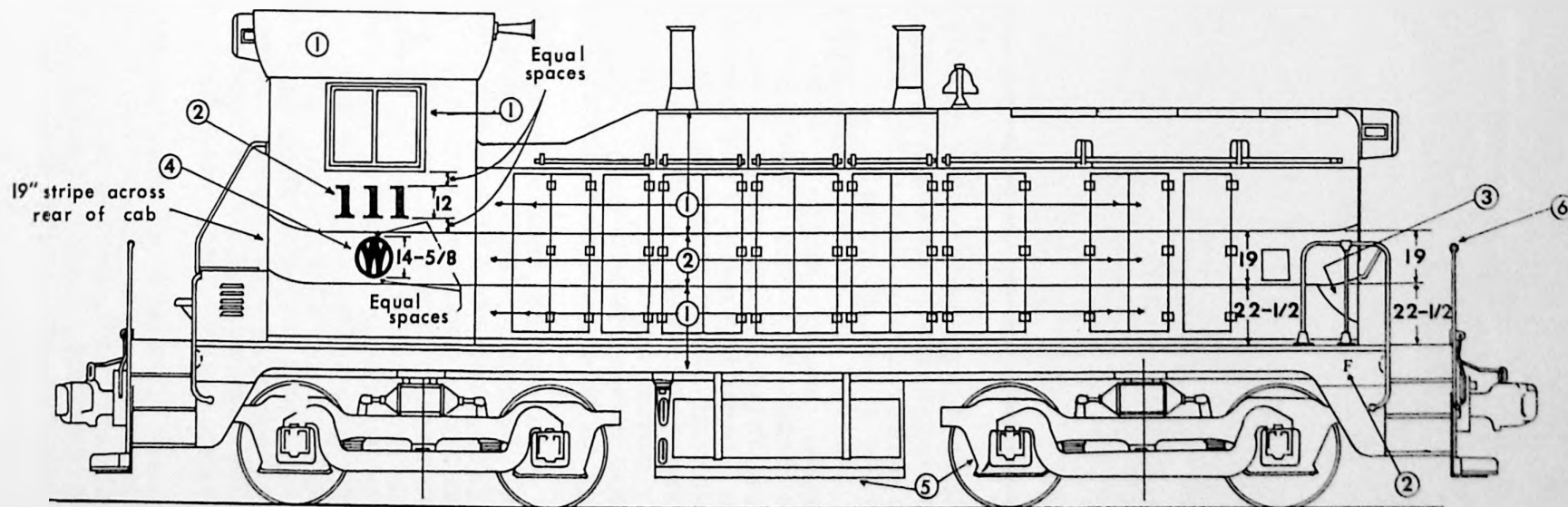
- 1 Gray
- 2 Yellow
- 3 Red
- 4 Black (gloss black)
- 5 Black

drawn by ED CRIST

3/16" Scale

Painting Diagram

16





(Continued from pg. 13, column 2) were easily answered by carefully following his show. To these three gentlemen we again extend thanks for a job well done.

After the entertainment, we went on to the serious part of the meeting as far as the future of the Society was concerned. First we tackled the postage question. Almost all present preferred first class mailing, however, a final decision was to be left up to the editor and he is to be guided by our bank balance at the time of mailing.

The sustaining membership category is to be retained and it is hoped that more members will consider this type of membership for 1971. A one dollar increase in regular dues was discussed and approved, however, we would like to hear from the members at large before a final decision is made. Please consider the possible increase in postage and the fact that this year almost one third of the three dollar membership fee went for mailing alone. A postcard with your opinions will do. It was decided afterwards, upon the suggestion of Mike Caramanna of Paterson, that we discontinue the raffle in the future. The one experience with this led us to believe it was not in the best interests of the Society.

As for next year's meeting, a discussion and vote indicated that Hancock would probably be the site. We might also run a bus trip in the afternoon along the Scranton Division. This is now being investigated.

Our membership now stands at better than 250 and it is an exacting task for one person to keep everything under control. It is for this reason that we would like to find two or three very dedicated O&W people that would like to help out in keeping the organization running smoothly.

The work would no doubt involve phone calls, letter writing and answering, some local travel, possibly some magazine layout work and representing the Society at some special meetings. Most of this would be at the individual's own time and expense. It would be good if these people lived in the north Jersey area so that we could meet and communicate without large gas and phone bills. This sounds like a lot to ask of someone and, indeed it is, but it's the way the job gets done. Call some evening if you feel you'd be interested in this work.

Several members of the Society again attended the O&W old-timers' picnic at Hancock, N.Y. This year found the Society taking a part by aiding in the notification of employees and in the presenting of a photo display. O&W men and members Elwin Mumford and Oscar Bennett took care of arrangements and to them we extend our thanks and congratulations for a job well done. Before most folks arrived, Elwin took us on a short trip around the area and pointed out the right-of-way in the Hawk Mt. region and a former O&W crossing watchman's shanty that now serves as a shelter for children awaiting the school bus. The weather was clear and cool and most of our time was spent outside talking O&W with many people. Sam Reeder was there with some fine display material including his two inch scale FT and caboose (watch for photos of these in a future issue).

