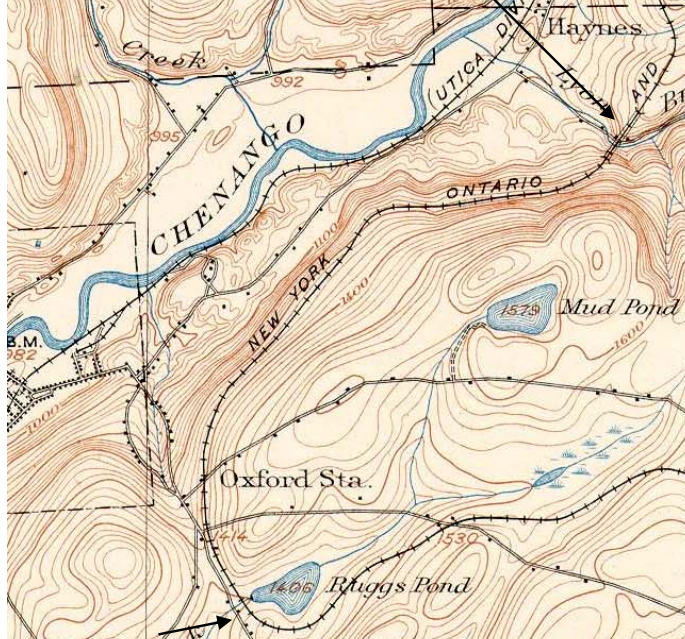
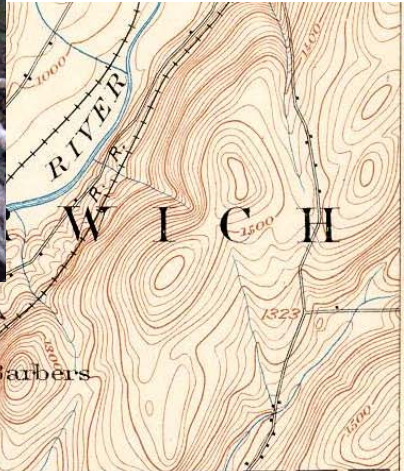




