

THE

GETMAN NEWS

June 2022

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**Message from the President of the
Getman Family of America**

Memorial Day honors all servicemen and servicewomen who died while serving in U.S. forces. It originally was called Decoration Day until it was declared a national holiday by an act of Congress in 1971. It is celebrated in May when flowers are in full bloom.

It's roots date back to the Civil War era in Columbus, Mississippi, by women who decorated with flowers the graves of Confederate soldiers who perished in the battle at Shiloh. At the end of the Civil War the tradition continued, and Decoration Day was established by an organization of Union veterans, the Grand Army of the Republic. On May 30, 1873, General Ulysses S Grant presided over a large crowd in Arlington National Cemetery, where the orphaned children of soldiers and sailors killed during the war, placed flowers and American flags on both Union and Confederate graves throughout the entire cemetery.

We have Getman ancestors and relatives who have served in all of America's combat operations, some of which gave their lives for our independence and freedom. All of us can trace one or more ancestors back to the Revolutionary War, and many of us are members (or are in the process of becoming members) of the Sons of the American Revolution and Daughters of the American Revolution. We take pride in our heritage and honor the sacrifices our ancestors made whether in the military or on the home front, to be able to live in this great nation. I am thankful for every one of them, and also for our veterans and active military men and women. Thank you all!

Marjorie Rosendahl,

Reunion 2022

August 5, 6, 7

Johnstown / Stone Arabia, NY

Plans are under way for the Getman Association Reunion and Annual Meeting to be held the first weekend of August. Details will be announced as they become available.

Arrangements have been made for a block of rooms at the Johnstown Holiday Inn. Reservations must be made directly with the Inn. Call 518-762-4686 and identify yourself as a member of the Getman Reunion.

Also notify Wayne Getman so appropriate other arrangements can be made.

315-845-8014 or wayget@ntcnet.com.

Getman Genealogy Book Available

A book covering the first six generations of Getmans, starting with Caspar is available. This book was published in 2013. Included in the book are the known descendants of all of the family lines, including daughters.

500 pages in length on 8 1/2 x 11 paper this represents countless hours of research by our predecessors as well as input from many current researchers. Printing costs are high, so the print run is small.

The book will be available at a price of \$42.00 per copy plus shipping, of \$5.00 each.

Copies purchased or picked up at the reunion will not have a shipping charge.

Orders with payment should be sent to:
Wayne Getman, 2672 Newport Road, Poland, NY, 13431. Checks should be made to Wayne Getman.

Getman News From The Past

The Getman Family

The history of this family is interwoven with the history of Montgomery county, from Revolutionary times till now and the family is spread over a goodly section of the western end of the county, in St. Johnsville, Canajoharie, Fort Plain, Fonda, Tribes Hill, Johnstown. N. Y. and other towns and villages. A genealogy of the family would show them to have entered in most every walk of life, farmers, merchants, lawyers and businessmen of all professions, thereby giving a good cross section of the history of the Mohawk valley.

(Saint Johnsville, New York, ENTERPRISE AND NEWS, Wednesday, February 19, 1936)

THE LONG ISLAND RAILROAD DISASTER

New York Herald, New York
Saturday, March 21, 1868

Coroner's Investigation. At half-past four o'clock yesterday, at Bellevue Hospital, Coroner Rollins empaneled a jury to inquire into the cause of the death of Oscar Lobdell, who on the afternoon of the 18th inst. was taken from the Long Island Railroad depot at Hunter's Point to the hospital, his legs crushed, his abdomen injured and his mouth and jaw cut and bruised in a fearful manner.

Preliminary to giving the reader the material points in the evidence taken yesterday afternoon, it is, perhaps, proper in this place that the following facts should be given as they were received from the father of the deceased and a news vender. Patrick McGovern—an Intelligent boy who was on the cars at the time of the accident:

