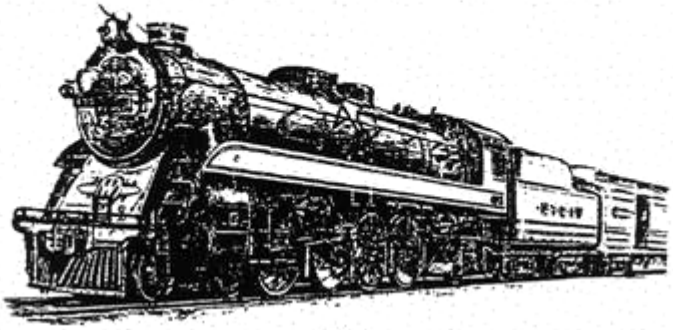
THE MOUNTAINEER



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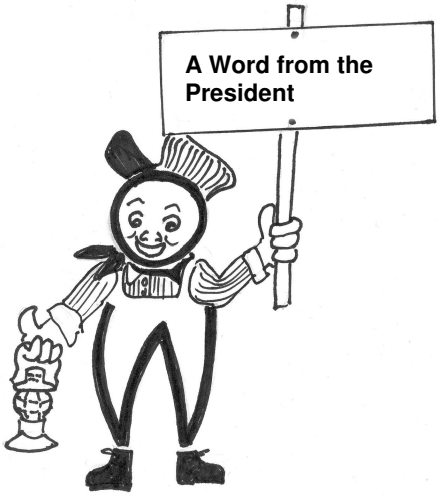

As I write this message in the twilight of my sixth year as President, there is a level of disbelief in knowing that I may be entering my seventh term in just a couple of weeks. Who'd have thunk it? Pardon my slang, but really; where has the time gone? I'm sure that thought has entered most of our minds when reminiscing about our railroad.

By the time you read this, 2009 will be in its infancy, and it's quite a trick to know what to write now, that will be current and fresh by the time this arrives at your home several weeks later. That said, it looks as though I will once again serve as your President in '09, and I'd like to thank all of you for voting for me once again. It's been an honor and a pleasure to serve this Society. I thank you for your confidence. Apparently, it's been a good fit and I can promise that I will continue to b e proactive, always putting the best interests of the Society first, and ahead of any personal agenda. This attitude, and formula, seems to have been successful to date.

I cannot, and have not done this alone. The rest of our Officers, Trustees and appointed personnel are to be commended for our success. Thankfully, we are blessed with many committed, talented and giving folks who all share the passion and desire to learn about the O&W, and preserve it's wonderful past. We actually celebrate its memory on a regular basis, as I'm sure most of you do.

As we enter a new year, and witness the dawn of a new American Presidential administration, I hope and pray for a better America, and an end to the War on Terror. We are, however, in a period of economic strife and uncertainty, and I hope your lifestyle has not been altered as a result.

I realize that times are tough, and many will be cautious about spending money. I trust that all of you consider your memberships to be of great value, and perhaps an oasis in the desert of this economic mess. Our meetings, publications, website and general spirit are truly positive and just what the doctor ordered when it's time to leave the "rat race" for a spell. I hope you see it this way too, and will continue to remain as members of our unique and desirable historical Society.

The Ontario & Western Railway Historical Society has been riding high. Let's continue to ride the wave together.

George S. Shammas

A word from the editor — J.R. Myers

In case you're curious, the name of the editor didn't change; his middle initial isn't suddenly "R" instead of "N". Rather, the position itself has been reassigned - I'm helping my father out by taking over the editorship of this newsletter, as he's now occupied with many other things (especially as treasurer of the society).

There is a *Mountaineer* email address. Please email MountaineerEditor@gmail.com with your letters to the Editor: they can contain questions you'd like answered or any articles, memories, events, or news items you'd like published in an upcoming issue; **remember, this is the society's newsletter, not mine.** The *Mountaineer* would not exist without your continued submissions and support. Yes, this means you. Not some guy who may or may not be on the mailing list – *you*.