**Lyon Brook Trestle Supports**



**Tank Pond Causeway**

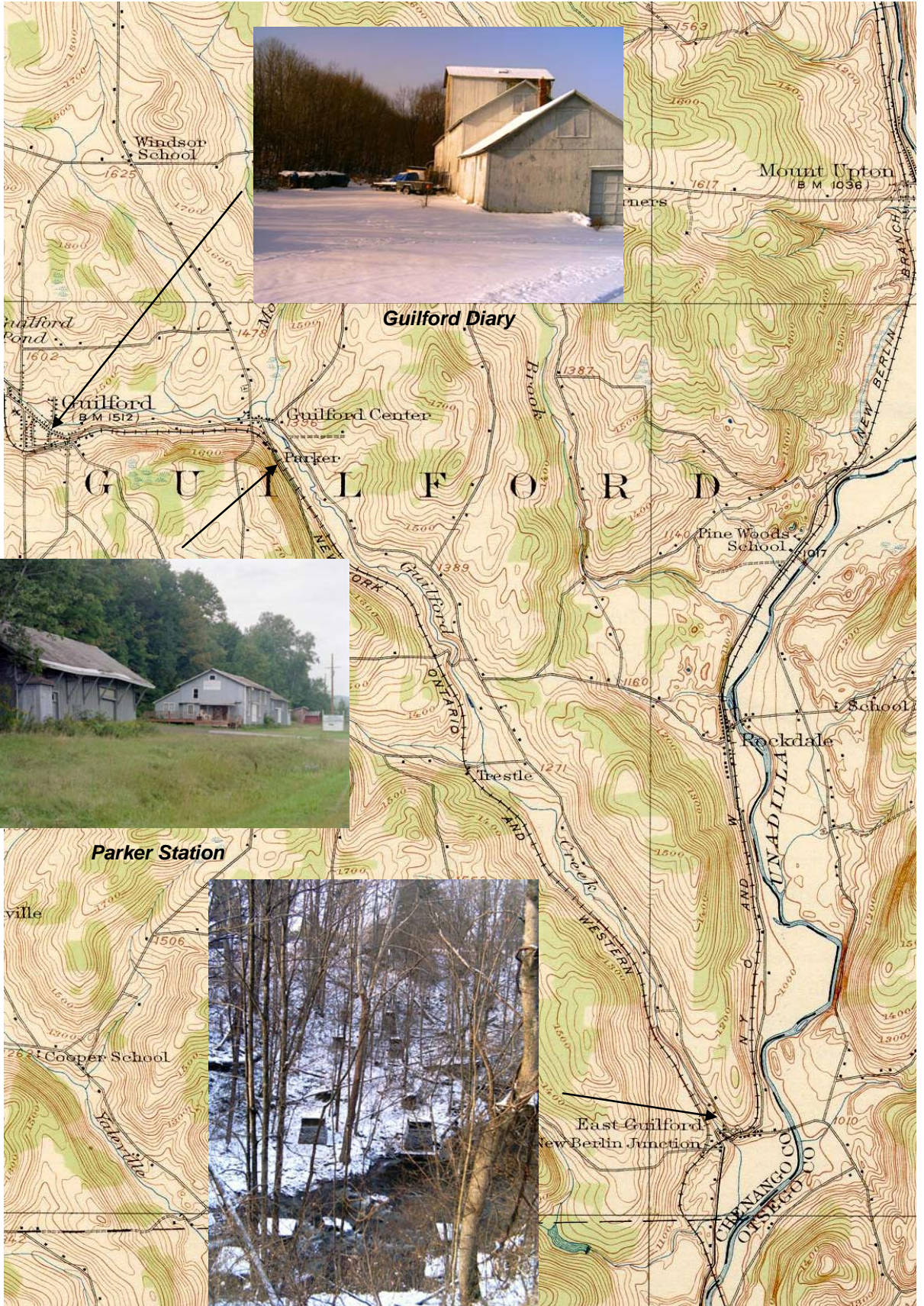


**South Abutment Bridge #274**



**Summit Train Order Office**





**New Berlin Branch Trestle #1**

## *Sidney to Walton*

In Sidney, once the start of the Northern Division on the O&W, no railroad structures remain standing. However, much can still be found due to the many bridges in the area. At Sidney the Unadilla River flows into the Susquehanna. The O&W crosses the Unadilla at Bridge #242. The approach fill, shore abutments, and the river support are still in place, but access is difficult due to the thick overgrowth and steep fill. Between the two rivers, Valley View Road is now located on the old railway right of way. Old Route 7 used to pass over the railroad on Bridge #240 the remains of which are still in place, but becoming overgrown. Bridge #238 across the Susquehanna can be viewed along the Sidney river walk. Like Bridge #242 all of the abutments are still intact.

South of Sidney in Youngs the beautiful stone arch bridge (#228) now carries a road rather than the railway across the creek. It is unknown if Bridge #223 at South Wick's still exists or not. At Maywood, also known as Sidney Center, the station has been maintained by the Maywood Historical Society and is in excellent condition. There were two long curving trestles at Maywood. The footings of the smaller northern trestle, Bridge #217, are still in place as is the abutment by the station. There is nothing left of the larger trestle, Bridge #216, to remind one of the impressive structure which used to reside there.

From Maywood to Walton, the O&W passed through a very rural remote area (even for the O&W). At the hamlet of Franklin Depot, the remains of Bridge #210 are still in place. Between Merrickville and Northfield the Northfield Tunnel still pierces its namesake mountain and has weathered the years of abandonment remarkably well. This is the only tunnel north of Cadosia. Although it is located on private property annual "tunnel walks" by the Maywood Historical Society are held every summer.

The most impressive remains of the railway south of the tunnel is Bridge #190 across Kerr's Creek. Both the northern abutment and the stone culvert remain. However, due to flooding the stone culvert may be destroyed in the near future.



