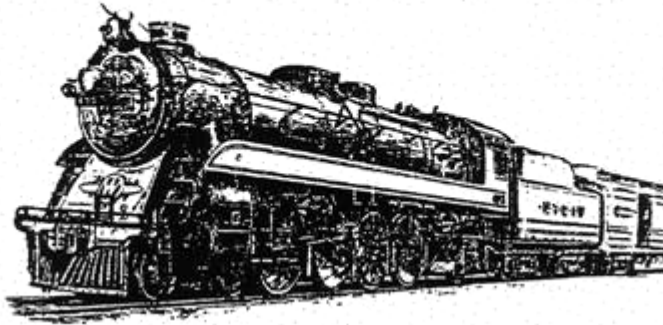


# THE MOUNTAINEER



Volume XX Number 2  
May 2009



"For the Good of the Society"...

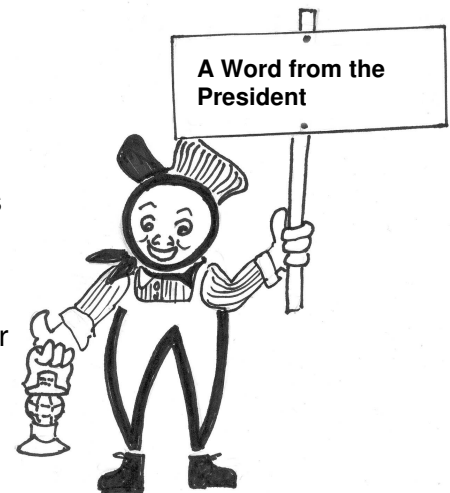
A common phrase? One you've heard before? Perhaps, but maybe one that is said more nonchalantly than with passion. What do I mean? Well, as a member for twenty-four years, I see our Society as an entity. It has life, it has grown, it can be fragile at times, it undergoes changes, it needs to be cared for, even nurtured. Of course these terms may be applied to many facets of everyday life, so it is only fitting that we as members provide what is needed for our Society to function, and meet the challenges that lie ahead; always acting - individually and in concert - for the good of the Society.

Thankfully, many in our group have risen and continue to rise to each occasion as presented. Work is work, no matter how you slice it, but those who choose to volunteer for that work never bemoan it, and have been happy to contribute when needed. The work that they do is perhaps viewed as a 'task with benefits', in that personal gratification can result in the effort given. That may or may not be true, but for me, it's a call to service for a cause I truly believe in. Yet, this is not the only cause I believe in, nor is it the only place I have responded to a call where I have donated time and talent. I've learned to diversify as time goes on.

As President, my mantra, (and I use this word according to definition 2 in Microsoft Dictionary as follows: "Often repeated expression or idea: an expression or idea that is repeated, often without thinking about it, and closely associated with something"), my motto if you will, has always been "For the Good of the Society". For me, it's a good thought to keep in mind as I act on behalf of the Society, and it is one that helps to fuel my spirit and intention as I continue to take on the task of President, and serve in a proactive fashion.

Apparently, and hopefully, I'm not the only volunteer to subscribe to this phrase. Our perpetual needs can be demanding at times, and participation is key, as with any group, but even more so in our Society.

As we continue to face average member age issues, it was particularly rewarding for me to see several of our young members step in and step up to meet tasks and challenges in recent months. They have been commended by me, and should be commended by all members. Perhaps the phrase "For the Good of the Society" has hit home with them. Perhaps it will hit home with you.



*George S. Shammas*

## **Letter to the Editor from Doctor Ralph Grambo**

I especially enjoyed reading the articles by Mal Houck in this [past] issue. In fact I reread them several times. As a kid I grew up in North Scranton a few hundred feet from the Scranton Branch Line. There wasn't much activity in the late 40s but there were steam-switchers that moved coal cars to and from the Marvine Breaker nearby. If I remember they were Lackawanna engines. Now I live in Poyntelle and own part of the Scranton Division Line at Lake Lorain. When we moved here in 1957 there were trains pulled by F units and soon the tracks were torn up. Our property includes the right of way from the Martin trestle and the old wye. Now I travel the right of way with snowmobiles and ATVs just about every day from Stillwater dam to Starlight. My imagination creates visions of struggling Bullmooses and run away trains. My generation grew up when the anthracite industry was breathing its last gasp and I always wondered about the miner's lamp's function. The article on coal mining finally explained the lamp's operation and how important it was.