In other words, **I expect to be seeing emails from every person who reads this publication and has access to the Internet**, even if all your email says is "please keep it coming, the *Mountaineer* is good to read" or "I don't like your font type, please switch to something more pulchritudinous". You have until Sunday, April 12th, to submit your letters to the editor in order to be included in the May issue; after then I will be taking an editing vacation for the summer.

The *Mountaineer* is not just a printed publication - it is also available online, in the "Members Only" section of owrhs.org. It's now posted as text rather than as a PDF file, so you shouldn't have trouble loading it.

Finding the Photographs We Have Never Seen Before — Doug Barberio

I am a photograph nut when it comes to our hobby. Most of us are visually oriented so it is no surprise when attending shows or watching eBay I look for prints or slides of interest. Sometimes these are images I have seen and always wanted, and occasionally something new and unforeseen shows up (see John Taibi's article on Number 89 "Inside the Gateway - Avoiding the Hun" on our web page from last summer). So it was no surprise that at each of the recent shows at Clark and Franklin, NJ, and Dieruff in Allentown, PA, this past September I found a few good shots I have never seen. This illustrates a problem that is arising in the search.

First, in collecting anything, you eventually acquire a collection. In this case, images of the NYO&W or the M&U/M&NJ are not plentiful to begin with. Now factor in the digital age and eBay, and there are literally less dealers at shows and only limited printing taking place today. In fact, finding prints done the old-fashioned way via a dark room is in itself becoming rare, let alone the type of images you are looking for.

I have not done very much in the way of photographing today's railroad scene in a number of years. Trying to visualize the past has relegated me to purchasing photographs, books and the occasional trip along an abandoned part of a railroad that interests me. Train shows like Dieruff during September and Kingston, Clark, and Franklin during the spring have always been good hunting ground for me the last few years. I engineer these rare trips along an old right-of-way with my imagination trying to place each image, building and track in what the scene is today. At the rate Mother Nature is consuming/reclaiming the right of way, and the diminishing images, it will become far more difficult for future generations to envision the railroad systems that once built the local area and our country that we live in today.

If you can digitize your collection, or recommend to anyone who has a collection or just a few interesting shots to have these photographs, slides, or negatives scanned, the image can be preserved. If the owner or photographer can give you permission to share this or allow the O&WRHS or another group to use such an image then many of us can benefit from this forward-looking attitude.

I was very fortunate and honored that fellow member Marv Cohen allowed me to scan much of his black and white O&W collection. Marv's generous use of his material is what allowed me the material and time to make selections for our Publications Committee's 2009 calendar. As a result, we could bring to you a wonderful calendar for 2009 with images many people had never seen. Publications require research, writing and editing. Special thanks go to Carl Ohlson for his work and coordination of this effort, Bob Mohowski for the captions and Ron Vassallo for doing his magic on these pictures in Adobe Photoshop. That's one of the reasons this calendar has more images than most. I truly hope everyone likes it.

What we tend to forget is how photographic and paper materials are procured. Locating old photographs and slides just comes down to good timing and luck. Knowing a photographer helps (that is, unless someone has heard of your interest or your Society's interest). It is not often today that we find individuals who want to see such material preserved, but eBay does seem to yield quite a bit. So spread the word and perhaps the word will find its way back to you or our Society. It always makes your day when you find new images. It is even better when somehow someone with photographs you have never seen before finds you.

The restored Napanoch Railway Station

The beautifully restored station is open for visitors on the first Sunday, and the second and fourth Wednesdays of each month. The hours of availability are 10:00 AM – 2:00 PM each day. The station is on the correctional facility grounds, and if you arrive on a different day or at a different time than when the station is open, the officers at the Napanoch prison will be visiting you.

Additional information is available at (845) 647-7400. Should anyone wish to volunteer at the station as a trained tour guide, please contact Mr. J. Rubin at this email address: jrubin@webtv.net

Archives report — Art Robb

Bill Scott has completed the inventory and listing of the 100+ flat map boxes. It's is no longer necessary to take each box down and root through its contents. The list is available in the room with the boxes. Copies of the list are being made to store offsite.