Bridge #242 Over Unadilla River



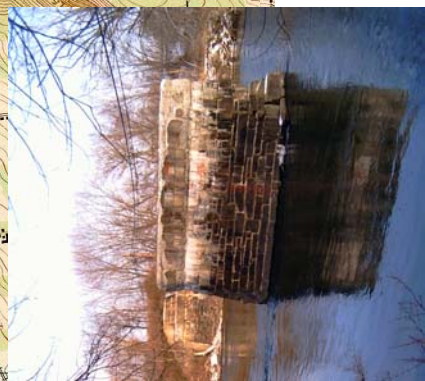
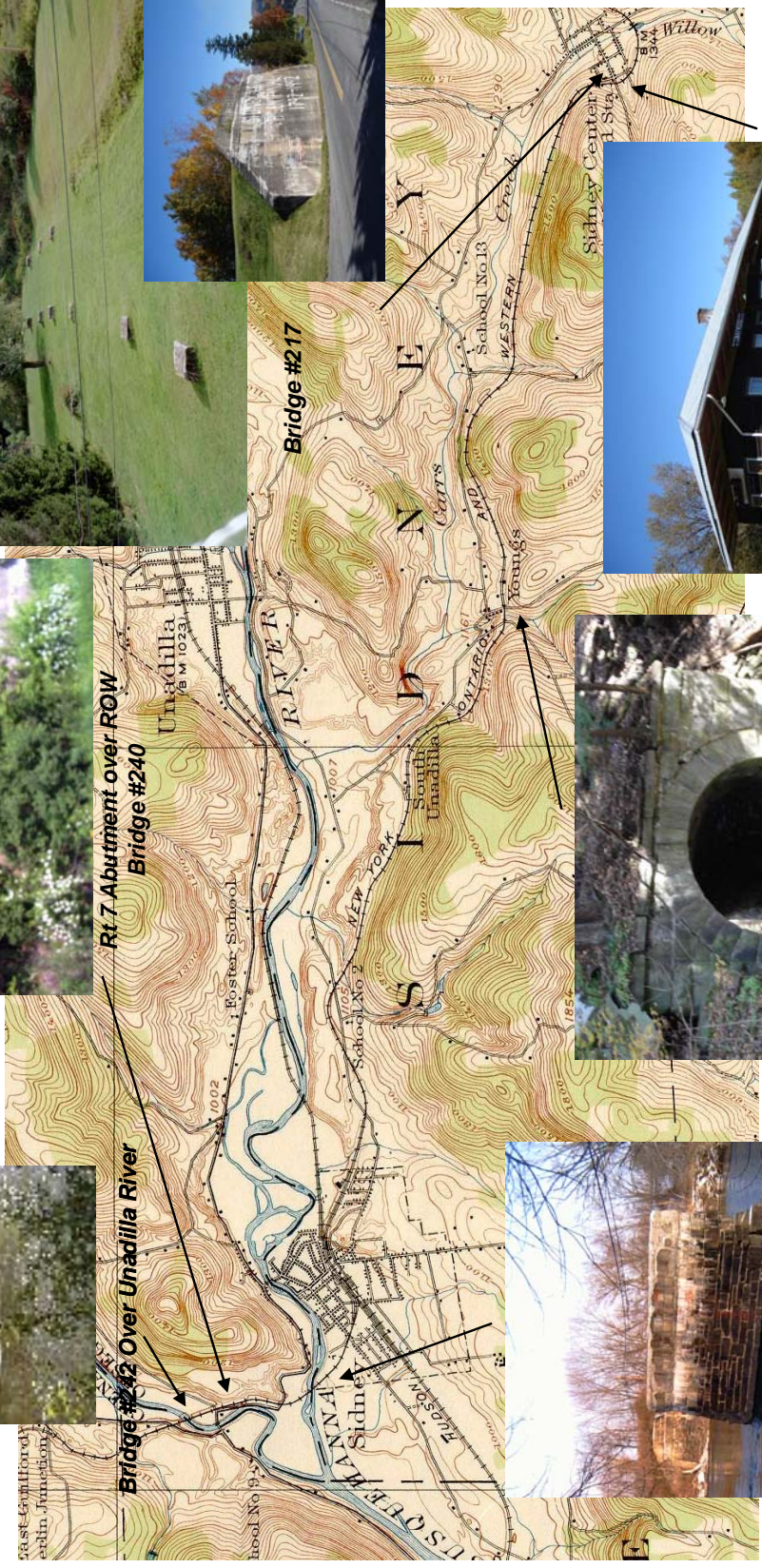
Rt. 7 Abutment over ROW  
Bridge #240



