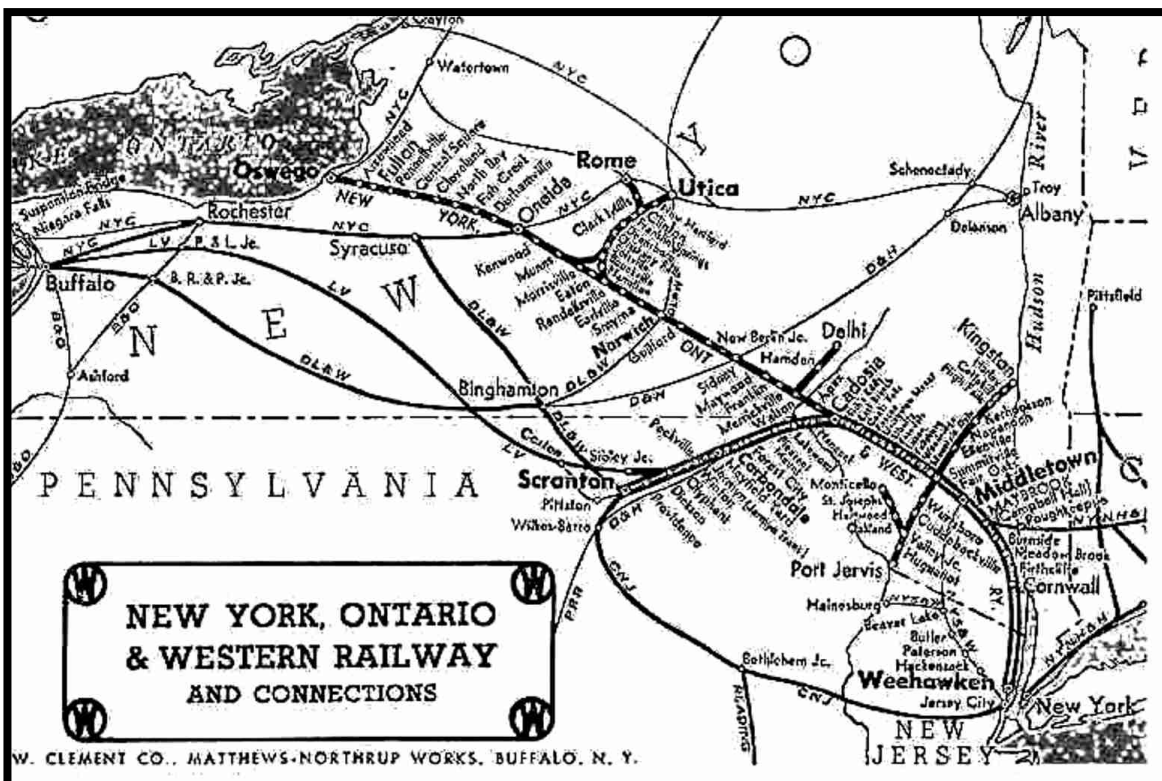


# NYO&W60

## THE 60TH ANNIVERSARY OF THE SHUTDOWN OF THE NEW YORK, ONTARIO AND WESTERN RAILWAY

March 29, 1957

Presented by  
Edward M. Koehler Jr.



This is a circa 1943 map of the New York, Ontario and Western Railway. This presentation focuses on the mainline between Weehawken, New Jersey to just north of Walton, New York.

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## NOTES

While every effort has been made to make this material as accurate as possible, no author is perfect. Please feel free to contact me at [EdwardMKoehler@nyc.rr.com](mailto:EdwardMKoehler@nyc.rr.com) with any comments. This material copyright © 2017 by Edward M. Koehler Jr.

**E. M. Koehler Jr.**  
**April 4, 2024**

NEW YORK, ONTARIO & WESTERN RAILWAY SOUTHERN DIVISION STATION LIST		
Mileage from Weehawken Employees Timetable 44 Effective June 26, 1898	Mileage from Weehawken Employees Timetable 61 April 27, 1941 <sup>1</sup>	Station and Telegraph Signal
0.0	0.0	Weehawken <b>W</b> (connection with the New York Central) <sup>2</sup>
52.30	52.28	Cornwall <b>CW</b> (connection with the New York Central)
55.53	55.53	Firthcliff <b>MX</b>
56.20		Orrs Mills
57.81	57.81	Meadow Brook <b>MW</b>
59.65		Dennistons
61.00		Little Britain <b>GN</b>
62.31		Bulls Switch
64.65	64.64	Rock Tavern
65.91	65.91	Burnside <b>BS</b> (later <b>RX</b> ) (connection with the Lehigh and Hudson River)
68.32	68.29	Campbell Hall <b>CH</b> (connections with the Erie; Lehigh New England; New York Central, and the New York, New Haven, and Hartford)
		Tower <b>O</b> (crossing of the Erie)
70.70		Stony Ford <b>SF</b>
72.80	72.80	Crystal Run <b>ID</b>
74.76		Mechanicstown <b>MH</b>
77.78	77.78	Middletown – Main Street <b>MS</b> (connection with the Middletown and New Jersey and Erie)
78.19	78.22	Middletown <b>AV</b> (General and Division Offices)
81.27	81.30	Crawford Junction <b>RF</b> (junction with the Erie Railroad's Crawford Branch)
82.20		Fair Oaks <b>FO</b>
84.10		Purdys
85.70	85.72	Winterton
		East Portal High View Tunnel <b>BX</b>

New York  
Central  
Railroad

Middletown Branch

Erie Railroad

<sup>1</sup> Where no mileage is shown in a column, the station does not appear in that particular timetable.  
<sup>2</sup> Interchange with the New York, Susquehanna and Western was at Little Ferry on the West Shore.