Many members do not realize that the Archives are manned year round, every Wednesday and Friday afternoon from 1 to 4PM. Call or e-mail ahead if you want a specific day. Volunteers do take vacations. Activities include answering the mail, preparing Observers, projects such as an O&W employee list and setting up for meetings.

Ontario & Western Ramblings No. 3: Coal Mining Part II — Mal Houck

Implicit in the journey to understand Anthracite Coal mining is the recognition that it was, for the largest part, an underground enterprise, requiring that participants be working, living and surviving in the absence of natural light in stygian darkness. A further recognition, only occasionally brought to news headlines today, is that underground mining (of any sort) is beset with dangers - and life-threatening dangers - daily.

As the product of the decomposition of organic material, all subjected to the immense pressures that formed anthracite coal in the first instance as tectonic plates collided (not once but twice), gases (and volatile gases) are produced and expelled from hard coal seams. Trapped underground for millennia the gases are freed as mining opens coal seam faces to the air in the mine. The control of ventilation and management of mine gases were matters demanding constant attention underground.

In the hard coal miners' terms, the expression of the dangers from mine gases had its own lexicon and shorthand, all with some variations in usage from one mining area to another (and with some terms being used interchangeably to a point of confusion).

"White Damp" or **"Firedamp"** was the most dangerous of gas conditions: the highly explosive methane gas. Sometimes simply "oozing" from a coal face, or occasionally being spat out of a fissure in a stream – but, being lighter than air, methane accumulates along the mine roof and can be ignited by a single spark. Coal workings were fitted with first wooden (and later on steel) doors spaced periodically along the gangways and crossways. Those doors were manned by young boys (**"Nippers"**), opened and shut to direct air along the mine passages in order to ventilate away dangerous pockets of white damp, Choke Damp (see below) and Black Damp.

"**After Damp**" or "**Choke Damp**" (and sometimes, and in some regions, called "**Gray Damp**") is a hellish mixture of carbon dioxide and nitrogen (and sometimes vapors from carbonic acid), a "dead" air that will not support respiration. It only takes a single-digit percentage reduction of oxygen in air to produce dizziness and muscle fatigue to the extent that a miner overcome by Choke Damp will be disabled and shortly lose consciousness (with, in the most extreme cases, a slow and agonizing death to follow)! A single inhalation can be enough to inflict upon a miner the consequences of Choke Damp. Anthracite coal exposed to air absorbs oxygen and, along with then emitting the explosive methane and carbon dioxide, reduces the oxygen content of air to create Choke Damp.

"**Black Damp"** can be a component of Choke Damp and is almost pure carbonic acid gas, formed as a result of underground combustion from coal seam fires where these combustion fumes are in contribution to the air supply of a mine, or in connection with smoldering "gob fires" ("gob" being the term for combustible material discarded in slack dumps or culm banks, gob fires can begin by spontaneous combustion, trash fires or lightning strikes, then fumes can infiltrate a mine in any number of ways), prior explosions, or black powder blasting. Heavier than air (along with Choke Damp) it settles on the mine floor or in depressions of the mine working.

To ensure some mine safety the "**Fire Boss**" will inspect a breast area of a given mine face before miners are allowed within the area to begin work. He will check for the "damps" and will also inspect the mine roof for possible "falls" by tapping the exposed anthracite of the roof and roof bolts with a bronze-headed hammer (no sparks to ignite Firedamp) and listening for the solid "clunk" of a roof free of immediate dangers. A hollow resonant sound will require that the "roof bolters" send in a crew to drill and install more roof bolts or additional mine props. Any dangerous areas were marked on a slate tablet by the Fire Boss, with a description of the

deficiencies. As the mine working was ventilated, or the roof faults were addressed, the notation on the slate for a given area of the mine was erased, and miners could enter and begin work…now that they had "**A Clean Slate**".

