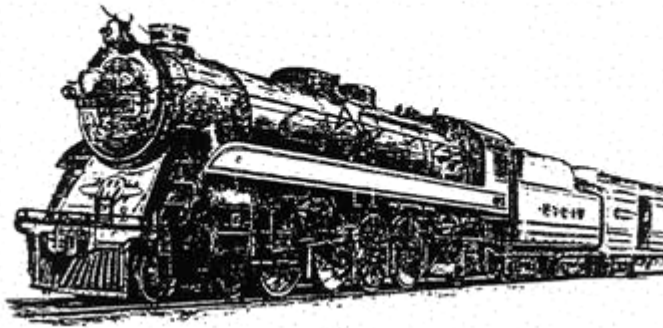


# THE MOUNTAINEER



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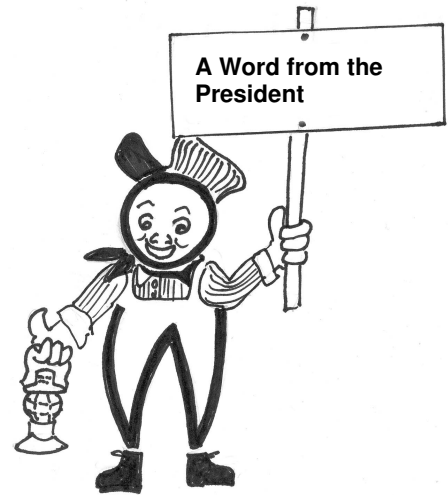


As you read this, by now, the holidays have passed. I hope each and every one of you had a wonderful Christmas and Hanukkah, and a very Happy New Year. With the dawning of 2011, you may be wondering where is your 2010 Observer issue. Regrettably, it has been met with delay due to conditions beyond control. Our author was faced with hard drive computer problems, that have since been rectified, resulting in a delay of nearly four weeks. I'm told, as of this writing, barring any unforeseen issues, that it should be in your hands sometime this January. I do apologize for this delay, but knowing the outstanding good nature of our membership, I expect and hope you have kept faith in the progress of what our volunteers do. Trust me, this book will be worth the wait.

This past December, I embraced the U.S. Marine Corps. Toys for Tots program, both personally and officially as President. On December 4th, I decided to travel to Bainbridge, NY with fellow member and Publications Chairman Carl Ohlson to meet the Canadian Pacific Toys for Tots train, traveling on the old Delaware & Hudson line. This is a scheduled stop where volunteers assembled both on and off the train to collect and distribute toys, as well as clothing, cookies and beverages. Dunkin' Donuts and Freihofer's are big sponsors of the event. Carl and I brought many toys, and the Society also kicked in a bunch as well, making our toy count about twenty. Traveling on the train, pulled by a locomotive in D&H livery, was fellow member and Scranton Division representative Norm Barrett, who recently retired as a Conductor on the CP, but made the trip to assist his replacement. It was great to see him out in the field during this event.

About 200 local residents turned out to meet the train, and receive items of need, such as clothing and toys. The need is very real, and I was touched by such a display of generosity and caring. I'd like to embrace this cause, both personally and as President of the Society. I plan to start asking our membership for the donation of unwrapped toys in September, and to accept them at our October meeting, and November Convention. I believe it's a worthy cause, one that is warming to the heart, knowing that a needy child will have a toy to open on Christmas day.

Membership renewal continues at a slow but steady pace. As of December's meeting, we have 685 members, of which 373, or 54% have renewed for 2011. Since membership in our Society remains such a great value, I urge all those who have not yet renewed, to consider renewing for 2011. Please get your renewals in to our Membership Chairman as soon as possible.



Our Archives Committee continues to do good work in our Archives, and the scanning of vital documents has progressed rapidly with several thousand scanned. Kudos to those members who toil day to day in this and all efforts related to our Archives.

