



Bridge #349 Abutment



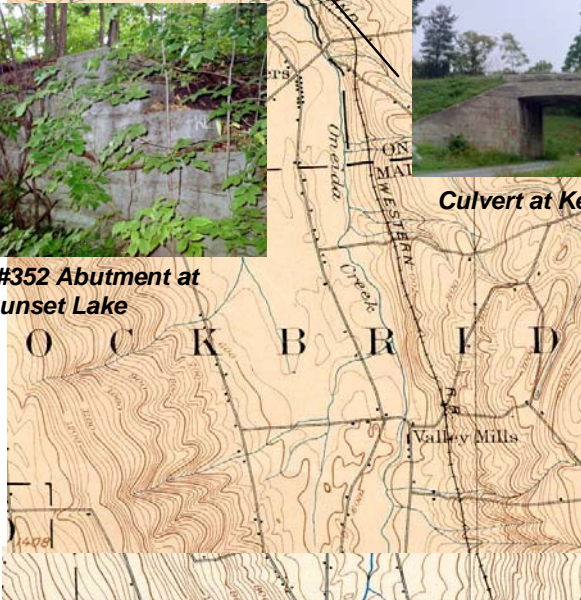
Bridge #350 Over Oneida Creek



Bridge #352 Abutment at Sunset Lake



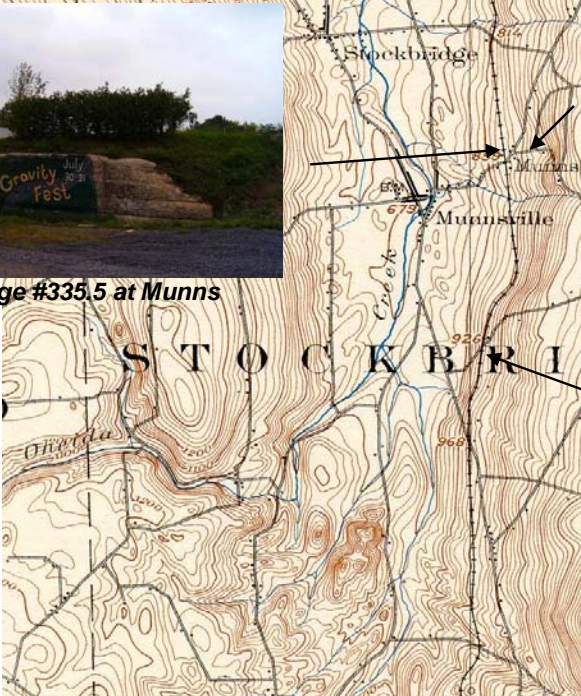
Culvert at Kenwood



Munns Station



Bridge #335.5 at Munns



Abutment South of Munns

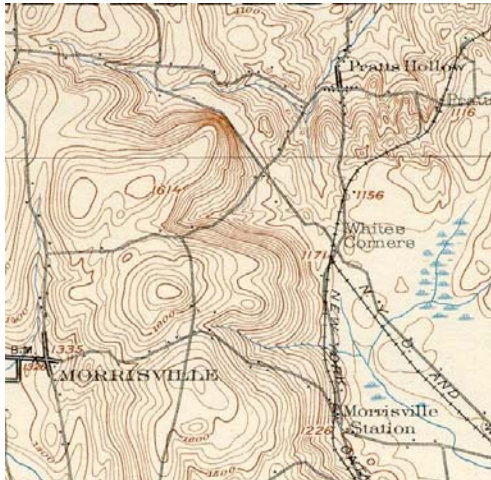
Whites Corners to Randallsville

At Whites Corners the railway split in two directions. The original mainline heads south climbing over Eaton Summit while passing through Morrisville Station and Eaton and then Randallsville. While the “Pecksport Loop” connects Whites Corners to the Utica Branch at Pecksport which then continues south through Hamilton rejoining the original mainline at Randallsville.

In Whites Corners the right of way is readily located and can be easily followed to Morrisville. Little remains in either location besides what appears to be some old coal towers as well as the creamery foundation at Morrisville. Continuing south the abutment of Bridge #328 is still intact. At Eaton the station is well maintained and privately owned as is the creamery on the station grounds.

There are many remains of the O&W on the Loop route. Along Leland Pond the ice house foundation is hidden in overgrowth along side the pond. In Pecksport, the stone foundations of the bridges across the Chenango Canal and the canal feeder are still in place and the right of way is easily identified. In Hamilton both the freight and passenger stations remain in use as private businesses and the site of the “Flying Diesel Corp” is just a hundred yards or so from the stations and remains of the trestle are still in place.