To inspect for the ever-present dangerous gases the Fire Boss used a "**Davey Safety Lamp**". Invented by Sir Humphrey Davey it was first used in UK coal mines in 1816, and is a simple device in the form of a kerosene lamp with a short circular globe topped by a "stack" of fine steel mesh cloth (at least 24 wires per inch). The wick, and consequently the lamp flame, is adjusted by a "top boss" before the lamp is taken into the mine. The adjustment is done with a key, so that the flame adjustment can't be changed accidentally (similar to railroad watches which were set with a key rather than a stem and winder knob). In the presence of methane the flame will burn brighter, while in the presence of Choke Damp or Black Damp the flame will dim or go out. Davey determined that methane has to be heated and exposed to flame in order to explode, and the fine mesh stack will allow methane to burn within the lamp and lamp stack, but the mesh will cool the burning gas inside enough to prevent the balance of the surrounding gas pocket from igniting. One Davey Safety Lamp, in an active working, would be hung high up near the mine roof, and another Davey Lamp would be set on the mine floor serving in each location to detect lighter than air and heavier than air gases. The "myth" of miners taking a canary into the mines is just that - a myth. A Davey Lamp was the metaphorical "canary" but was the preferred, more valued and more reliable equipment!

Davey Safety Lamps are still manufactured today in Manchester, England and by the Dey Company in India. For all of the modern technology of digital readout "sniffers" and gas analyzers, a Davey Lamp is still among the most reliable and simplest to use! Davey Lamps were (and still are) not without defects, except that the moist air of the mines could cause the steel wire mesh to rust away and make the lamp unsafe. With a small globe they really provided insufficient light, but even after the advent of electric lamps Davey Lamps were still carried into mines and are still used today for their inestimable and reliable value in detecting the presence of mine gases.

As an aside, my grandma was born and grew up in Robertsdale, Pennsylvania, a "Company Town" owned by the Rockhill Coal & Iron Company. The town was only sold off to private ownership(s) in recent years. Robertsdale was the terminus of the East Broad Top Railroad and the location of Rockhill Coal & Iron No. 1 where the sub-bituminous coal hauled by the EBT until 1956 was mined. Grandma's kin were all connected with either the East Broad Top Railroad or the mine, and a prized personal possession is an historic brass Davey Safety Lamp from the mine workings.

Not only was coal extracted from the mines, but also "**Slack**". Slack was the miners' term for almost any noncombustible mineral uncovered by cutting coal. Anthracite, even in the relatively level seams of the Northern Field, still occurred in more than one "layer" or seam. Those seams were and are still separated by sandstone and slate, which is a geological "cousin" of anthracite, in that it too required the immense pressures of the earth that formed anthracite to likewise transform it into a hard rock, albeit lacking the desired combustible ingredients of coal. Large pieces of slack were removed and discarded by miners, but having no economic value it wasn't worth the cost to "take it top" unless a breast room where slack was dumped was reopened for further coal cutting, so most of the contents of slack dumps were the small bits removed from coal in the breakers by the "Slate Pickers." Some slack was indeed hoisted out of the way and dumped above ground, but a more common use was as a material for dry masonry work in the underground labyrinths of the mines.

If "**Slack Dumps"** were a visual feature of the Anthracite Belt, they are to be distinguished from the vastly more common "**Culm Banks**" - "Culm" being coal in sizes too small for sale…sometimes even called "Dust." Some culm banks featured the curious uniform conical profile resulting from the discard of culm and its stockpiling with Dodge Trimmers, and those, along with some seemingly endless ridges and fanned profiles of culm, were an eyesore that for years infested the whole of the anthracite region. As a part of Commonwealth of Pennsylvania-administered - and Federally-funded - reclamation efforts, many (but not nearly all) of these culm banks have been mined out with the small coal sizes being reprocessed for use as boiler coal suitable for consumption in power plants. Many culm banks were excavated to extinguish persistent fires as well, and with many culm banks and breakers now gone, there is less and less to suggest the impact of extensive anthracite industry that once embraced the valleys and ridges of Northeastern Pennsylvania. Aside from some very minimal and diminished operations, the harvesting of hard coal is now an industry of the past.