Bridge #217



Maywood Station



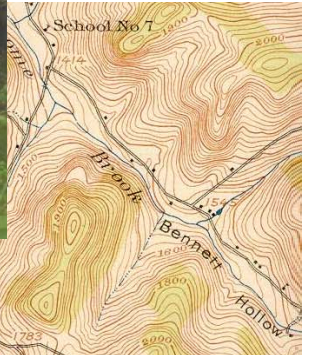
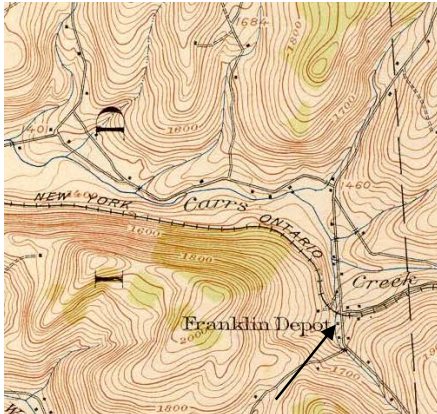
Bridge #238  
Over Susquehanna River



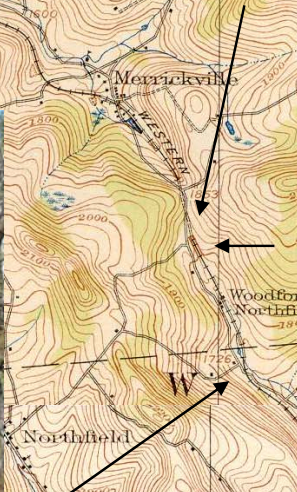
Stone Arch Bridge #228



**Northfield Tunnel North Portal**



**Trestle Supports for Bridge #210**



**Northfield Tunnel South Portal**



**Bridge #206 Over Road**



**Kerrs Creek Bridge #190**



## *Walton to Cadosia*

Portions of the Walton passenger and freight stations still exist. The heavily modified freight station is being utilized as a business while the passenger station is abandoned and only partially exists. Two important remains of the Delhi Branch in Walton – Bridge #1 supports and the Bridge Street Station – are still in place.

South of Walton the O&W crosses the West Branch of the Delaware River on Bridge #182, the supports of which can still be seen in the middle of the river. At Beerston, the remains of Bridge #179 can be found over Beers Brook. Milepost 175 is standing in the lawn of a private residence.

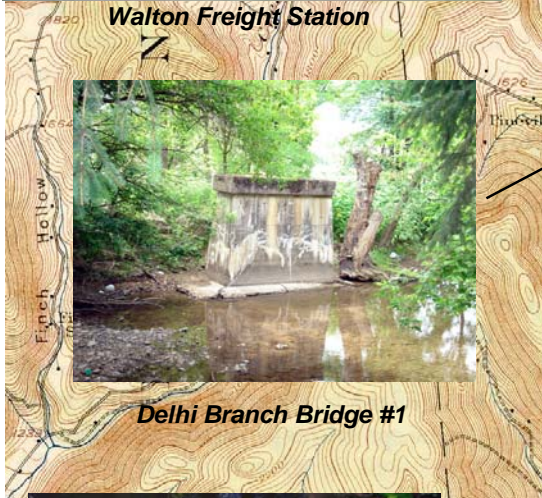
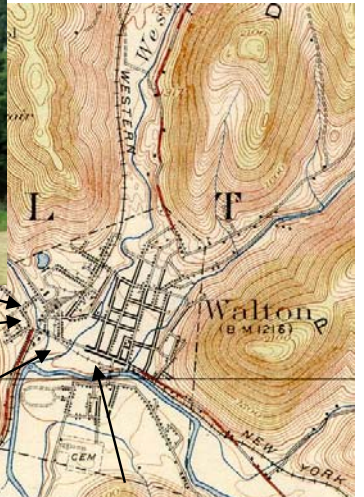
South to Cadosia, the right of way can be identified at Rock Rift, Apex, and Kerry Siding, but little else appears to remain in the area related to the railway. In Cadosia, however, there is significant evidence of the importance of this junction with the Scranton branch. Both the freight house and passenger station are still standing and being utilized as a business. In addition, the foundation of Bridge #1 on the Scranton branch is still located along Cadosia creek.