**NEW YORK, ONTARIO & WESTERN RAILWAY**  
**SOUTHERN DIVISION**  
**STATION LIST**

<b>Mileage from Weehawken Employees Timetable 44 Effective June 26, 1898</b>	<b>Mileage from Weehawken Employees Timetable 61 April 27, 1941</b>	<b>Station and Telegraph Signal</b>
88.17	88.16	High View <b>HV</b> (formerly Bloomingburgh <b>BH</b> )
89.78		Mamakating (formerly Wurtsboro) <b>WU</b>
93.10	93.11	Summitville <b>SV</b> (connection with the Kingston Branch and the Port Jervis Branch)
96.25	95.76	Red Hill
101.80	101.79	Mountindale <b>UN</b>
104.40	104.36	Woodridge (formerly Centreville <b>CI</b> )
108.03	107.97	Fallsburgh <b>FG</b>
111.30	111.34	Luzon <b>HY</b> (formerly Hurleyville <b>HY</b> )
115.33		Strongtown
116.48	116.46	Ferndale <b>FA</b>
118.50	118.58	Liberty <b>RY</b>
123.85	123.86	Parkville <b>PE</b>
129.17	129.13	Livingston Manor <b>VM</b>
135.42	135.38	Roscoe (formerly Rockland) <b>RK</b>
140.82	140.82	Cooks Falls <b>CF</b>
144.78		Chiloway
148.24	148.24	Trout Brook <b>BK</b>
150.36	150.31	East Branch <b>BC</b> (connection with the Delaware and Northern)
154.33	154.33	Fishs Eddy <b>F</b>
159.86	159.90	Cadosia <b>HD</b> (connection with the Scranton Division)
164.16		Kerrys <b>KY</b>
167.21	167.25	Apex <b>XY</b>
171.51	171.58	Rock Rift <b>RO</b>
174.28	174.58	Beerston <b>RS</b>
179.43	179.45	Walton <b>WN</b> (connection with the Delhi branch south of the station)
182.62		Ogdens
186.62	186.65	Northfield <b>ZA</b>
187.72	187.94	Merrickville
189.68	189.71	Franklin <b>FE</b>
193.05	193.08	Maywood <b>SC</b>
193.57	193.57	Niles
196.21		Youngs <b>YO</b>
197.55	197.56	South Unadilla <b>UD</b>
200.50	200.55	Sidney <b>SI</b> (connection with the Northern Division) (connection with the Delaware and Hudson)

<b>NEW YORK, ONTARIO &amp; WESTERN RAILWAY</b>		
<b>NORTHERN DIVISION</b>		
<b>STATION LIST</b>		
<b>Mileage from Weehawken Employees Timetable 44 Effective June 26, 1898</b>	<b>Mileage from Weehawken Employees Timetable 61 April 27, 1941</b>	<b>Station and Telegraph Signal</b>
200.50	200.55	Sidney <b>SI</b> (connection with the Southern Division)
		D&H Sidney Tower <b>GX</b> (at grade crossing of the Delaware and Hudson)
203.16	203.21	New Berlin Junction <b>NJ</b> (connection with the New Berlin Valley branch [later the Unadilla Valley])
208.36	208.58	Parker <b>GC</b>
209.84	210.06	Guilford <b>GU</b>
211.95	212.17	Summit <b>Z</b>
216.71		Oxford <b>OF</b>
221.11		Barbers
225.14	225.38	Norwich <b>ND</b> (Division Offices) (connection with the Delaware, Lackawanna and Western)
226.94		Woods
230.72	231.14	Galena <b>NX</b>
233.25	233.67	Sherburne Four Corners
235.00	235.42	Wilbers <b>BR</b>
236.38	236.79	Smyrna <b>SA</b>
240.37	240.79	Earlville <b>VI</b> (connection with the New York Central)
244.25	244.67	Randallsville <b>RW</b> (originally Smith's Valley) (connection with the Utica Division)
248.83	249.25	Eaton <b>AN</b>
251.47	251.89	Morrisville <b>MA</b>
252.66	253.08	Whites Corners <b>WS</b> (connection with the Pecksport Loop)
253.83	254.25	Pratts <b>PR</b>
258.05	258.47	Munns <b>MI</b>
258.78		Stockbridge <b>SB</b>
260.47	260.89	Valley Mills <b>V</b>
263.80	264.21	Kenwood <b>CU</b>
266.11	266.53	(Oneida) Castle <b>X</b> (grade separated under bridge with the New York Central and the New York State Railways)
267.34	267.74	Oneida <b>FD</b> (connection with the New York Central)

## A FEW HISTORIC NOTES ON THE NYO&W

Our story begins with Dewitt C. Littlejohn, a former mayor of Oswego, New York who wanted to turn that city into the largest port on the Great Lakes; to do this the town needed a railroad and Dewitt sought to get it one! The New York State portion of the project was incorporated on January 11, 1866 as the New York and Oswego Midland. The road was to run southeast from Oswego through Syracuse, Norwich, Walton, and Summitville to Middletown. Branches were to run from Summitville to Ellenville, Walton to Delhi; and from Norwich to Buffalo. From Middletown, three other railways, the Middletown, Unionville, and Water Gap Railroad from Middletown to the New Jersey State line; the Montclair Railway from the Hudson River to Monks, New Jersey and the New Jersey Midland Railway across the state of New Jersey to the Hudson River opposite New York City were to provide outlets for 'Midland traffic. To fund the line in New York State the promoters turned to the State Legislature to pass a law to allow Towns in New York to borrow money and invest it in the railroad. When the City of Syracuse refused to invest, the survey was changed to have the road run north of Lake Oneida and through Oneida. Construction of the north end of the railroad was undertaken first. The line was opened from Norwich to Oswego on November 25, 1869; service from Norwich to Sydney along with the New Berlin Branch started on August 1, 1870.