Our Annual Convention was again a great success with 94 people in attendance, all having a wonderful time. A big thank you goes out to those members who organized it, gave a program, assembled a display, gave on-site tours, and for donating raffle prizes. Also, thanks to Orange County Community College for a job well done in catering a hearty, plentiful and delicious dinner in a comfortable atmosphere. Also, congratulations to Jeff Otto for winning the John Hobbs Chryn award as member of the year. The previous three winners decided unanimously to choose Jeff, and it is well deserved.

Finally, as I head into my ninth year as President, I wish to thank all who have voted for me, and those who serve with me as we continue our path of education and the historic preservation of the New York Ontario & Western Railway.

Sincerely,

George S. Shammass - President, O&W R.H.S., Inc.

## 2010 Convention

By Doug Barberio

The O&WRHS faithful were once again treated to an interesting day of O&W lore with a bit of a new twist. First Ray Kelly took over ten people on a tour of the O&W Middletown Branch from Cornwall to Middletown proper. The tour started at 9 am and arrived in Middletown at the convention sometime around 2pm.

Over 90 attendees were then treated to movies by Ron Vassallo. However, Ron also demonstrated the latest train simulator showing the O&W running on home rails. There was a bit of a glitch as the northbound train was approaching the Campbell Hall depot, the entire train entered the station with puffs of FT smoke coming out of the roof. Well it was funny and it is always better to simulate a wreck than to have actually had one like that. Anyone remember the Adams Family train room? I personally am quite impressed with this train simulation technology. It does have a long way to go, but it did not exist some years back. Realize that if continued progress is made on these simulations what was demonstrated at this past O&WRHS convention will be primitive when we look back at this in a few years. The O&W black and white movies may one day be recreated in full color by the train simulation giving the vast majority of the membership a chance to ride the O&W.

Next, yours truly gave a presentation on Junctions, Interchanges and Interlocking Towers from Cornwall to Crawford Junction. Thanks to the ongoing scanning project and with the help of Jeff Otto some new material was available to enhance our understanding of the interlockings and interchanges at Burnside, Campbell Hall and Crawford Junction. See "Tales of the Towers Part II" in this issue of the **Mountaineer**. Al Seebach then gave an excellent and comprehensive presentation on Cadosia.

During the awards segment of the program, last year's winner of the John Hobbs Chyrnn Member of the Year Award, Bill Schneider, gave an excellent speech to introduce our 2010 winner, Jeff Otto, honored for all his work with the Society and the archive documents scanning project. Jeff, "Congratulations!". You have truly earned this award by leading a most important project and providing a great service to our Society.

## A word from the editor

Joselynn R. Myers

Please email [MountaineerEditor@gmail.com](mailto:MountaineerEditor@gmail.com) with any articles, memories, events, or news items you'd like to add to an upcoming issue; **remember, this is the society's newsletter, not mine**. The *Mountaineer* would not exist without **your** continued submissions and support.

The *Mountaineer* is available online, in the "Members Only" section of [owrhs.org](http://owrhs.org).

## Tales of the Towers Part II: The Towers at Campbell Hall

By Doug Barberio

In my last column I reported on some of the Erie and O&W towers in the Orange County region. The article was well received in spite of the fact that I made a few typos and I want to thank Dennis Yachechak for catching them. Dennis is an Erie historian and knows telegraph call letters along the railroad like we all know the alphabet. So let me list the corrections and a few more explanations of some of the locations. The Goshen Tower on the Erie was “GP”, while the station was “GN”. I inaccurately reported that Hog Back Tower located at Howells Junction was “HG”; it is actually “GD”. The Erie’s Campbell Hall depot on the Montgomery Branch near Route 207 had telegraph call letters of “KH.”