## **Trackside Memory from Joe Myers**

Peat Rose, crossing guard at Livingston Manor, NY.

Yes, Peat is the way he spelled his name. I remember him as one of the first grownups that talked to me as if I was a real person - he never talked down to me.

He occupied the small shack on the far side of the grade crossing of Main Street from the station; I lived in the trailer park by the Post Office, near the ex-freighthouse (I knew the freighthouse as Wilfred Smith's feed store). Peat was a great guy. I would bring empty wax-paper milk cartons to him that my Mom saved for his pot-bellied stove. He used the cartons as fire-starters for the coal he burned. When there was no rail traffic, he would pass the time tying trout flies (I think he also did some fishing-guide business on the side - not sure), and he would encourage me to stop by and visit. I'm sure the visits covered everything under the sun, but I can't recall any particular conversation.

I do know that Mom would keep a lookout from our front window, and when the shutter was suddenly opened and closed or a handkerchief was put out in the warmer months, she would get over to the shack as soon as she could. Peat had visitors that would try to confuse or tease him; when he'd had enough, Mom would come over and straighten them out!

As far as I can recall, Peat was the guard all the way to the bitter end (March of '57) – a very neat man for a child of 4, 5 and 6 to know.

## **Archives Report**

**Art Robb**

Activities in the Archives:

Bill Scott has been identifying and archival-mounting many dozens of O&W photographs donated by member Robert Mohowski. These will be filed in the locomotive and car cabinet in the archives and will be ready for use in future publications. He is also continuing to develop the anticipated Volume 6 tour guide.

Jim Schumm prepares the "Archives Reprint" distributed at our monthly meeting. Many of these are found in filing correspondence between active O&W employees.

Jeff Otto keeps me apprised with mysteries of the new Dell computer. On this computer I am still entering names and data on former O&W employees - currently going through a 1217 file that lists all former employees. Some pensioned, some deceased, some quit and others drafted in WW 2. The list is slowly approaching eleven thousand.

## **Naponoch railway station**

There are now two volunteers staffing the station/museum, enabling it to open on

1st Sunday of the month (10 AM to 2 PM)

2nd Sunday of the month (11 AM to 3 PM)

Additional information is available at 845 647 7400. Additional volunteers to wishing serve as trained tour guides, please contact Mr. J. Rubin [jrubin@webtv.net](mailto:jrubin@webtv.net)

I've been a member of the Society for over a decade, but never really thought about why.

I joined originally because my dad was a member and paid for my membership because he likes the group and wanted to support them. That was cool. But what benefit have I received from being a member?

Sure, the calendar is cool. And so are the Observer issues. But the real benefit has come from my interaction with other members at meetings, the annual banquet, the Yahoo mailing list, and the Facebook group.

I read every Mountaineer when it arrives-- that's not entirely true; actually, I read it before it arrives because my dad used to be the editor, and I helped him with it periodically – and now my sister is the editor.

The history of the O&W, per se, isn't amazingly interesting to me - but the overall excitement of the members at meetings, on the mailing list, etc is neat to see. It's especially cool to me because I can't have any memory of the O&W as a railroad. It went out of business over 2 decades before I was born. Most of the members of the Society probably do recall at least something of the railroad as an operation, but there's the potential for so many more, like myself, to become interested via this structured remembrance that we maintain with archives, publications, and monthly meetings.

I look forward to the Society's continuation, expansion, and publicization so that the next generation of railroad fans, New York history buffs, and transportation aficionados can learn about this component of New York's railroad and ferry history.

What got *you* interested in the O&W?

-Warren Myers

This was from the Newburgh Evening News, March 1977 by Ron Britzke. It has stuck in my head all these years almost verbatim:

"A lengthy death watch was almost over in Orange County, twenty years ago today, the "Old Lady" was sinking. She was 89 years old and her illness had been lingering.

On March 29th, 1957, the long expected end came and the "Old Lady" made the front pages of area newspapers. It was no ordinary obituary, the New York, Ontario and Western Railway was dead. And an era died too.

'Old lady' was just one of the nicknames the railroad came to be called over the years. The "Old lady" was also known as the 'Old and Weary', 'Old and Wobbly', and 'Out and Walk'. Born in the post-civil war railroad fever that swept the country, the ill-conceived, underfinanced, and rusty line bucked economic and physical odds for almost a century before collapsing.