During 1871-1872 trackage continued to be placed in service southward from Sydney towards Middletown and north from Middletown to Woodridge (Centerville) with a gap in Delaware County; the branch to Ellenville opened with the related mainline segment. The Bloomingburg Tunnel saw its first train on January 24, 1872 and the last mainline rails were laid on July 9, 1873 near Roscoe. The first through train to New York City ran on July 10, 1873. However, the new lines' finances quickly caught up with it; the line ended in receivership during on September 19, 1873. For the Midland route it was a bitter period, service was discontinued at times or offered by other carriers for periods.

The property was sold at a receivers auction on November 14, 1879 to a group of fresh investors, the property was then reorganized as the New York, Ontario and Western Railway as of January 21, 1880. The original route south of Middletown was lost in the bankruptcy so a new outlet to the Hudson River was needed. Temporarily freight and passengers were turned over to the Erie Railroad in Middletown, but the 'NYO&W' as it was now known, quickly seized upon an alliance with the New York, West Shore, and Buffalo Railway and constructed a new line of rails from Middletown to the Hudson River at Cornwall, this trackage was identified as the Middletown Branch and eventually became a part of the Southern Division mainline. South of Cornwall a lease of rights over the New York, West Shore and Buffalo Railway was executed on May 12, 1881; this gave the line trackage rights south to Weehawken, New Jersey where a quick ferry ride across the Hudson River reached midtown New York City. This route would open on June 4, 1883.

The period after the completion of the line to Scranton was the zenith for the New York, Ontario and Western; coal was transported to four large piers; one in Oswego, one in Cornwall, and two in Oswego. Storage facilities for coal in Middletown, Cadosia and Cornwall were also put into service. Business on the road would be good as long as coal was the domestic fuel of choice! During 1904 the New York, New Haven, and Hartford Railroad became the majority shareholder of the NYO&W.

On December 28, 1917 the Federal Government took over the railroads as a part of the home front effort to fight World War I. All of the lines were administered by the United States Railroad Administration ("U.S.R.A."), a government agency. The government agency ordered a vast amount of railroad equipment; - steam locomotives, boxcars, hopper cars, and gondolas; but none of this equipment was assigned to the Ontario and Western Railway which suggests the inroads that internal combustion engines were already making on the road's traffic.

**A FEW HISTORIC NOTES ON THE NYO&W** (continued)

On March 1, 1920 the NYO&W was returned to its' management and the line continued to transport coal from Scranton to the ports; but the car loadings were beginning to diminish slowly. The Great Depression took a further bite out of the traffic when many of the colliery companies ended up in bankruptcy and families could no longer afford the summer respite from the city heat.

The NYO&W filed for bankruptcy on May 19, 1937; for the rest of the road's history it would be in bankruptcy. Despite the economic doldrums, the railroad began the operation of a new daytime train round trip train from Weehawken on the Southern Division; named the "*Mountaineer Limited*".

The NYO&W tried to stay alive by a program of self-cannibalization; the heavy steel of the steam locomotives were sold for scrap; they were replaced with a small fleet of diesel locomotives. The second track from Cornwall to near Scranton via Middletown and Cadosia was taken up and sold for scrap.

The NYO&W continued scaling down operations, cutting back crews, stations, and maintenance, but it was not enough. There simply was not enough traffic originating in this lines' territory and not enough overhead traffic making the trip over the road. The inevitable happened and the Bankruptcy Court ordered the road to be shut down by April 1, 1957. On the evening of March 29, 1957 the last train movement rolled south from Norwich to Middletown.

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**RECOMMENDED READING**

- Barberio, Douglas J.: **THE NEW YORK ONTARIO & WESTERN RAILWAY'S MIDDLETOWN BRANCH – Part 1 - Cornwall to Burnside**; Ontario and Western Railway Historical Society; Middletown, New York; 2005 (no additional parts were ever published).
- Bifano, John; and Seebach Jr., Allan F. (editors): **STEEL RAILS - SUMMER HOMES – Roscoe - Rockland - "Where the Kodak Trail Begins"**; Ontario and Western Railway Historical Society; Middletown, New York; 1989.
- Breiner, Charles M.; and Scott, William E.: **Guide to the New York, Ontario and Western Railway's Southern Division – Volume 1 - Cornwall to Liberty**; Ontario and Western Railway Historical Society; Middletown, New York; 2001.
- Breiner, Charles M.; and Scott, William E.: **Guide to the New York, Ontario and Western Railway's Southern Division – Volume 3 - Liberty to Sidney and the Delhi Branch**; Ontario and Western Railway Historical Society; Middletown, New York; 2004.
- Helmer, William F.: **O&W – The Long Life and Slow Death of the New York Ontario and Western Railway**; Howell-North Books; Berkeley, California; 1959.
- Breiner, Charles M.; and Scott, William E.: **GUIDE TO THE NEW YORK, ONTARIO AND WESTERN RAILWAY'S NORTHERN DIVISION – Volume 5 - Sidney to Munnsville, Including the New Berlin Branch and the Pecksport Loop**; Ontario and Western Railway Historical Society; Middletown, New York; 2008.
- Bux, Joseph J. (editor): **COACH AND ENGINE EQUIPMENT – New York, Ontario, and Western Railway**; Ontario and Western Railway Historical Society; Middletown, New York; 1982.