Another mining region product of the Anthracite Belt, if that it can be called, was "**Red Ash,**" which is ash that is strip-mined from culm bank fires or upper level coal seam fires as they are extinguished. In the confines of a culm bank or a mine, the fire consumes (somewhat incompletely) the combustibles, but leaves ash that is high bearing in trace iron. Upon exposure to airborne moisture the iron rapidly oxidizes (hence the "red" in the name) and becomes quite a stable mineral in its own right. Red Ash is desirable in some forms of construction as a substrate for roadway building, and was a product also hauled away by rail. Red Ash, as an identifying mineral term is to be distinguished from the named "Red Ash Seam" located as an outcropping on East Mountain in Nanticoke.

All of this is to say that anthracite coal mining was a brutal and demanding occupation, but one that persisted exuberantly for well over a century, and the transport of hard coal served the O&W well for six decades or better. With its difficulties and with the present lack of demand for the product, I hope that OWRHS members and O&W enthusiasts now have a better grasp of some of the nature of hard coal mining and can more fully interpret and appreciate some of the reasons why the underground mining of anthracite is now principally of history.

Ontario & Western Ramblings No. 4 by Mal Houck

Returning to some jargon more related to the O&W, several of the various steam engines of the road had nicknames specific to each. Here are a few of those, with a collection of the notions about the origins of those names, and some further ramblings on the personally intriguing topic of the O&W steam engines.

"Orries" were the Class P 2-8-0 "Center Cab" camelbacks that came to the O&W in 1901-1902, the largest ever of this type of engine when built.

As for the name there are two versions of the story of its origin at large, and maybe some others.

William Helmer in his 1959 work "O&W" submitted that the name was related to the U.S. Navy Battleship *Oregon.* While that is the sole reference I've ever seen to this notion, there is some currency to that legend as a possible origin of the nickname, as Helmer then had the opportunity to speak with former employees who may have known about - or had a role in - the origin of the nickname. Historically, and at the time, the dreadnought *U.S.S. Oregon* was itself a national sensation, from its nationally known epic voyage of transfer from the Pacific Fleet to the Atlantic Fleet at the outbreak of the Spanish-American War in April 1898. In a sensational 66 day journey from San Francisco to a Navy base in Florida (which later prompted the efforts to complete the Panama Canal) *Oregon* made a non-stop voyage until then unimaginable. At the battle of Santiago Bay (Cuba) the *Oregon* hunted down Spanish ships escaping Santigo Bay and after a 60 mile stern chase overtook Spanish flagship, cruiser *Cristobal Colon,* and prevailed in an historic running gun battle (and the last such gun fight between battleships until an action in the Solomons in November 1942). Nicknamed the *"Bulldog of the Navy"* the ship was Admiral Dewey's flagship on his first visit to the newly acquired Philippines. Well known, and with such a colorful history, and a symbol of national pride and ascension to the stage of world power as well, it is indeed possible that the U.S.S. *Oregon* donated an easy shorthand to the origin of the Class P nickname.

Ed Crist, writing in *"The Final Years,"* and Jack Farrell in one issue of *Locomotive Quarterly*, both attribute the nickname to a more pedestrian origin - the substantial and hulking profile of the Class Ps bringing to mind the ample person and raucous personage of the lady keeper of a saloon and parlor of "easy pleasure" near the Mayfield Yard.

Here we have two legends, and a possibility of two origins. Take your pick!

