



Bridge #432



Milepost at Pennellville



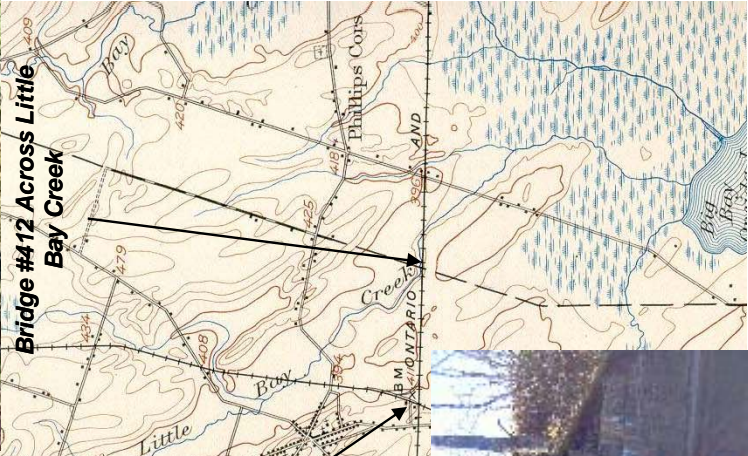
Rosmary's Creamery Remains



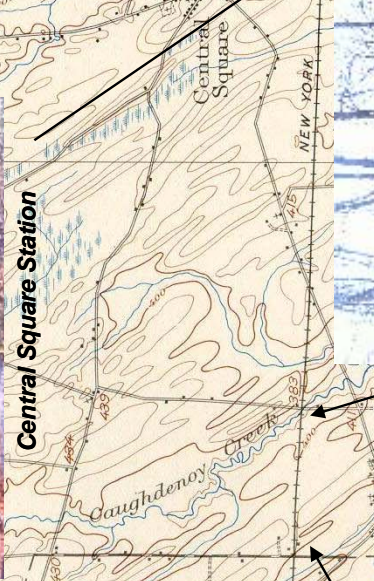
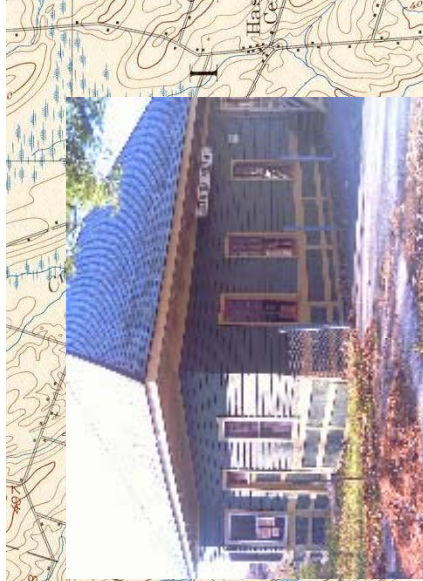
Bridge #422



Six Mile Creek Bridge #426



Bridge #412 Across Little Bay Creek



Central Square Station



Bridge #418 Over Caughdenoy Creek



Culvert #419



Caughdenoy Storehouse Foundation

Central Square to Sylvan Beach

Across the northern shore of Oneida Lake extensive remains of the O&W may still be found. Between Central Square and West Monroe are many bridges including Bridge #408 across Big Bay Creek. Among the most interesting remains are the five Munnsville Plow culverts in the area. Some of these culverts have rare O&W markings on them (as originally identified by John Taibi). Unfortunately several of the culverts have cracked in half, but others are in excellent shape. These culverts can be difficult to find from the right of way, but are well worth the hunt. Culverts #406 and #407 are in excellent condition and both have O&W markings.

Both bridges in Constantia survive today and are part of the recreation trail. Many of the bridges in the area seem to have been rebuilt or eliminated. Perhaps the most interesting surviving bridge is the large concrete culvert across Cold Spring Brook.

Unfortunately no stations have survived on the north shore of the lake, but station sites can be found in all of the towns along the roadbed. The station grounds at Jewell are easily located, but no foundation or other sign of the station remains. The right of way is apparent at North Bay, but I have been unable to identify any other remnants of the railroad.

The O&W summer resort town of Sylvan Beach is one of the few places where rails can still be found. The rails are embedded in the pavement of McClanathan Avenue where the right of way cuts through the village. Unfortunately, besides the right of way, there is little evidence of the railway remaining in the town. However, the station on 16th street still survives as a private residence, but most traces of its history have been eliminated through the years.