A few more emails shot back and forth and I will apologize that I was unable to answer in a timely fashion. Most of the comments centered around Campbell Hall since, as I have mentioned, it was quite a hot spot of activity. Well, the O&WRHS convention program I presented was on “Interchanges, Junctions and Interlocking Towers” and the center piece was of course Campbell Hall. John Taibi also emailed me stating that in his opinion there was no way the Campbell Hall Tower’s small size would have accommodated a 56-lever interlocking machine as compared to Fish Creek. I must say I believed the same thing until my previous trip to the archives. So a second trip was planned for the program I was giving at the O&WRHS convention that coincidentally was of a very similar nature. Frankly, with some lingering questions of my own along with comments from John and Dennis, I went to the Archives to get some answers. I hoped to at least make sure I was correct about the number of levers in the Campbell Hall Tower. This would be only my second time in about a year that I could visit the archives for research so I want to thank the archives scanning crew, Jeff Otto and Tom Matthews, for making this new information available that is now literally at our finger tips. So let’s continue on the trail of some definitive answers and of course raise a few new questions.

The person who started me on this latest quest on my research journey for Campbell Hall was fellow O&WRHS member Phil Simms. Phil called me about some information in early October that he found on an Erie map of Campbell Hall on the Montgomery Branch dated around 1960 concerning a tower “JM”. This 1960 version had the revision records on the map since the original map had been drawn in 1918. A look around the “Barberio” archives of course revealed right in front of me a similar record. I would not have looked into this at this time if it were not for Phil’s call. The revision record stated that “JM” tower was removed with the work completed on November 29, 1927 but entered into the revision record on February 17, 1928. With the help of Jeff Otto at the O&WRHS Archives we determined the tower was located near the Erie’s entrance to the former CNE / New Haven switch that was known as, of course, “JM”! The siding that connected the Erie’s Montgomery branch to the O&W interchange track just north of the diamond crossing of the two roads was known as “JM” siding and was used by both the NYC and LNE.

Looking at some of the scanned images with Jeff we found an O&W map that indicates that there was an old tower located in approximately the same location as the O&W’s tower near the diamond crossing of the Montgomery Branch and the O&W main line. As I mentioned in the previous issue of the Mountaineer I still feel the roof line of the O&W tower is not of any standard tower built along the O&W. Could the tower we are all aware of be the 1927 Erie tower that was removed? The jury is still out on that speculation with the time frame a bit far apart for the information that is to follow. We looked further at various drawings of the interlocking spanning 1906 to 1916. Jeff then introduced me to another large document with a number of records that contained a listing of all the O&W interlockings and their respective call letters. The last date on this portion of the document is December 20, 1908. All the interlocking towers are listed along the O&W including Utica Bridge 50 with the word “None” for its telegraph call letter. Next to the tower at Campbell Hall the telegraph call letter was “O”!!! Recall there is no listing anywhere else that I have looked for the tower’s call letter and that includes some telegraph and operator documents and books in this era. However, this document states

there are only four levers with control of four high signals. At this point you might think as I had once believed that John Taibi's suggestion that there could not be a 56-lever interlocking machine in a tower the size of Tower "O" was indeed correct. Well, it really gets confusing from here with many other drawings of the interlocking tower along with data associated with it showing this tower's interlocking machine levers and what would be controlled. It varies from as few as 40 levers to 56 with a few spare levers included for future use. Most of these documents indicate that it was proposed despite the dates ranging from 1906 through 1916 on several diagrams.

However, one final document surfaced that depicted all the levers in the tower and their specific functions that were related to the O&W, Erie and Central New England. There were four categories for each lever to be used: to control the signals, switches, facing point locks and derails. It also presented in detail which railroad used which lever for the O&W and Erie depending on who owned the tracks in question and the Central New England's entrance to Maybrook yard. Recall the CNE was under New Haven control and would become part of it proper from Campbell Hall and across the Poughkeepsie Bridge to form the New Haven's Maybrook Line. All the traffic from the O&W, Erie and the LNE heading to Maybrook would use approximately 3 miles of CNE track from Campbell Hall at JM or the O&W entrance just geographically east of the Campbell Hall depot to reach the CNE's Maybrook yard. Do not forget the Campbell Hall depot was actually a CNE built depot that the O&W eventually purchased. The New York Central is not listed on this document since it arrived at Campbell Hall using trackage rights from Kingston via the Wallkill Valley and then running over the Erie's Montgomery Branch from the Village of Montgomery to reach Campbell Hall. The word "proposed" is nowhere to be found on the document but neither is a telegraph call letter. The document clearly indicates that there were 56 levers including six spare levers at the time of the document's creation. The 50 levers in operation at that time controlled 66 operating units from the four categories listed. The O&W used 39 of the levers for 53 of the 66 operating units for the tower. That was 80.3% of the tower's operations for the O&W while the Erie used 12.1% and the CNE 7.6%. Finally, there were signatures by Signal Engineers for each of the three railroads at the bottom of the page. G.H. Coley signed for the O&W on March 3, 1917, while his Erie and CNE counterparts signed on March 28 and September 4, 1917 respectively.