"Big 400s", as the name implies, were locomotives numbered in the 400 series. Whereas the 401-410 Class Y engines were nicknamed the **"Light 400s"**, the Y-2's of 1929 numbered 451-460 were the counterpart "**Big 400s**." Both classes of engines were reputed to be good steaming and easy riding engines, unlike the bone-rattling and rough riding W-Class 2-8-0's and the cramped and rough riding Class X "Bullmoose" 2-10-2's (and with ride quality not at all aided by the lesser unsprung weight and running dynamics of engines with small drivers). Aside from supporting the fireboxes, bigger- and later-built locomotives with trailing trucks had an easier, if not softer (were such a thing possible in a machine of 200+ tons running steel on steel!) ride. Engines without trailer trucks rode hard due to the need for the suspension springing and equalization to be hard and stiff in order to provide support for the firebox. Although the "Bullmoose" 2-10-2 locomotives had their peculiar inside-bearing two-wheeled trailer truck, the firebox was really supported by the last driver set(s) with the similar hard spring support as with locomotives lacking a trailer truck. The Class X "Bullmooses" had radial stay trailing trucks that were intended, not for support of the firebox, but for added stability in backing (well-needed for the long rigid ten-coupled wheelbase, and the "Bullmooses" were well known to be difficult and cantankerous tracking machines often prone to minor derailments; great care had to be exercised when negotiating crossovers and when turning then on the wyes at Poyntelle as they "cut off" from the pusher duties to which they so often assigned).

"Center Cab" seemed to be the preferred O&W nomenclature for the several classes of engines known on other roads as "Mother Hubbards" or by the more generic term of "Camelbacks." How or why the more simple and direct description came to be is unknown, but can be easily understood as a simple description of their appearance in profile. "Camelback" was the term applied to the very early-built Ross Winans 0-8-0 engine produced for the B&O, with the engineer's perch in an enclosed veranda high atop the center of the boiler and resembling the saddle and riding position of a passenger on one of the supremely homely animals sometimes known as a "ship of the desert!"

"Teakettles" were the Brooks-built Class E 4-6-0's of 1910. Originally built, as was custom at the time, as saturated steam engines, they were rebuilt as superheated steam engines. Nos. 227 and 228 had further

modifications in the form of new annular ported exhaust nozzles, stacks and baskets. Why those further modifications imparting additional operating economy and higher efficiency were not incorporated to the other two engines is unknown, but the USRA operations of the O&W during WWI, and stagnant passenger revenues and greatly diminished coal revenues occasioned by rancorous and lengthy anthracite region strikes and labor strife of the early 1920's, may all have played a role in any of the O&W managers' decisions to defer capital additions. Unlike with other engines so modified, the new porting of 227 & 228 was less than a complete success, so the porting arrangements were again changed out to the former configuration. An annoying tendency for driver slipping was improved by a reduction of boiler pressure.

Always easy-steaming, the **"Teakettles"** were used system-wide in a variety of assignments. On Northern Division milk trains, on the "**Long Milk**" (Trains 9 and 10) these engines could keep a tight schedule, and then with the seasonal travel to the Borscht Belt the **"Teakettles"** could be found on the head end of any of the O&W scheduled passenger trains. There are photos taken in which these engines were pressed into pusher duties during the off-season as needed.

But **"Teakettle"**? Where'd it come from? Considering their economy of operation and superior steaming qualities…"as easy-steaming as a teakettle" is as good a guess as any!

"Long Johns" were the Class W 2-8-0's from Cooke Locomotive Works and, with the **"Orries"**, were a break from the long recent history of (new) locomotive purchases from Dickson Locomotive Works of Scranton. Dickson is well known for the **"Dickson Hogs"** all of which were (in O&W "lingo") "Center Cabs". It has been speculated that the view from the seats within rear cabs (down virtually the entire length of the engine boiler), when compared to the view from the seat of a Center Cab (which was only one boiler course and the firebox) seemed…hmm, "long"! The Reading's first rear cab engines were also called **"Long Johns"**, and absent some fits of originality, the O&W nickname may have simply originated from that nomenclature.

The **"Long Johns"** originally rode hard, with small drivers and firebox supported by the fourth driver set, but ride was somewhat improved when these engines were successively shopped and returned to service with 5" thick driver tires that served to increase overall driver size to 58" from the original 56" with 3" thick tires. The thicker tires were called **"Balloon Tires"** and the additional steel of the larger tires added unsprung weight that could account for at least a marginally improved ride.

When the **"Long Johns"** were successively converted to the Class W-2 by shifting the air pumps to the front pilot decks in order to avoid the FRA mandate to install stokers (required on engines with 90,000 lbs. or more on the drivers) the equalization was so altered that they frequently derailed while backing with any load coupled to the rear.