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SELECTED STEAM LOCOMOTIVE SUMMARY					
Class	Type	Numbers	Builder	Date	Notes
I	2-6-0	second 30-32, third 33, second 34-39	Alco – Cooke	1903-1904	Road freight locomotives; 30 to 35 rebuilt 1919-1921 to 4-6-0's and re-classed I-1
		second 40-44	Baldwin	1907	
2nd L	0-6-0	second 50-54	Alco – Cooke	1910-1911	Camelback switch engines
		second 55-56	Alco – Brooks	1911	
S	2-8-0	151-188, 191- 192	Dickson	1890-1894	Camelback coal run engines purchased to open the Scranton Division
P	2-8-0	201-220, second 211, 212-220	Cooke	1900-1904	Camelback coal run engines
E	4-6-0	225-228	Alco – Brooks	1911	Single cab light passenger engines
U	2-6-0	240-256	Cooke (240-248) Dickson (249) Alco – Cooke (250- 256)	1901-1905	Camelback road freight engines; 242, 245-246, 249- 251, 253, and 256 rebuilt 1917 to 1924 to 4-6-0 and re-classed U-1
V	2-6-0	271-285	Alco – Cooke	1908	Camelback road freight engines
W	2-8-0	301-326	Alco – Cooke	1910-1911	Single cab road freight engines; all but six rebuilt with air pumps on front deck and re-classed W-2
X	2-10-2	351-362	Alco – Schenectady	1915	'Bull Moose' class
Y	4-8-2	401-410	Alco – Schenectady	1922-1923	Fast freight and passenger locomotives; 405 steam styled for the " <i>Mountaineer Limited</i> "; 402 rebuilt with a booster and re-classed Y-1. 401, 404, 406, 407, and 409 sold to the Savannah and Atlanta as their 445, 448, 447, 449, and 446 in June 1945, they were sold for scrap in 6-12/1948
Y-2	4-8-2	451-460	Alco – Schenectady	1929	Heavy fast freight locomotives
none	2-8-0	701 <sup>3</sup>	Dickson	1903	former Delaware and Hudson Railroad 2nd 844 acquired 8/1947 for short term use in Mayfield yard

<sup>3</sup> This road number is actually in the diesel locomotive sequence.



<b>DIESEL LOCOMOTIVE SUMMARY</b>					
<b>Class</b>	<b>Type</b>	<b>Numbers</b>	<b>Builder</b>	<b>Date</b>	<b>Notes</b>
D	44 ton	second 101-105	General Electric	1941-1942	Light switch engines
G	NW2	third 111, 112-114, second 115-121, 122-125. second 126-131	Electromotive Division	1948	1000 horsepower switchers also used as local freight locomotives
2nd B	F3A	501-503	Electromotive Division	1948	1500 horsepower passenger locomotives
2nd A	FTA+FTB	601	Electromotive Division	1945	'Cab and booster' with 1350 horsepower each (Standard Oil test unit), considered a single locomotive by the NYO&W
2nd A	FTA+FTB	second 801-804, 805-808	Electromotive Division	1945	'Cab and booster' with 1350 horsepower each, considered a single locomotive by the NYO&W
2nd C	F3A	821A-822A	Electromotive Division	1948	'Cab and booster' with 1500 horsepower each
	F3B	821B-822B			
	Heater Car	HT-1 to HT-2	Middletown Shops	1948-1949	Used in winter to provide heat for passenger trains (built on Class X locomotive tender frames)

<b>SELF PROPELLED RAIL CAR SUMMARY</b>				
<b>Class</b>	<b>Type</b>	<b>Numbers</b>	<b>Builder</b>	<b>Date</b>
	Gas Mechanical	first 801	Saint Louis Car for the Sykes Company	1925
This was a thirty-eight seat baggage coach combine railbus; retired 1/1939 and the body used as a shed in Roscoe.				
	Gas Electric	first 802	J.G. Brill Company	1926
This was a forty-two seat baggage coach combine, sold to the New York, New Haven, and Hartford Railroad 4/1932 as their 9113, converted to Inspection Car 9 in 1940, retired in 1951.				
	Gas Electric	first 803	J.G. Brill Company	1926
This was an eighty-eight seat baggage coach combine, sold to the New York, New Haven, and Hartford Railroad 12/1930 as their 9112; retired between 1944 and 1949.				
	Gas Electric	first 804	J.G. Brill Company	1926
This was a sixty-nine seat baggage coach and mail combine, sold to the New York, New Haven, and Hartford Railroad 7/1935 as their 9114; retired between 1944 and 1949.				