Given all the other diagrams at this point, I think it is safe to say there was a fairly large interlocking in what appears to be a small tower at Campbell Hall. As to the construction of "JM" or its counterpart on the O&W, Tower "O", there remains the need for more information and confirmation of the latter. One thing is for sure, during the late teens and roaring twenties the tower we used to know as "CH" had a standard size interlocking machine for a variety of functions for three of the five railroads that crossed the diamond at Campbell Hall. The CTC machine inside the O&W's Campbell Hall Depot became operational at 9:01 am on December 19, 1944 bringing to a close the operations in Tower "O". The tower stood for a number of years after this into the diesel era, but that is another question for another discussion of the "Towers at Campbell Hall".

## **Dedication of Lyon Brook Bridge Exhibit**

By John Taibi

On December 5, 2010, the Chenango County Historical Society, 25 Rexford Street, Norwich, New York, dedicated its new outdoor exhibit designed to perpetuate the memory of the New York, Ontario & Western Railway's Lyon Brook Bridge.

A decorative roof, supported by steel rails, covers the CCHS museum's new exhibit on the Lyon Brook Bridge. At its base is the 1894 date stone and story board with a section of steel girder between. The O&W logo, fashioned by volunteer Jim LoPiccolo, provides an exclamation point to the importance of the railroad to Norwich.

Funded through a grant from the Norwich Lions Club, Director Alan Estus, along with his assistant Diane, organized a group of volunteers to design, build, and bring to fruition this most recent exhibit, which is helping to bring about a complete modernization of the CCHS museum – both inside and out.

Incorporated into the exhibit are artifacts from the “new” bridge that was built in 1894, which include the date stone and a steel girder section, and a storyboard that – through photographs and captions – tells the story of both Lyon Brook Bridges that were erected by the New York & Oswego Midland Railroad (1869) and New York, Ontario & Western Railway (1894).

On Dedication day, at 2PM, a crowd of nearly 60 persons gathered in a wintry setting, to listen to speakers and to witness the unveiling of the exhibit.

In my remarks, I advised the interested people that: “The Lyon Brook Bridge was one of Chenango County’s most notable engineering feats. It was over 800 feet long, and soared 160 feet over the brook whose name it bears. When it was first built, we visited it to watch in amazement as the structure took shape over a gorge then thought to be unbridgeable. Then, when it was completed in 1869, we were in attendance to witness the first train to cross from hill to hill, or maybe even witness disaster if the bridge failed! But, it held fast and did so for another 25 years until it was replaced by a new bridge.

“When the new Lyon Brook Bridge was under construction, we again visited the site to watch, again in amazement, as the new steel structure took shape surrounding the old iron trestle, while at the same time not delaying the passage of a single train! That’s quite a feat on a stretch of single track railroad. But, the O&W’s assistant engineer, Curtis E. Knickerbocker, was up to the task and when the new bridge was finished the old bridge was dismantled from under it.

“So, you may be asking yourself, ‘why we are not at the site of the bridge to celebrate its memory rather than here in Norwich many miles away?’ The answer is that it was the Lyon Brook Bridge that allowed the City of Norwich to become the great railroad center that it was.