In life the railroad was like an eccentric relative, regarded with both a host of exasperation and affection. In death it has become legend among railroad fans, especially the generation growing up in the twenty years since the road went under."

Now the body of this article gave a page long overview of the O&W starting from the building of the Midland. But one of the last paragraphs still rings as true a warning today as it did in '77:

"When the oil wells run dry, can we find an easy replacement? Will cars be practical with dollar-a-gallon gas-rationing" Look at the weed-strewn right-of-way where O&W trains once ran and think hard..."

-Bob McCue

## Ontario & Western Ramblings No. 5 by Mal Houck

Returning to a true “ramble,” this column will not be confined to a single topic as were the previous two which rattled on about the jargon and practices of hard coal mining. Rather, I’ll cover a number of topics - there always being tidbits of information that turn up with regularity in my searches for historical information and modeling data varying. As much as to share with the *Mountaineer* readers, my Ramblings will memorialize for myself these intriguing little “finds.”

So, to now ramble on further:

**That Business of “M’s”** – A while back John Taibi wrote a very nice NDB&B article and explanation for the OWRHS Website about the tonnage ratings of O&W steam engines. While other rail lines commonly rated their locomotive capacities to pull trains of a given weight in “Tons” the O&W chose an alternative of rating engines in “M’s” – units of 1000 pounds. In concluding his column John mused and wondered about the origin of this usage. Now, without any of what historians call a “primary source” (that, in the case of the adoption of the “M’s” usage for tonnage ratings, being one of the Motive Power Department officials who devised the formulary and calculus), since anyone who was present for the decision making to adopt the scheme is now long gone, I think I have an answer - of course, in many parts and to an extent a “ramble” in its own right!

A long answer, as I propounded at the April OWRHS meeting when asked that the usage of the term “ton” or “tons” can itself be an inexact expression. The term “Ton” is derived from an ancient shipping measure used by the Romans in their Mediterranean trade. A “**Tun**” was a large wooden cask, designed to fit compactly in the hold of a trading vessel, and used for transporting wine in bulk. A “Tun,” as it turned out, weighed in at what became 2240 pounds avoirdupois. However the spelling came to be changed, we now refer to a “Tun” in the English System as a “Ton,” and in common usage to measure ship displacements a “Ton” is 2240 pounds.

In more vernacular usage a ton is generally referred to as a weight of 2000 pounds, not 2240 pounds. To distinguish then a measure of 2240 pounds is often called a “Long Ton,” then with the 200-pound measure being called a “Short Ton.” However, in the measure of bulk commodities, especially in the shipping trade (also) the ton is 2240 pounds (and generally NOT distinguished as a Long Ton)...and thus it can be seen that there is some ground for a possible confusion.

To ramble yet further, to a point of digression, the relationship between Long Tons and Short tons is of mercantile origin - a dealer or agent would purchase and pay for his commodity delivery (in large quantities) priced at 2240 pounds per ton, and then re-sell to customers at the lesser ton measure of 2000 pounds. The 240 pounds, in analogy to the “Baker’s Dozen,” was the “profit” on the sale and transaction from inventory.

Whereas the O&W dealt substantially in the commodity of anthracite coal sold by the 2240 pound ton, it seems likely that a confusion in usage came to be - *more than once!* - and so a system for O&W locomotive tonnage ratings was devised in a way to use (and borrow) another terminology.

A short answer to the usage of “M’s” is that the system was devised not by Engineering Department Personnel, Motive Power Department folks...but rather the Accountants! The usage of “M’s” in financial reports and opinions is a very common practice for accountants and auditors - and further making use of the Roman Numeral M (quite aside and full circle to the Roman origin of the “Tun”) for columns of numbers expressed in the number of “thousands”. While less common today in accounting reports (which often have a preamble, or an asterisk to a footnote, stating to the effect “All numbers expressed in thousands”) the usage is well-established and understood.

When I recently had an opportunity to chat with John by phone I told him of my opinion and conclusion...which prompted a hearty laugh and, I’m certain, John tucking this additional tiny bit of O&W trivia away in the proverbial mental filing cabinet.