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SELECTED PASSENGER CAR SUMMARY				
Class	Type	Numbers	Builder	Date
PV	business car	second 30	Jackson and Sharp	1886
Built as a wood frame business car named "Warwick"; rebuilt several times and modernized during 1925 with a steel underframe. Numbered 135 during the period that the New York, Ontario and Western Railway was under the control of the United States Railway Administration. This car was painted to match the diesels and was on the final roster. This car has been preserved.				
PC	30 seat parlor observation	second 82 83	American Car and Foundry	1913
Purchased from the Saint Louis Southwestern Railroad in 1912. Named "Ulster" and "Orange"; used on the "Mountaineer Limited"; converted to coaches during World War II and repainted green; both cars were later painted to match the diesels. After 1953 both cars were converted to work cars numbered R-150 to R-151 and were on the property when the road closed down.				
CA	52 seat baggage coach combine	126-129	Osgood Bradley	1922
These cars had a 28 foot baggage compartment with a 25 ton capacity. Car 127 was stream styled for use on the "Mountaineer Limited" prior to World War II. All four cars were sold 6/1945 to Buffalo Railway Equipment Company, no further information.				
MB	baggage mail combine	170-172	Osgood Bradley	1922
These cars were 60 feet long and had a 25½ ton capacity with a 30 foot long railway post office compartment. Car 172 was painted to match the diesel locomotives. All three cars were sold to Bauman (scrap dealer) during 1955.				
PB	72 seat coach	270-281	American Car and Foundry	1914
These cars were leased to the Atlantic Coast Line during World War II with a provision to become property of the Atlantic Coast Line. Car 270 destroyed on the ACL during 1944, Car 277 destroyed on the Georgia, Florida and Southern during 1942. Ownership interest in the remaining cars sold during 1945 to the Buffalo Railway Equipment Company. No further details.				
PB	88 seat coach	282-301	Osgood Bradley	1922
Four cars of this group, the 284, 285, 289, and 295 were steam styled for use on the "Mountaineer Limited". These cars were sold during 1945 to the Buffalo Railway Equipment Company. No further details.				
BE	baggage car	525-527	Osgood Bradley	1922
These cars were 60 feet long and had a 30 ton capacity. One of these cars was painted to match the diesel locomotives. All three cars sold to Bauman (scrap dealer) during 1955.				
BM	milk cars	1001-1005	New Haven Car Company	1874
		1006-1009	NY&OM Middletown Shops	1875 to 1879
		1010-1113	NYO&W Middletown Shops	1882 to 1917
The first of these milk cars originated on the New York and Oswego Midland Railroad and passed to the New York, Ontario and Western Railway through the bankruptcy proceedings. These cars originally had balcony ends and end doors, gradually the bodies were rebuilt 1885 to 1911 to remove these features; numbered 6001-6113 in the freight roster. All of the milk cars were transferred to the passenger car roster becoming numbers 1001-1113 circa 1920. Retirements began in 1925; twelve of these cars were on the roster in 1944; all gone by 1950.				
BM	milk car	1201-1255	unknown	1912
These were fifty-five steel frame wood construction ice hopper refrigerator cars purchased from an unknown source by 1917 for service on the Northern Division for farmers engaged in market gardening, numbered 6401-6455. These cars were transferred to the passenger car roster circa 1929-1930 as class BM milk cars numbered 1201-1255; these cars were retired circa 1939.				

SELECTED FREIGHT CAR SUMMARY				
Class	Type	Numbers	Builder	Date
	flat car	1-302, first 303-499, first 500-726, first 750-899	unknown	unknown
These were wood flat cars of various lengths from twenty-eight to thirty-four feet in length, most were of twenty ton capacity but some of the first 1-499 series carried only fourteen tons and the first 750-755 series had a thirty ton capacity. By 1895 only forty-nine cars in the first 1-755 number series were in existence. Final retirement data for this group of cars is unknown but it is doubtful that they were still in existence past circa 1926.				
HM	hopper car	second 303-726, 727-749, second 750-899	Cambria Iron Works or Bethlehem Steel	1920 to 1926
These were 280 former Westmoreland Coal Company fifty-five ton capacity USRA design twin hopper cars purchased in April 1933. Five of these cars (345, 365, 389, 720, and 735) were in interchange service in 1957; two of those (345 and 735) were leased to the Waddell Coal Company. (See the rebuilding note with cars 906-935, 1203-2467, and 3249-3466.)				
	flat cars	first 900-902	unknown	unknown
These were three thirty-six foot flat cars with a twenty-five ton capacity; no further information.				
	flat cars	first 911-921	unknown	unknown
These were eleven thirty-six foot flat cars with a forty ton capacity; no further information save that the 921 was converted to maintenance of way service.				
FM	flat car	first 951-965	unknown	1911
These were fifteen thirty-nine foot flat cars with a forty ton capacity, many were converted to maintenance of way service, none were in interchange service in 1957.				
HM	hopper car	first 906-910, second 911-921, 922-935, 1203-1999, second 2000-2425, 2426-2467, 3249-3466	Cambria Iron Works or Bethlehem Steel	1906 to 1916
These were 220 former Westmoreland Coal Company fifty-five ton capacity twin hopper cars built to the class GLa design of the Pennsylvania Railroad that were purchased in April, 1933. None of these cars were on the roster by 1953. A total of 300 of the hopper cars numbered 303-899, 906-935, 1203-2467, and 3249-3466 were to be rebuilt and renumbered second 10500-10799 but only the 10500 (a Cambria Iron Works car of 1916) was done before the project was dropped.				
HM	hopper car	second 901-902, 903-905, third 906-921	New York, New Haven and Hartford Railroad	1920 to 1926
These were twenty-one former New York, New Haven and Hartford fifty-five ton capacity USRA design twin hopper cars purchased in 1953 to allow the NYO&W to maintain a hopper car fleet capable of interchange. All of these cars were in interchange service and on the final roster.				
	box car	first 2000-2249, first 2250-2299, first 2300-2425, 2477-2510, 2550-2699, 2700-2702	unknown	unknown
These were wood box cars which varied in length from twenty-seven to thirty three feet in length with capacities between fourteen and twenty tons, with 2700-2702 having a thirty ton capacity. Cars 2250-2299 had end doors for lumber traffic; cars 2550-2669 had end doors and were lettered for the Ontario Despatch line. There were 543 of these cars on the roster during 1895; final retirement data is unknown for this group of cars but it is doubtful that they were still in existence past circa 1926.				