Unfortunately, sprawling industry has erased any signs of the wye or railway in Randallsville. A stone abutment can still be found north of Randallsville (#323), but little else. The first of five bridges over the Chenango River is located just south of the site of the wye, but I have yet to locate and photograph it.



Leland Pond Ice House Foundation



Bridge Across Chenango Canal



Bridge #328 Abutment



Eaton Station



Hamilton Freight Station



Bridge #323 Stone Abutment



Hamilton Passenger Station

Randallsville to Sherburne Four Corners

The second crossing of the Chenango River occurs at Bridge #320 just north of Earlville. The remains of the bridge can be seen from the highway. Within Earlville itself, the station is still intact and being utilized as a private business.

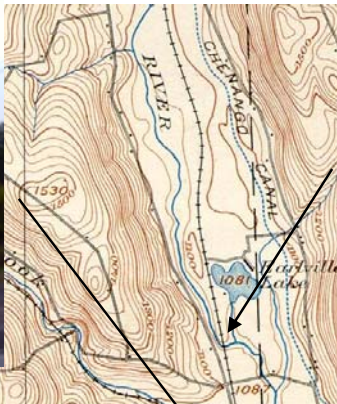
From Earlville to Smyrna the right of way is difficult to locate in the fields which have taken over the roadbed. The foundation of Bridge #313 over Cold Spring Brook is intact and can be seen from the road.

There are many reminders of the O&W in the Smyrna area. Within Smyrna itself, the station site has been taken over by a lumber mill, but the feedmill is still intact if in need of repair. It is difficult to find given the dense brush along Pleasant Brook, but the stone abutments of Bridge #312 are still in place. In Wilbers, the site of a passing siding and train order station, it is almost impossible to find any evidence of the right of way, but there is still a whistle post, in excellent condition, where the tracks used to be located.

The town of Sherburne Four Corners boasts the street name "O&W Way" along the old right of way. Additionally, the creamery is well maintained and appears to be a private residence.



Earlville Station



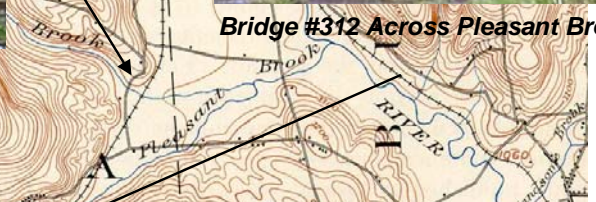
Bridge #320 Across Chenango River



Bridge #313 Abutment



Bridge #312 Across Pleasant Brook



Sherburne Four Corners Creamery



Whistle Post at Wilbers



Sherburne Four Corners to Norwich

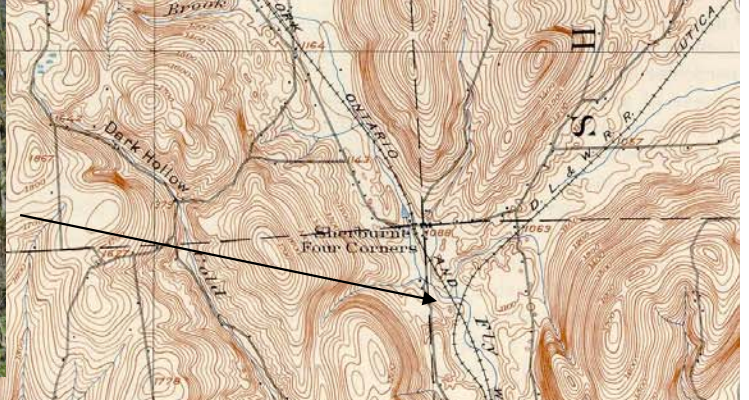
This stretch of the railway is characterized by the DL&W and O&W running parallel with each other along the “race track” which started in Norwich and ended at the “flyover” just south of Sherburne Four Corners. Passenger trains leaving Norwich at nearly identical times would race each other up the Chenango River to the flyover. The flyover is still intact on the DL&W, but now just crosses the abandoned O&W right of way.

The station site and foundation at North Norwich can still be seen next to the DL&W tracks. Continuing south, both the DL&W and the O&W crossed the Chenango River within yards of each other at “Twin Bridges”. The DL&W bridge is still in use, while the supports for O&W Bridge #300 stand empty nearby. At Plasterville, Bridge #299 carrying the road across the right of ways no longer exists, but the location has easy access and the old right of way can be seen from the now dead-end road.