We added several new members also. This was probably due to our display and new style membership forms. If you would like one of these forms for a prospective member, send us a note. Incidentally, our organization will be better and stronger if those that have an interest in the O&W join. If a look at a copy of the magazine and a brief explanation does

not interest them, then they probably would be happier not joining.

We have articles planned on the following subjects for future issues; Foreign road steam power on the O&W; Middletown engine shops (photo story); Cabooses; Mayfield Yard; the 601 story (Esso Research engine); Ride on the Delhi branch; plus more plans from Ed Crist. If you would like to add anything to any of these topics, it would be welcome.

It seems that we are always apologizing for late issues. Here's the story for June to add to your file of excuses. When the editor left for the summer, the June issue was in the hands of the printer and two very capable members said they would pick it up when completed, put it together and mail it. For some reason the printer printed only on one side of each sheet giving us 18 pages on 18 separate sheets! The two members felt that a decision had to be made by the editor and, of course, he was gone until August 20th. When he got back the printer was on vacation and this meant another delay. Finally he returned and printed the odd numbered pages on the back of the even numbered ones that had already been done. Two days later everything was stapled together and off to the post office it finally went. The speed of third class mail didn't help any, but it did save us some 30 dollars. With a little luck this one will not be as late. Just for our information, note the post mark date and let us know, if you care to, how long it took to reach you. At this time, we plan to send the Dec. issue via first class. This might prevent long delay due to the Xmas rush.

At the O&W Picnic, someone noticed a man wearing a white sweatshirt with the O&W emblem on the front. There was also some

wording about the O&W Station Tavern at Liberty. Apparently these are available from them and if you would like one it is suggested that you contact Bob Rosch and Bill Weston, owners of the establishment, for information on them.

We hope that all members that are modelers have answered and sent in their questionnaire form. If you have not done so, please get it in soon. Full information is contained in the form. We would like to tabulate the results and send the information to model manufacturers. Naturally, you will also be informed of the results.

Membership now stands at 254. MODEL RAILROADER and RAILROAD MODEL CRAFTSMAN certainly deserve our thanks for mentioning the Society. MODEL RAILROADER unfortunately got our box number and zip code incorrect, but apparently this did not cause any real problem since the mail still got through. We hope that you were pleasantly surprised by the Oct. cover of RAILROAD MODEL CRAFTSMAN. That beautiful photo of the 502 will hopefully inspire model builders to attempt similar projects.

Often we get so involved in our various endeavors that we forget to say thank you to those who give of their time and money to make those endeavors possible. In the last issue, concern was expressed over the lack of material for future issues. The response to that concern has been good and future issues will be better in content because of it. The thanks of the Society are extended to those who responded so kindly and generously.

Finally, we would just like to mention that so far we are still on top of the correspondence. Please pardon us if it takes more time to get an answer to your letter.

## Mail Stop

I believe that the diesel data sheet contained in the last issue was incorrect concerning the date of delivery for the FT's. I recall them arriving in May rather than June.

ELWIN MUMFORD, S-88  
Carbondale, Pa.

(Perhaps some member can clear this up. What is the difference between construction, purchase and delivery dates? Is the construction date the day work starts on an engine, the day it is completed, or the day it leaves EMD? Official O&W data lists different dates for the arrival of the units - Ed.)

No criticism intended, but it's interesting to note that just like the O&W, the June issue was quite late.

KEN HOJNACKI, R-138  
Syracuse, N.Y.

(See editorial comment in this issue. Actually, we're trying to be as prototypically accurate as possible - Ed.)

Have the certificates for sustaining membership been mailed yet?

STEVE WERSING, S-117  
N. Miami Beach, Fla.

(With sincere apologies, the answer is no. It is simply a matter of not enough time. We still have every intention of getting them out - Ed.)

Although I'm in charge of the diesels on the club layout here, they won't let me convert the F units to Phase II F-3's with a very nice gray, yellow and orange paint scheme.

JEFF OTTO, R-9  
Rensselaer Polytechnic Inst.  
Troy, N.Y.

## Transfer Run

WANTED: Clear photos showing painting and lettering for the 44 ton switchers, the 6200-6399 gondolas, 9000 series wood box-cars and the 100 series flangers. These are needed to supply data for future drawings for the OBSERVER and RAILROAD MODEL CRAFTSMAN. I can furnish certain plans or drawings in return. Photos of any other O&W freight equipment would likewise be greatly appreciated. Ed Crist  
124 North Main St., Monroe, N.Y.  
10950

WANTED: Will buy or trade for a photo of the O&W station in Bouckville while the road was running. Roger Hartshorn, Box 63, Bouckville, N.Y. 13310

WANTED: Photo of the O&W and LNE engines together at Maybrook in black and white or color. Bob Mohowski, Box 405, Franklin Lakes, N.J. 07417

WANTED: Information on the lens colors of marker lamps used for: freight caboose, passenger trains and steam locomotives of the O&W. Information must be verifiable from rule books. All letters answered. Glenn L. Van Winkle, P.O. Box 7121, Grand Rapids, Michigan 49510

FOR SALE: O&W railroadianna, paperwork such as 19 orders, way-bills, clearance forms, interchange reports, station reports, etc. Richard Frieser, 2317 Country Club Road, Endicott, N.Y.

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