The conversion to Class W-2 continued to nearly the end(s) of their service lives and until the end of all steam locomotive shop work on the O&W. The Collins photos in the OWRHS archives show newly-converted Class W-2 engines in service as late as 1946, but with images of the same engine(s) as Class W engines only a year or two earlier! The O&W was not alone in what seems to some to be efforts greater than results. Some of the 2-8-0s on the Rutland come easily to mind as engines that also assumed the ungainly front "chin" of twin single pumps up front.

The **"Ostrich"** was **U-Class 2-6-0** (and later Class U-1 4-6-0) **No. 249**, reputed to be the fastest engine on the O&W (although some debated that title, claiming that Class A 4-4-0 No 24, the sole Class A engine to be superheated and equipped with Baker-Pilliod valve gear, was the fastest). Why any one, of supposedly identical steam engines, should be faster than another (or a better steaming engine, smoother riding…etcetera) is a part of the fascination that only steam engines can engender. Jack Farrell, in a preface to his final issue of *Locomotive Quarterly*, reflected on his quarter century of publication devoted to steam engines "…as the most human of all machines…" and therein perhaps lies an answer. Steam engines were not made "cookie cutter" style nor [despite the numbers in which they could be turned out] were they mass-produced in any sense of which that term is understood today. They were essentially "craft-built" in much the same way a cabinet maker would build a piece of furniture…one part, one casting, one machine shop cut at a time…all then carefully hand-fitted and assembled by skilled workers of long service and experience. One of the great economies of railroad diesels is that they have (ideally) complete interchangeability of parts, but steam engines do not, and steam shops had to have foundries, forges, and machine shops so that needed repair or replacement parts could be made from scratch each time needed. Each steam engine was essentially unique…as are all of us!

Then too, steam locomotives were not pocket watches(!) but large iron beasts, and it easily stands to reason that any one might be slightly different from another…all built from the same plans and according to identical specifications. Even more likened to ships, also craft-built one at a time as one or another supposedly identical vessels could be a couple of knots faster or slower than another (WWII battleship USS Wisconsin is two feet longer than three "identical" sister ships of the same class), a few driver turns faster one steam engine to another comes to the same logical conclusion, and that is another of the "human" features that so endear steam locomotives.

Events Calendar

Friday, February 6th:
Membership Meeting.
Program by Doug Barberio: Erie Main Line
Suffern to Port Jervis, Part 2

Sunday, March 1st:
JCRHS Train Show
Mother Seton High School, Clark NJ
9:20AM to 4PM
Garden State Parkway exit 135
Sponsored by Jersey Central Chapter NRHS
O&WRHS Sales table will be present.

Friday, March 6th:
Membership Meeting.
Program by Marv Cohen: South African Steam,
along with some local Erie & EL.

Friday, April 3rd:
Membership Meeting. Program by Malcolm Houck:
Modeling O&W Scenes

Friday, May 1st:
Membership Meeting.
Program: NYC Movies and Classic Steam.

Sunday, May 3rd:
5th Annual Franklin Model & Toy Train Show
9AM to 3PM
Sponsored by the Franklin Historical Society
and the Sussex County RR Club
9A - 3P at the Littell Community Center
near the intersection of Rt. 23 and Rt. 517
Franklin, NJ
Info available from John at 973-697-6539

Friday, June 5th:
Membership Meeting,
and Member Flea Market/Swap Night

During the months of July and August there will be no membership meetings.

NOTE: All dates and times are subject to change. Please refer to the website (owrhs.org) and our Yahoo Discussion Group (http://finance.groups.yahoo.com/group/owrhs/) as the events draw closer in order to verify schedules and any changes.

A note from society member Warren Myers:
I've started a Facebook group for O&W enthusiasts.
Some of you have already joined, and I'd like to encourage anyone else who uses Facebook to join as well.
http://www.facebook.com/group.php?gid=46227341494 is where you can find the group,
or search for 'New York Ontario' in Facebook's search bar.
It should soon be synchronized with the society website and events organizers.