SELECTED FREIGHT CAR SUMMARY				
Class	Type	Numbers	Builder	Date
	box car	2800-2897	unknown	unknown
These were all wood box cars which had a thirty ton capacity, all were retired circa 1926.				
FM	flat car	3001-3100	South Buffalo Car Works	1913
These were all steel flat cars which had a forty ton capacity, one car, the 3060, was in interchange service at the end; four additional cars were in non-revenue service.				
	stock cars	4001-4064	unknown	unknown
These were wood stock cars, thirty-three feet long and of twenty ton capacity. Sixty-three were on the roster in 1895; final retirement data is unknown for this group of cars but it is doubtful that they were still in existence past circa 1926.				
	stock cars	4101-4150	unknown	unknown
These were wood stock cars, thirty-seven feet long and of forty ton capacity. Sixty-three were on the roster in 1895; final retirement data is unknown for this group of cars but it is doubtful that they were still in existence past circa 1926.				
	stock car	4201	unknown	unknown
This car was thirty-six feet long and of a twenty ton capacity and was designated as a horse car. It was on the roster in 1917 but is believed to have been retired by 1926.				
	gondola cars	4300-4350	unknown	unknown
These cars were thirty-six feet long with a capacity of forty tons; all were on the roster in 1917, no further information.				
	wood drop bottom gondola	4400-4410, 4411-4409, 4410-4500, second 4501-4563	NYO&W – Middletown Shops and Norwich Shops	1895-1901
These are ten twenty ton (4400-4409) and 153 thirty ton (4410-4500, second 4501-4563) capacity wood drop bottom gondolas that were built to replace former New York and Oswego Midland Railroad twelve to fourteen ton capacity wood gondolas on a one for two basis. These cars were later equipped with steel bolsters. The last of these cars were retired from service during 1926.				
	wood drop bottom gondola	first 4501-4563, 4564-4599, first 4600-4704, 4705-4950, first 4951-4952, 4953-5000, first 5001-5100	Various unknown including the Tredegar Iron Works	Prior to 1880
These are 436 all wood drop bottom gondolas with a twelve to fourteen ton capacity that had been built for the New York and Oswego Midland Railroad <sup>4</sup> , retirements began in 1895 with one new car replacing two gondolas, by 1897 cars numbered 4501 to 4600 were retired, 4601 to 5000 retired by 1900, the remaining cars were retired by 1904.				
	wood drop bottom gondola	second 4600-4704	NYO&W – Middletown Shops	1900 and 1908
This is a group of 100 all wood drop bottom gondolas with a thirty ton capacity built to replace former New York and Oswego Midland Railroad twelve to fourteen ton capacity wood gondolas on a one for two basis. These cars were later rebuilt with steel bolsters. Less than twenty of these cars survived past 1916; final retirement date of this group of cars is unknown.				

<sup>4</sup> The New York and Oswego Midland Railroad also rostered 196 four wheel 'ore jimmies' of wood construction that were used in the coal trade, they were all retired by 1880.

SELECTED FREIGHT CAR SUMMARY				
Class	Type	Numbers	Builder	Date
	composite gondola with a solid bottom	second 4951-4952	NYO&W – Norwich Shops	1910, 1914
These were two solid floor wood gondolas built on a steel car frame with a forty ton capacity; retirement data is unknown.				
	wood gondola with a hopper bottom	first 5101-5300, 5301-5400	NYO&W – Middletown Shops	1882
This group of 300 twenty ton wood gondolas was constructed to provide rolling stock for the Delaware and Hudson Canal Company coal traffic between Sidney and Oswego. This service ceased during 1908; thereafter the cars used in general coal service on the Ontario and Western, the last of these cars that were in service were retired circa 1910.				
XM	Steel frame wood box car	second 5001-5300	Standard Steel Car Company	1913
These were forty ton capacity box cars; four of these cars were in interchange service in 1957.				
	wood gondola with a hopper bottom	5401-5550	Terre Haute Car Works	1887
This group of 150 twenty ton wood gondolas was purchased to provide rolling stock for domestic coal deliveries along the recently leased Utica and Rome branches; the last of these cars were retired circa 1912.				
	rolled steel gondola with a hopper bottom	5601-5625	Sterlingworth	1901
There were twenty-five of these forty-two and a half ton capacity gondolas built up from rolled (channel) steel shapes, these cars had horizontal ribs. They were somewhat of an experiment; all were removed from revenue service during 1916 and thereafter used in company service for locomotive coal, twelve of them were still in company service as late as 1932, they are believed to have been all retired during the 1930's.				
	pressed steel gondola with a hopper bottom	5701-5725	Pressed Steel Car Company	1901
There were twenty-five of these forty-two and a half ton capacity gondolas built up from pressed steel shapes. They were somewhat of an experiment; all were removed from revenue service during 1916 and thereafter used in company service for maintenance of way, twelve of them were still in company service as late as 1932, they are believed to have been all retired during the 1930's.				