**"Munnsville Plow Culvert" with
O&W Markings - Bridge #407**



**Bridge #408 Over Big Bay
Creek**



"Munnsville Plow Culvert" - Bridge #402



Bridge #395 Over Frederick Creek



Bridge #397 Over Scriba Creek





Rails-in Road at Sylvan Beach



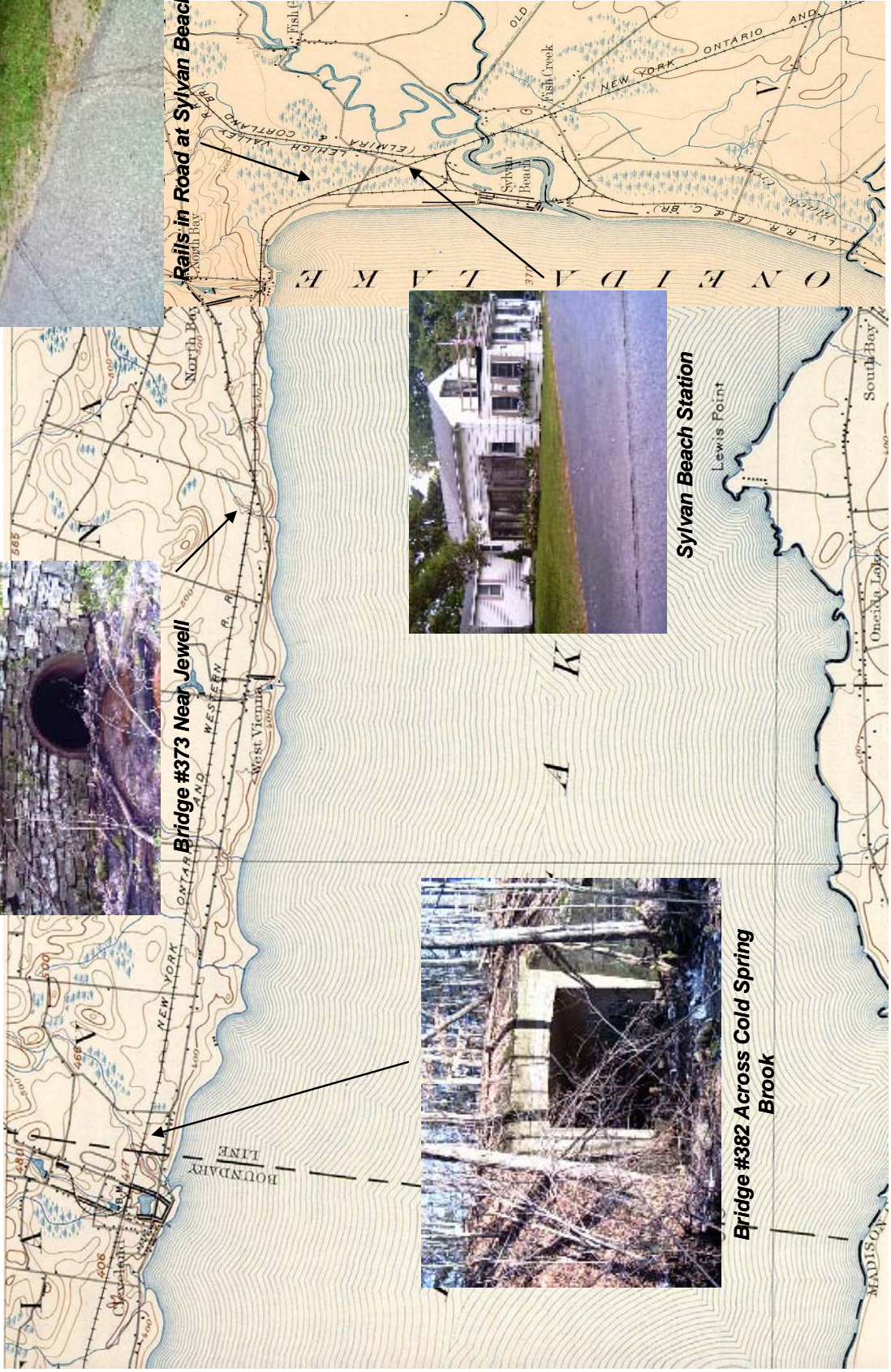
Bridge #373 Near Jewell



Bridge #382 Across Cold Spring Brook



Sylvan Beach Station



Sylvan Beach to Oneida

The Sylvan Beach to Oneida section of the railway has some significant O&W remains, but also some significant disappointments where there are no longer any traces of key sites. Just south of Sylvan Beach, Fish Creek Station was a busy interchange with the LVRR. Although the right of way can still be located without much trouble, there are no remains of the station, tower structures, or of the bridge across the creek. Continuing south the roadbed through Walker's Cut is still intact, but it is difficult to identify the exact location of what used to be a deep cut that often filled with snow during the winter resulting in operational challenges for the railroad.

Although it is possible to locate the spot where the railway crossed the Erie Canal at State Bridge by the curvature of the canal at the site, there are no remains of either the approaches to the bridge, or of the bridge itself. However, at Durhamville, the large concrete abutments of Bridge #358 over Oneida Creek are still intact and well worth the search and hike down the creek to view the remains.

It is difficult to identify many of the O&W sites within the city of Oneida given the changes through the years. The crossing of the NYC and the O&W at Bridge #357 in the city center is still impressive even though both right of ways have been abandoned. The location of the unique two story Oneida Castle station is now occupied by a modern drug store, however part of the West Shore Line trestle is still intact behind the parking lot.



Bridge #357 NYC Overpass of O&W



Bridge #358 Over Oneida Creek



Oneida Castle West Shore Overpass at O&W Station



Oneida to Whites Corners

From Oneida to Whites Corners, where the Pecksport Loop split off from the mainline, there are many reminders of the railway. In Kenwood, located south of Oneida Castle the remains of three bridges are still in place in the Sunset Lake area. The two most interesting bridges are #350 across Oneida Creek and #349 across Kenwood Road. The high stone abutments of #350 tower over the creek, and the south abutment of #349 can be seen up on the hill from the road. In addition to these two bridges, the right of way and the supports for Bridge #352 along the lake are still intact.

There are few reminders of the railway at Valley Mills although the station site and the right of way still remain. At Munns, the Munns depot and out buildings have been impeccably restored and is the current home of author John Taibi. The abutments leading up the depot are still in place as well.

Between Munnsville and Whites Corners the right of way and the location of the Harps Trestle fill can be seen in the valley, but there are no significant sites still remaining through Pratts to Whites Corners besides an abutment or two where the right of way crossed intersecting roads.