**Engine Ratings:** Another feature of the O&W’s “Mountain Railroad” profile is that, in rating engines for over-the-road service, the capability to stop a train on a downgrade is as important as the muscle to pull it up the ascending side of the hill! An examination of the successive photos of any number of O&W engines reveals that air pumps, and therefore the air brake capacity and train stopping power of O&W engines, were the subject of a continuous regimen of changes. Air pumps were (with the exception of the last of the O&W steam engines in the form of the “Light 400’s” and the “Big 400’s” which went to the scrappers’ yards with original equipment-sized air pumps) continually changed to increase capacity - an obvious need as train lengths first and then later train speeds increased.

Single one-lung pumps were changed out for larger pumps, and then enhanced with the addition of a second single-lung pump - those pairs, too, were then replaced with larger bore (larger capacity) pumps. The O&W’s somewhat unusual choice of running two single-lung pumps, instead of one compound two-cylinder pump, was a conservative engineering choice made in favor of redundancy. If one pump were to fail, then it could be shut off and isolated (by means of one of the “water faucet” valves so plainly evident in photographs) thus allowing for a

diminished air pump and stopping capacity. If the single pump was adequate for train braking, then the train could still be brought in; if not, then at least the train could be "cut" and left and the engine would have enough air for running light and wouldn't have to be stopped to wait for a relief engine to be dispatched and run out on the line. Two-cylinder pumps were more economical in terms of steam usage (with a high-pressure cylinder operating one compressor piston, then venting steam to a larger low-pressure cylinder operating another low-pressure compressor piston), using steam twice, but if the one compound pump failed, then an engine (and train) would have no air supply for braking at all! Tractive Effort, Car Factors, Grade and Curve Resistance and weather conditions were also elements which affected the tonnage of a train to be dispatched behind any particular engine - but those are all topics for later "Ramblings".

**O&W Milk Service** – The O&W was well-known as a pioneer transporter of milk, but little written about is the New York City milk terminal destination. The Weehawken, New Jersey Milk Terminal was furnished by the New York Central, but all labor and handling was the responsibility of the O&W. A milk agent and freight collector comprised the inside staff and a foreman directed the efforts of an outside force of between 30 and 40 men, the manpower being dictated by the seasonal manpower requirements.

O&W scheduled, in the year 1932, three principal milk trains that were destined for the City Terminal. Train 14 departed Oswego at 8:35 a.m. daily and worked the mainline south 125 miles to Sidney. Rome and Utica Branch milk was picked up at Randallville, but then the 200 miles from Sidney to Weehawken were run straight through as a solid freight block, with an arrival at the Milk Terminal scheduled for 11:05 p.m. This train was known as the "Long Milk," even in later years when it was cut back to Oneida.

Train 10 originated at Edmeston and was responsible for milk-handling down from the New Berlin Branch (including Unadilla Valley Railway interchange consigned to New York City). Scranton Division milk was picked up at Cadosia, and PJM&K milk traffic was picked up and handled at Summitville. Any New York City-bound milk from the Central New England was picked up at Campbell Hall - the last stop for Train 10 on its 282 mile trek from Edmeston.

Train 12 ran from Sidney to Weehawken and picked up City milk from all along the mainline - at Walton milk from the Delhi Branch, at East Branch from the Delaware & Northern, and at Middletown milk moving up on the Middletown & Unionville. From Cornwall south No. 12 was non-stop to Weehawken Milk Terminal, with an arrival daily at 8:55 p.m.

A sometimes unnoticed feature of milk transport and supply is that milk has to first satisfy local demand before there is a surplus for export beyond the region where produced. To say it another way, any milkshed region to serve a large metropolitan area must necessarily come from an area sufficiently rural so that local production substantially exceeds local demand. New York City Milk, delivered from roads other than the O&W came from as far away as Vermont, via the Rutland, and some Boston milk came by rail from milk-producing areas in New York on the eastern shore of the Hudson.

The scheduled trains to Weehawken Terminal were by no means the only milk trains on the O&W. Other extras and seasonally-scheduled trains also served the City terminal, but remember also that the highly seasonal "Borscht Belt" hotel industry consumed a tremendous quantity of rail shipped milk - not to mention the urban sites along the O&W route. The Borscht Belt, according to statistics compiled by the Catskill Institute, was - at its peak - populated by over 900 hotels and another 600 camps, Yeshivas and bungalow colonies. Empire Dairies had a substantial processing operation in Liberty and in South Fallsburgh, and Sheffield Farms had three different operations in Middletown alone. Middletown Milk and Cream shipped milk in bulk from its milk station on the south leg of the Wye at Walton from processing at a plant on the Middletown & Unionville (later to become Dellwood Dairies) - some milk for local consumption, and some for resorts in the Orange County-Ulster County regions close by.