SELECTED FREIGHT CAR SUMMARY				
Class	Type	Numbers	Builder	Date
BM	milk cars	6001-6005	New Haven Car Company	1874
		6006-6009	NY&OM Middletown Shops	1875 to 1879
		6010-6113	NYO&W Middletown Shops	1882 to 1917
<p>The first of these milk cars originated on the New York and Oswego Midland Railroad and passed to the New York, Ontario and Western Railway through the bankruptcy proceedings. These cars originally had balcony ends and end doors, gradually the bodies were rebuilt 1885 to 1911 to remove these features. All of the milk cars were transferred to the passenger car roster becoming numbers 1001-1113 circa 1920 which see for further information.</p>				
GE GM GK	} Steel frame wood gondola	6200-6299	American Car and Foundry	1911
		6300-6399	American Car and Foundry	1914
<p>These 200 cars are forty ton capacity composite gondola cars with steel frames and are a mixture of three types of cars; the GE had drop ends and a drop bottom; the GM had a solid bottom and drop ends; the GK had both fixed ends and bottoms. These cars were converted between versions based on traffic needs; most ended their careers as GK variants. Nine of these cars were on the final roster; two additional cars were in non revenue service at that time.</p>				
	Wood ice hopper refrigerator cars	6401-6455	unknown	unknown
<p>These were fifty-five steel frame wood construction ice hopper refrigerator cars purchased from an unknown source by 1917 for service on the Northern Division for farmers engaged in market gardening. These cars were transferred to the passenger car roster circa 1929-1930 as class BM milk cars numbered 1201-1255; these cars were retired circa 1939.</p>				
	Wood ice hopper refrigerator cars	6501-6504, 6505-6587	unknown	unknown
<p>These were all wood ice hopper refrigerator cars that were 33 feet in length and had a capacity of twenty-five tons. Cars 6501-6504 were equipped to be used in passenger trains. Fourteen of these cars were on the roster during 1895; 80 in 1917; final retirement data is unknown for this group of cars but it is doubtful that they were still in existence past circa 1926.</p>				
	wood hopper bottom gondola	6601-6699, second 7000, 7001-7100	American Car and Foundry	1902
		7101-7675	American Car and Foundry	1901
		first 7000, 7689	NYO&W – Middletown Shops	1900
		7676-7687	NYO&W – Middletown Shops	1906
<p>There were 1088 of these forty-two and a half ton capacity hopper bottom gondolas which were based on a design used by the Delaware and Hudson Railroad. Car 1st 7000 was renumbered to 7688 circa 1902. Cars 7676-7689 were constructed as replacements for cars retired due to wreck damage. An additional unknown number of this design of cars were built in the Middletown Shops to replace cars of earlier series that were wrecked, these cars carried the number of the car that they replaced. Between 1912 and 1915 a total of 1000 of these cars were rebuilt with steel frames purchased from the American Car and Foundry. This last member of this group of cars was retired during World War II.</p>				

SELECTED FREIGHT CAR SUMMARY				
Class	Type	Numbers	Builder	Date
	wood frame hay cars	9001-9085	Unknown	Unknown
These wood frame box cars were thirty-three feet long and had a twenty ton capacity. There were seventy-three in service during 1895; final retirement data is unknown for this group of cars but they were off the roster by 1917.				
	wood frame charcoal cars	9101-9104	Unknown	Unknown
These wood frame box cars were thirty-three feet long and had a twenty ton capacity. There were four in service during 1895; they were called hay cars in 1901; final retirement data is unknown but they were off the roster by 1917.				
XM	Steel frame wood box car	9201-9299	NYO&W – Middletown	1903 to 1904
		9300-9500	South Buffalo Car Works	1903
		9501-9751	American Car and Foundry	1904
These were forty ton capacity box cars, three of these cars were in interchange service in 1957; the 9289, 9317, and 9722.				
	Automobile car	9901-9902	Unknown	Unknown
These were thirty-seven foot long box cars of unknown construction with a forty-ton capacity that had end doors and were designated for automobile loading, there were two of them listed in 1917, no further information.				
	wood hopper bottom gondola	10001-10500	Michigan Car Company	1890
		10501-10999 first 11001-11500	Lafayette Car Works	1890-1891
		first 11501-12350	Lafayette Car Works	1890-1891
There were 2,350 of these twenty-five ton capacity hopper bottom gondolas; they were purchased to provide rolling stock for the then newly opened Scranton Division. Cars 10001-10500 were lettered for the Ontario, Carbondale and Scranton Railway; they were relettered for the New York, Ontario and Western Railway during 1891. Three cars of the 10001-14120 series received steel frames during 1905; 606 of the cars received steel frames between 1903 and 1909; and 265 cars received steel frames between 1908 and 1911. Car 10365 was retired due to wreck damage and was replaced with another car (second) 10365 built in the NYO&W – Middletown Shops in 1908. The last cars of the 10001-14120 number series were retired between 1925 and 1930.				