“During 1867, Norwich offered up to an incredible amount of \$1,000,000 in construction aid to any railroad that brought its line directly into the community. At that time, President Littlejohn of the NY&OMRR, was projecting his railroad to pass to the north of Norwich but, learning of the community’s financial desire to assist in having a railroad, he altered the course of the line and history. The obstacle, however, was crossing the gorge of Lyon Brook.

“But, the bridge was indeed completed, Norwich financed \$500,000 in construction aid – the second largest amount of aid provided to the railroad behind only Oswego, and Norwich did receive the railroad’s shops, yards, offices, station, and designation as the road’s Northern Division headquarters. It was the hundreds of men – and some women – who worked for the railroad that lived in Norwich, shopped locally, and paid taxes. Besides working in the shops, yards, and offices, and running trains across Lyon Brook Bridge, railroad employees were also merchants, school board members, aldermen, postmasters, and mayors. It was the Lyon Brook Bridge that made this all possible.

“Although the Lyon Brook Bridge was built to support the weight of a legion of passing trains, it was also a very humanly structure. It allowed us to walk across it, it enjoyed having its picture taken by us, it reveled in the gaiety of a picnic being held within its shadow, and it inspired affection and love.

“Therefore, when the Lyon Brook Bridge was dismantled 9 years after its railroad was abandoned, its “soul” was blown about by the winds of change and fell upon those people whose lives are touched by its onetime presence. I never knew the Lyon Brook Bridge, but I believe I have part of it within my heart and soul – and I think you do too, otherwise you wouldn’t be here today. The Lyon Brook Bridge transcends its job of shouldering the weight of passing trains, which it did very well, in that it is still fondly remembered many ordinary people who recognized it as a wonderful structure that was important to the livelihood of families and Norwich alike. That is the great success of the bridge, and that is why we are here today to celebrate its memory.

“At this time, I would like to ask Helen Ogden LoPiccolo to unveil this new exhibit for you to admire. In 1944, Helen and her boyfriend Dominic LoPiccolo visited the Lyon Brook Bridge, along with

his Section foreman father and mother. When Helen and Dominic left the bridge that day they had become engaged to be married. The Lyon Brook Bridge, it seems, was a pretty good match maker, too!”

With these remarks concluded, Mrs. LoPiccolo pulled away the cloth and uncovered the story board for this new exhibit, and it was then that it was officially dedicated.

If you have not been to the Chenango County Historical Society museum lately, please return soon for a visit. You will find that it is undergoing a complete transformation because of a reawakening and commitment by the museum’s board of directors and the creativeness of its new director, Alan Estus. Go to Norwich to see this exhibit, and at the same time revel within the community that was at one time a great railroad town.

## **Events Calendar**

Calendar January to June 2011

Friday January 7<sup>th</sup> Membership Meeting  
Program O&W in Sullivan County by Doug Barberio

Friday February 4<sup>th</sup> Membership Meeting  
program O&W in Delaware County by Doug Barberio

Friday and Saturday February 5<sup>th</sup> and 6<sup>th</sup>  
Greenberg’s Train Show at the Orange County Fairgrounds  
10am to 4 pm with Children under 10 free.  
O&WRHS Sales Table will be present.

Friday February 11<sup>th</sup> M&NJRHS meeting 7:30  
at the United Presbyterian Church on Roberts St.

Friday March 4<sup>th</sup> Membership Meeting program  
O&W Hardware by Carl Ohlson

Sunday March 6<sup>th</sup> JCRHS Train Show at  
Mother Seton High School, Clark NJ 9 am to 4 pm  
Garden State Parkway exit 135 Sponsored by  
Jersey Central Chapter NRHS O&WRHS Sales  
table will be present.

Friday April 1<sup>st</sup> Membership Meeting O&W  
Power Requirements for Steam Locomotives by  
Bob Karig

Friday April 8<sup>th</sup> M&NJRHS meeting 7:30 at the  
United Presbyterian Church on Roberts St.

Sunday April 11<sup>th</sup> Kingston Model Railroad  
Expo at Gold’s Gym at LaGrange located on  
Titusville Rd.