**The "Pony Wires"** – were telegraph lines which ran down the Kingston Branch on O&W poles and which were maintained by the O&W line crews. OWRHS member Bill Phelps, of Hancock, worked for a number of years in the O&W Signal Department – which had responsibility for pole lines among its other tasks, and he alerted me to the existence of the "Pony Wires." According to Bill, these telegraph lines were used to transmit the horse racing results from the New York tracks down into the Catskill – "Borscht Belt" resorts!

The hotels and the "Mountains" became, in time, favorite vacation getaways for some of the...hmm...less than law-abiding elements from the City. It would seem that racing results would enable the gamblers and bookies to keep their enterprises under way whole even on vacation...nay, as they moved seasonally to the "Mountains" along with their patrons! One of the "dirty little secrets" of the Borscht Belt was the presence of gamblers. Many of the hotels sponsored basketball teams and sought out college players to work the dining rooms and in recreational activities. There were regular twice a week games and the summer season ended with a round robin playoff, but that all ended when the NCAA forbade college athletes from playing in the Catskill hotel summer leagues. Evidently, the investigation of the college basketball game-fixing and point-shaving scandals of 1950-1951 revealed that the perpetrating players had indeed been on hotel summer teams and, while there, came into

contact with the gamblers who engineered the point-shaving schemes. As a part of that overall environment, the "Pony Wires" served the gamblers and bookies who patronized the Borscht Belt hotels.

So, that's it for this "Ramble", and more later...

## Action and Architecture around the Depot

Doug Barberio

Mal Houck gave a presentation to our Society at the April 3<sup>rd</sup> meeting on modeling the O&W. The main focus during his program was his dioramas and his photography of these O&W scenes. Mal made me recall an article I read some time ago concerning what stimulates someone to become interested in a particular prototype.

First and foremost to me are what type of traffic is on the railroad and what terrain it passes through. Mountain railroading with coal drags, milk trains and symbol freights hauling perishable traffic seem to be a favorite of mine. The O&WRHS educated me over the years on the NYO&W and it fits my interest. However, the depots, towers and their location along the right-of-way are perhaps more important. In a railroad scene, railroad structures such as depots and towers tell you as much as the engine and caboose of a passing train.

Take for example Campbell Hall. It was actually a Central New England depot the O&W acquired. It is not a real interesting-looking depot. However, it did have CNE/New Haven, O&W and L&NE men inside prior to the depot being sold to the O&W. Even then the L&NE had a dispatcher in it until the O&W closed her doors. The terrain is relatively flat by O&W standards and there are no industries to be seen. Well that is not quite true. There are five railroads that hit the diamond and CH interlocking tower across from the depot. Only the Erie did not interchange cars in the former CNE yard or along the O&W main line. The NYC used the team track area and former CNE yard behind the depot and the side track along the Erie's Montgomery branch and could occupy the O&W main along with the L&NE. Yes, the New Haven would also interchange cars with the O&W and the NYC at Campbell Hall. While the O&W did bring the symbol freights into Maybrook proper as per the New Haven's request, there were still some cars to interchange with the Cornwall Turn and trains AW-2, WA-1 and MW-2 or WM-1 at Campbell Hall. The NYC and the L&NE interchanged cars with each other and the O&W. In addition the NYC and the NH interchanged at Campbell Hall, not in Maybrook yard. Any interchange allows an infinite number of cars and loads to be used by the modeler which is exactly like the prototype. This is the ultimate industry for a modeler. At certain times you might see absolutely nothing but then again you might see more than you could imagine if you timed your visit exactly right. If you could speak with the local agent or operator, you would be amazed at the interchange activity. Peter Brill has a new book coming out on Maybrook yard and there is much to read about this location in his book. I highly recommend it. Hopefully the next portion of my Observer series on the Middletown Branch will be done in the future and we can take a long look back in time at this place as well.