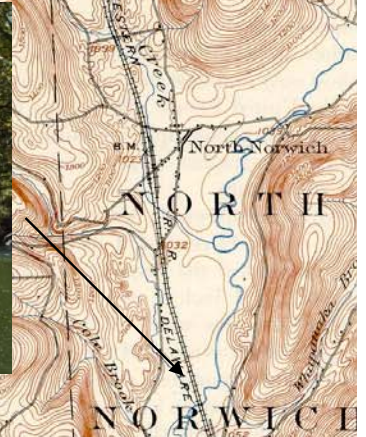
Closer to Norwich, I have been unable to locate Bridge #298 across the Chenango River due to limited access, but the abutments probably still exist. Within Norwich, the vast freight yards are now the location of the Norwich high school and sports fields with no remains besides an historical marker. However, the freight station is still intact and is occupied by a business. In addition, the abutments of the final bridge over the Chenango River, #294, can be found near the school on the south side of Norwich along Hale Street. Just outside of Norwich, Bridge #292 across Johnson Creek in Polkville is still completely intact.



DL&W Flyover of O&W



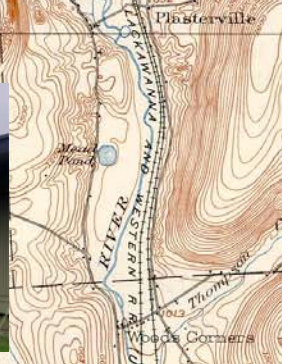
"Twin Bridges" Across Chenango River



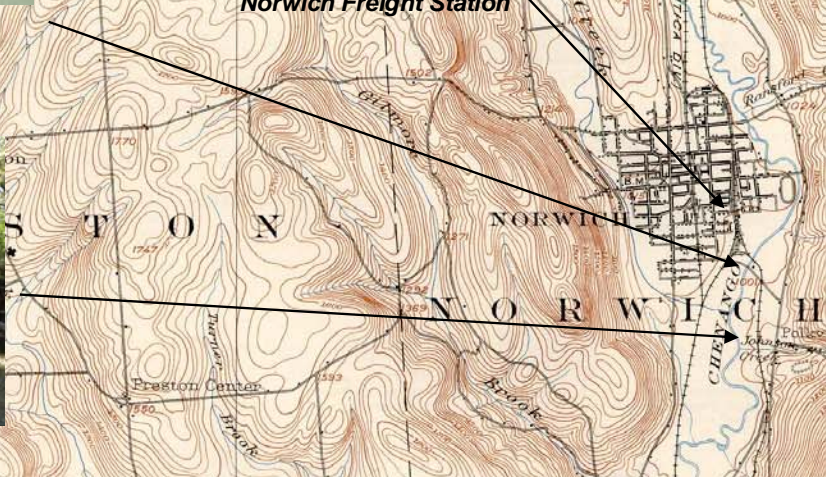
Bridge #294 Across Chenango River



Norwich Freight Station



Bridge #292 at Polkville



Norwich to Sidney

The portion of the O&W between Norwich and Guilford includes three of the most prominent sites in the Northern Division – Lyon Brook Bridge, Tank Pond, and Summit. Fortunately all three sites still have remnants of the railroad intact.

Lyon Brook Bridge is located south of Norwich and is easy to locate due to a nearby historical marker. The stone supports for the trestle are still in place in the brook along with abutments. Unfortunately little else remains of this once impressive structure. Explorations up the embankment failed to find any other sign of the trestle.

Between Lyon Brook and Tank Pond there was once a large curving trestle next to Trestle Lake where the highway now resides. The south abutment of Bridge # 274 is located along the highway. Tank Pond lies completely within private property with access by permission only. This area was once a watering stop on the railroad for thirsty locomotives which had completed the push up the steep grade. The owner of this property has maintained the right of way and the causeway across the pond as an access road through this beautiful portion of the O&W landscape.

At one time a small yard existed at Summit which was used to reconnect trains which had been brought up the grade in sections and to drop off pusher engines. This area is remote and is rapidly being overgrown, but the ties of the sidings can still be found. More significantly the foundation of the Summit train order office is still in place as well as a cattle crossing culvert.

In Guilford, the creamery is still standing, but no other railroad buildings have survived in the village. Outside of Guilford, though, the Parker station is still in place, but without significant restoration may soon collapse. Unfortunately, a major disappointment is that there are no remains of Humphrey's Trestle. At New Berlin Junction the New Berlin branch leaves the mainline over Bridge #1. The footings and abutment of this significant structure can still be seen across the valley floor.