O&WRHS Sales  
table will be present.

Friday April 8<sup>h</sup> M&NJRHS meeting 7:30 at the  
United Presbyterian Church on Roberts St.

Sunday, May 1<sup>st</sup> 6th Annual Franklin Model &  
Toy Train Show 9am to 3pm sponsored by the  
Franklin Historical Society and the Sussex  
County RR Club to be held 9am – 3pm at the  
Littell Community Center near the intersection  
of Rt. 23 and Rt. 517, Franklin, NJ. Info was  
available from John at [973-697-6539](tel:973-697-6539)

Friday May 6, Membership Meeting Program  
Local Area Railroading by Tom & Sean  
Woltman.

Friday June 3<sup>rd</sup> Membership Meeting &  
Member Flea Market & Swap night

Friday June 10<sup>th</sup> M&NJRHS meeting 7:30 at the  
United Presbyterian Church on Roberts St.

NOTE: All dates and times are subject to change. Please refer to the website ([owrhs.org](http://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.

## RESEARCH REQUEST

I am re-publishing Manville Wakefield's, 'To the Mountain's by Rail' and am trying to get better images than were in the 1976 and 1989 reprints. There are no negatives from the original and subsequent reprints available, so I am asking anyone who has original or good prints or negatives of any photos in the book to please contact me so arrangements can be made to include them in the new printing.

Also, all books have errors. If anyone has noted any please let me know so corrections can be made in the new edition where they will be noted at the end of the book.

Thank you,

Myron Gittell ([myrongit@yahoo.com](mailto:myrongit@yahoo.com))

c/o Load N Go Press

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845 794-3772

## Ontario & Western Railway Historical Society 2010 Grand Raffle Winners

Drawn at the 47<sup>th</sup> annual convention November 13, 2010

The banquet committee wishes to thank Jeff Otto and Ron Vassallo for their help with the set-up in the morning. A special thanks to Doug Barberio and Ron Vassallo for their help with the programs and "AV" set-up. Thanks to George Shammass, and Carl Ohlson for their fine displays and Bob Karig, Bill Schneider and Mal Houck for their model displays. This years convention had 94 people in attendance. The annual raffle was well supported, once again your generosity made the raffle a success. Thanks to Bob Glohs and his kitchen staff for providing an outstanding meal. Everyone I spoke with was very satisfied with the food. We all look forward to the 2011 convention.

Al Seebach

**GRAND PRIZE** – O&W O Scale MTH NW-2 switcher P. H. Putman Doylestown, PA.

**2<sup>nd</sup> PRIZE** – Athearn Genesis N.Y.O.&W. F-3 A and B locomotive set Steve Bleier Honesdale, PA.

**3<sup>rd</sup> PRIZE** – Two Atlas O Scale N.Y.O.&W. 36' truss rod refers Bill Maclean Middletown, NY.

**4<sup>th</sup> PRIZE** When the RR went to the beach *by John Taibi* William Rauh Farmingdale, NY

**5<sup>th</sup> PRIZE** A Framed print *Bridge Traffic Painting by Christopher Jenkins* Print No.1 of 50.  
P. H. Putman Doylestown, Pa.

**6<sup>th</sup> PRIZE** Signed Iona Trestle Print (rolled in tube) Peter E. Kennedy Hackensack, NJ.

**7<sup>th</sup> PRIZE** O&W History DVD three hours Francis D. Phillips Ridgewood, NJ

**8<sup>th</sup> PRIZE** Erie Middletown DVD Glenn Linneman Clifton Park, NY

**9<sup>th</sup> PRIZE** O&W in the Diesel Age Signed by *Bob Mohowski* William Rauh Farmingdale, NY

**10<sup>th</sup> PRIZE** 1913 O&W Rule Book Francis D. Phillips Ridgewood, NJ

**Ontario & Western Railway Historical Society**  
**P.O. Box 713**  
**Middletown, NY 10940-0713**