Bloomingburg depot and High View Tunnel are fascinating. They are located at the top of a mountain grade near interlocking tower BX. This depot is designed in the "Sullivan County Mission" style and has the O&W logo on the depot. I do not recall but does any other depot carry the O&W logo other than in a clock or on a sign? Is the Bloomingburg depot unique in this regard? I am really not sure but correct me if I am wrong. This depot is still in existence and has been restored as many O&W fans are aware. As I have only seen the O&W's remains since 1985, this is my favorite depot since it was the first one I saw and I have seen it restored to its present state. The action? Well I imagine a northbound symbol freight waiting at BX while a southbound train rushes past the depot. I would bet this was not done often due to the grade on each side of High View tunnel. But why not on my model railroad? In case you never noticed, the view east from the depot is quite nice as well!

Middletown perhaps is my favorite location due to the Erie, M&U/M&NJ and the O&W. There are interlocking towers MS at East Main St. and RF at Crawford Jct. As many of you know, RF controlled Erie trains running over the O&W to reach the Pine Bush Branch. There was interchange among all three railroads, along Railroad Ave between the Erie and O&W and at East Main St. and in the M&U/M&NJ's DG yard between the M&U/M&NJ and the O&W/Erie. The Erie's Middletown depot still exists as the Thrall Library. The M&NJ depot remains in decent shape at East Main St., but unfortunately our O&W depot is a shell. At least I saw AV's depot intact for many years. What the AV depot lacks in aesthetics (in its final configuration from the 1930s), it makes up in the action that passed by it every day until the end. All O&W freight and passenger trains of course ran by the depot. In addition Erie Pine Bush trains ran over the O&W to Crawford Jct. then on to Pine Bush and return. Central New England/New Haven employee trains operated over the O&W to bring Middletown residents to work in Maybrook yard. There was also a little known trackage rights agreement with the New York, Susquehanna and Western. While the NYS&W only operated the M&U until December 13, 1913, it was still listed in a few documents as of 1923 as interchanging with the O&W. In addition, after going independent of the Erie in 1940 the NYS&W received trackage rights over the O&W to reach its disconnected branch lines in the Winton area above Scranton. While they never exercised these rights, for me they will be a consideration if I ever seriously model Middletown.

Lest I forget, all Erie passenger and milk trains traversed the main line along with four local freights from Port Jervis to Croxton. Then there is also the Erie's Middletown Yard Drill and the Middletown Drill that traveled to Pine Bush, Goshen, Pine Island and Montgomery. All three roads ran out of Middletown on a shelf from East Main St. to Genung St where the O&W took the 180 degree turn on Whore House curve south to Cornwall. You can also run O&W steam or NYS&W steam on the M&U as it actually occurred particularly during the 1940s until M&U GE 44-tonner No. 1 arrived in 1947. All of this activity was fairly close but still requires selective compression to capture the action, interchanges and three depots that draw my attention.

Summitville depot is a quintessential O&W depot. It is inside the wye that connects the Kingston Branch and the main line. However, it lies between Red Hill Grade into the Catskills and the grade up to High View Tunnel. Pushers were required south to High View but also at times up Red Hill grade during the steam era. All main line passenger trains stopped at this point. However, this is also a junction point on the O&W with the Port Jervis and Monticello Branch and the Kingston Branch. Passenger trains or fan trips operated to Kingston and two locals plied the Kingston Branch during the steam era. During the diesel era, NW2s were the power for the local to Kingston. The local to Kingston on some days could have a thirty car consist. GE 44-tonners were running to Monticello prior to their sale when NW2s took over the job of working the branch. In fact the 101 and 105 were MU'd on a few occasions to Monticello. Lastly, looking at this location from either direction reveals a beautiful scene as the railroad climbs out of the valley.

Cadosia depot is also a typical O&W depot but the location of this depot is striking, being between the north and south yards and situated in the wye to enter and exit the Scranton Division via the Cadosia trestle behind the depot itself some two hundred feet or so. If freight or passenger traffic moved along the O&W, it moved through Cadosia. King Coal would run through here. This was the place the O&W "interchanged" cars with itself for trips south on the double tracked Scranton Division to reach Mayfield yard and the all-important LV and DL&W interchanges or north on the single track Southern division to reach the Northern division at Sydney. Many O&W fans still think Cadosia north yards marks the beginning of the Northern Division, but it is Sydney. Don't forget nearby Hawk Mountain tunnel with Wheeler and Hawk mountain towers.