SELECTED FREIGHT CAR SUMMARY				
Class	Type	Numbers	Builder	Date
	wood hopper bottom gondola	first 12351-12850	Peninsular Car Company	1892
		first 12851-13350	Michigan-Peninsular Car Company	1892
		first 13351-13850	Michigan-Peninsular Car Company	1894
		first 13851-14120	Michigan-Peninsular Car Company	1895
There were 1,790 of these thirty ton capacity hopper bottom gondolas; they were purchased to provide rolling stock for the then newly opened Scranton Division. Three cars of the 10001-14120 series received steel frames during 1905; 606 of the cars received steel frames between 1903 and 1909; and 265 cars received steel frames between 1908 and 1911. The last cars of the 10001-14120 group were retired between 1925 and 1930.				
HM	hopper car	second 10500	NYO&W – Middletown Shops	1939
		second 10501-10799	authorized, not built	
The Trustee of the NYO&W received permission from the bankruptcy judge to rebuilt 300 of the former Westmoreland Hopper Cars numbered 303-899, 906-935, 1203-2467, and 3249-3466 with the sides of the standard Pennsylvania Railroad GLa design raised one foot but retaining the fifty-five ton capacity. One car which had been built by Cambria Iron Works in 1916 was modified to the new design as a prototype for the project, the project was abandoned and this car was retired during 1946.				
HM	hopper car	second 11000-11399	Cambria Iron Works rebuilt by NYO&W – Middletown 1939-1940	(original) 1913-1916
These were 400 fifty-five ton capacity twin hopper cars that had originally been built as NYO&W fifty ton capacity hopper cars in the 18000-18900 series. They were rebuilt in the NYO&W Shops between 1939 and 1940 with an increased capacity and new numbers. Two of these cars, 11078 and 11280 were on the final roster; they were leased to the Waddell Coal Company.				
HM	hopper car	second 12500-12599	Standard Steel Car Company rebuilt by NYO&W – Middletown 1939-1940	(original) 1916
These were 100 fifty-five ton capacity twin hopper cars that had originally been members of the 19000-19399 prior to their rebuilding. See car numbers 19000-19399 for their earlier history. These rebuilt cars were all retired by 1956.				
HM	Steel frame wood hopper car	15001-15500	NYO&W – Middletown	1910 to 1911
		15501-16000	American Car and Foundry	1910 to 1911
		16001-16350	American Car and Foundry	1911
These were 1,350 forty ton capacity wood body hopper cars built on steel frames; all were retired by 1946.				
HM	hopper car	18000-18900	Cambria Iron Works	1913 to 1916
These were fifty ton capacity hopper cars; four hundred cars of this group were rebuilt to fifty-five ton capacity in 1939-1940 and renumbered second 11000-11399. One of the un-rebuilt cars, the 18106, was on the final roster, leased to the Waddell Coal Company.				



SELECTED FREIGHT CAR SUMMARY				
Class	Type	Numbers	Builder	Date
HM	hopper car	19000-19399	Standard Steel Car Co.	1916
<p>This was a group of 233 hopper cars of fifty ton capacity that had been built for the Lackawanna Steel Company; they passed to the ownership of the Bethlehem Steel Company through a merger and were sold as part of a group of 400 cars to the NYO&amp;W during 1928. One hundred of these cars, numbers unknown were rebuilt to a fifty-five ton capacity during 1939-1940 and were renumbered second 12500-12599. One car of this group, 19135, was on the final roster, leased to the Waddell Coal Company.</p>				
HM	hopper car	20000-20499	American Car and Foundry	1923
<p>These were 500 former Pennsylvania Coal and Coke Company fifty ton capacity twin hopper cars built to the GLa design of the Pennsylvania Railroad that were purchased in January 1933. None of these cars were on the roster by 1953.</p>				

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<b>CABOOSE SUMMARY</b>				
<b>Class</b>	<b>Type</b>	<b>Numbers</b>	<b>Builder</b>	<b>Date</b>
N	eight wheel wood frame caboose	8001-8002	NY&OM	circa 1879-1880
		8003-8015	NYO&W – Middletown Shops	1880-1894
<p>These cars were all considered to be conversions of former New York and Oswego Midland Railroad passenger coaches with one of them carrying the number 95 at first; the first two conversions may have actually have been done by the 'Midland. Car 8001 was actually of a coach-caboose configuration. By 1894 the last of these cars were built or rebuilt, but only ten of them remained in service at that time. Three of these cars (8001, 8011, and 8014) were rebuilt with steel frames in 1900. From 1952 until 1955, car 8011 by then rebuilt to resemble an 8300 series car, was the last of these cars in service.</p>				
N	four wheel wood frame caboose	8101-8117	NY&OM	1871 to 1880
		8118-8206	NYO&W – Middletown Shops	1880's
<p>New York and Oswego Midland Railroad cabooses 1-17 became New York, Ontario and Western Railway 8101-8117, cars 8118-8149 were built during the mid 1880's in the Middletown Shops. The number of four wheel cabooses in service reached a zenith of 106 in 1913 and then began to decline with the last car, 8204 retired in 1940.</p>				
N	eight wheel steel frame caboose	8301-8360	NYO&W – Middletown Shops	1916 to 1937
<p>These were double truck steel underframe wood body cabooses. Of the sixty cars built, seventeen of them were on the final roster of which five were sold to the Long Island Rail Road; the balance of these cars were subsequently scrapped.</p>				

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