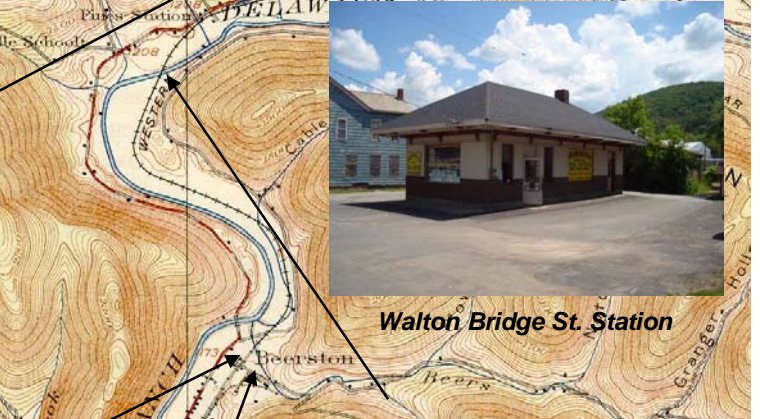
**Walton Freight Station**



**Walton Passenger Station**



**Delhi Branch Bridge #1**



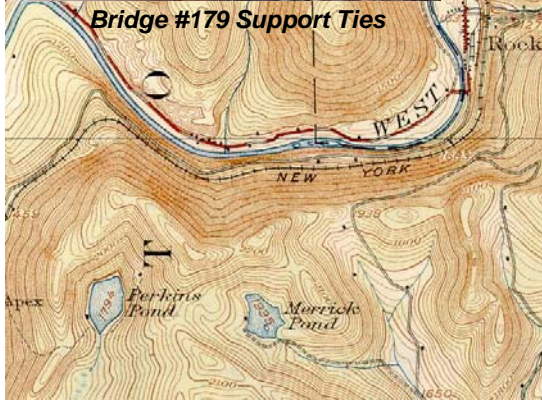
**Walton Bridge St. Station**



**Bridge #179 Support Ties**



**Beerston Milepost**



**Bridge #182 Over West Branch of Delaware**

## *Exploring the O&W and Existing Remains*

There are many on-line resources that greatly assisted in exploring the remains of the O&W. These included:

*Mapquest* – Road maps. Also contains aerial photos of most areas where the right of way can still be identified. ([www.mapquest.com](http://www.mapquest.com))

*Topozone* – Topographic maps of the entire United States. Most of the maps show the O&W either as an abandoned railroad or even as an existing railway depending upon the age of the maps. ([www.topozone.com](http://www.topozone.com))

*Maptech Historical Topographic Maps* – Web site shows maps from the late 1800s and early 1900s. These maps were used to construct the maps shown in this document. ([www.historical.maptech.com](http://www.historical.maptech.com))

*Ontario & Western Historical Society* – Web site provides many articles on the railway. ([www.nyow.org](http://www.nyow.org))

Remembering the New York, Ontario, and Western Railway by John Taibi. Excellent source of historical photos and discussion of existing remains of the Northern Division.

The table which follows shows the remains of the railway between Oswego and Cadosia which are known to exist (either I have seen the items or have read or been told that the remains can be found). Also included are items which I have not yet found, but may still exist. Hopefully others will contact me at [kjames01@twcny.rr.com](mailto:kjames01@twcny.rr.com) with information on these or other remnants in order to make the list more complete.