Lastly, Walton is one of the best kept secrets along the O&W. During 1947, for example, Walton received and shipped more carloadings than Middletown for the O&W. The depot was esthetically a beautifully designed structure, perhaps the best along the O&W. This village was the heart of dairy country for milk traffic. Combine this with the Delhi branch, a fair size yard, a number of industries along various side tracks and a terminal for passenger traffic until 1949. The village of Walton alone had two or three creameries at any one time. Even after the milk traffic was taken over by trucks, the O&W still operated a local to Walton and Delhi until the road closed. There were two feed mills, lumber and coal dealers as well. Don't forget the early coal drags traveling north and symbol freights SU-1 and US-2 after 1927. Trains AW-1 and WA-2 traveled the Northern and Southern divisions during the steam era passing through and stopping in the village. Milk trains 9 and 10 were a fixture coming and going each day until the traffic finally went to trucks. I am sure there was a pusher engine, especially during the early years when the black diamonds had to climb up and over Northfield tunnel.

There are other bucolic regions along the O&W especially north of Liberty to Cadosia along the East Branch of the Delaware, the Beaver Kill and the Willowemoc that are breathtaking. There are other depots besides Norwich and Sydney and points north would be interesting too. Having been to John Taibi's Munnsville depot I am still thinking about putting that depot on my layout even if it was not on the Southern Division! It is available in HO scale in case you forgot. I guess it has a lot to do with where you live, what you saw, and perhaps if someone in the family worked along the railroad as well. So if you build a model railroad following a specific prototype you first have to consider what appeals to you most. Picking the railroad may be determined not just by the trains but the action at and around the depots. Wait a minute, I forgot about the Scranton Division and Mayfield yard! Hmm, maybe I should rewrite this?

## **Roscoe O&W Railway Museum**

2009 Scheduled Events:

July 4 & 5: Railway Festival

July 11: Penny Social

August 1: Dedication of Beaverkill Trout Car - 9 am

Parade - 10 am

Rockland Bicentennial

Historic Depot Street, Roscoe NY 12776

7 Railroad Avenue

Open Weekends 11am – 3pm - May 23rd, 2009 through October 12, 2009

For information, group tours or overnight accommodations contact Wil Sipple at 607 468 4346 & 5289. E-mail:

[wilsip@frontiernet.net](mailto:wilsip@frontiernet.net) or visit the web at [nyow.org/museum.html](http://nyow.org/museum.html)

## Calendar

Thursday June 4 - Town of Wallkill Historical Society Meeting  
Wallkill Town Hall, 99 Tower Drive, Wallkill NY  
Program: The Erie mainline, Middletown to Port Jervis - by Doug Barberio

Friday June 5 - Membership Meeting & Member Flea Market & Swap night, 730pm-10pm  
Mulberry House Senior Citizen's Center  
62 W Main St # 70, Middletown, NY 10940

Friday June 5 to Sunday June 7  
Minisink Heritage Days at Minisink Town Hall.

Friday, June 12 - M&NJRSH meeting at the First Presbyterian Church on Roberts St, Middletown NY

Thursday June 18 - Bicentennial Celebration - Goshen Railroads by Doug Barberio 7pm.  
Goshen - location to be announced. Check our website, or contact Doug at [DWDrill@Frontiernet.net](mailto:DWDrill@Frontiernet.net)

Sunday, July 11 - Delaware County Historical Society O&W Program 1pm  
The O&W Southern Division in Delaware County by Doug Barberio. O&WRHS sales table will be present.

Sunday, July 26 – Fourth Annual Middletown Railroad Day. 9 am to 4 pm. Sponsored by the O&WRHS.  
Mulberry House Senior Citizen's Center  
62 W Main St # 70, Middletown, NY 10940

Sunday August 16 - Maywood NJ Annual Railroad Day, 12pm to 3 pm. O&WRHS sales table will be present.

Sunday, August 10 - Annual Railroad Day at NYS&W Maywood Station NJ. Noon to 3pm.  
O&WRHS sales table will be present.

Friday September 11 - Membership Meeting, Program TBA

NOTE: All dates and times are subject to change. Please refer to the website and our Yahoo Discussion Group as the event draws closer to verify the schedule for updated information.