"The train," said McGovern, "left the depot at Hunter's Point about fifteen minutes to four o'clock on Wednesday afternoon, eastward bound. There were one hundred and fifteen passengers on board, and shortly after we had started, that is, when we had proceeded a distance of about two miles and a half, Oscar left the smoking car and was on the platform, about to enter the first passenger car where I was, when, without the slightest warning, the cars struck each other, the platforms overlapping and tearing apart violently, and in this place Oscar was subsequently found, apparently on his knees,

quite insensible, and his right cheek resting in the palm of his right hand. The cause," continued McGovern, "was the rotten condition in which the crossties, at the curve where the accident happened, are. The engine, striking against the rail, forced it—the tie or ties to which it is fastened being unsound—to move out of its place—that is, the track spread, and hence the trouble. Passengers examined the crossties and declared them rotten. One gentleman took his knife out of his pocket and, opening one of its blades, plunged it frequently and with ease into the wood to which the rail had been fastened. I heard these people say that the company did not pay proper attention to the road; that they were negligent, indifferent to the lives of passengers, and that the crossties were so rotten that it was not safe to run trains on them. Those who had charge of the train were blameless. They are cautious men. The wood was so rotten that the spikes which had been driven into them had, by the jarring of the wheels, worked out. If the crossties were sound and the road properly inspected, as it ought to be, the accident could not have happened. If the spikes had worked up a little and the timber sound they ought to have been driven home again; and if they were and came out when the wheels of the locomotive struck the track, thus drawing them out, isn't it clear that there was nothing to hold the rails in their places? A man was caught at the time of the accident between the woodbox and the stove in the first passenger car and

injured. He was taken to the hospital. I was knocked down, but not hurt. When we were taking Oscar across the ferry he came to his senses and recognizing me said, 'Pat I'm going, goodbye tell mother, when you see her, that hope to meet her in a better world.' He didn't say anything to me after that. He died about nine o'clock."

The father of the deceased, Walter C. Lobdell, in private conversation, stated that his boy had been in the service for some time of L. N. Shears, news agent on the Hudson River, New York Central, Harlem and Long Island Railroads, and that it was his business to take papers to the sub-agent at Hunter's Point depot, &c. The boy, he added, did not like to go on railroad trains. He had been seriously frightened once on the Hudson road, where an accident had happened, and his employer did not therefore insist on his going on them. On the day of his death he was acting in place of a boy who was sick. Mr. Lobdell added that he had not been able to see his son until yesterday afternoon, having been away, and that he understood that his wounds consisted of a cut on the lips, that both legs were broken and the abdomen cut from which the bowels protruded. The boy had just entered his seventeenth year, having been born on the 3d of March, 1852.

When the jury had viewed the body, the engineer of the road, Warren D. Morris, was called and testified substantially as follows:—

Have been a railroad engineer twelve years; was engaged to run a train on the Long Island Railroad about five weeks ago; the train on which I was left the depot at Hunter's Point on Wednesday last at thirty-four minutes past three P. M.; there were three cars; the cause of the accident was the spreading of the track and letting the engine off; when the accident happened the engine ran about the length of two cars before it stopped, and then tipped over; I remained on

the engine and put out the fire, after which I went back to where the boy lay jammed between the platform of the smoking and first passenger cars and endeavored to relieve him, but it was fully ten minutes before I succeeded in extricating him; when I had, at length, relieved him I carried him to the rear of the train and laid him on a door to care of a physician who happened to be on board; I did not see him again until put on a train to be taken to Hunter's Point; he was able to speak, but I did not ask him how he came to be Injured, for that I understood from his position; I have examined the rail since the accident and found that the ground, in consequence of the frost coming out of it, had swollen, and that this had caused the "chair" in which the rail rested to get out of its place, the totter having moved about a quarter of an inch; the spike had loosened; the smoking car went off the track first, not the engine: undoubtedly the settling of the crossties had caused the spikes to the chair to loosen; the chair is usually fastened by three spikes, two on the outside and one on the inside; these were loosened by the striking of the wheels of the locomotive, causing the road to spread; this is not uncommon to the spring when the frost is coming out of the ground; some of the timber or the crosstie was decayed, but the accident took place on a curve to a cut; had it been on a straight line it would not have happened; on a curve the greatest pressure is on the inside rail; nothing but the engine tipped over; the last car did not leave the track; the ends of the platforms were broken—nothing else; the platforms on which the deceased stood were the ones that were smashed: twelve regular trains go over this portion of the track daily, besides extra trains, passenger and freight; have a roadmaster; it is this officer's duty to inspect the road its whole distance; the roadmaster and assistant go over the road once or twice

a week; it is his duty to see that the road is kept in repair.

Walter C. Lobdell sworn—Reside at 402 West Forty-second street; I am father of the deceased, Oscar Lobdell; my son was employed to carrying papers to the Long Island depot for the salesmen on the train; the boy whose duty it was to go on the train being sick the deceased was asked to take the sick boy's place on that train; he had a dread of going on trains; been to employ of Mr. Shears, newspaper agent about three years; did not see him until to-day; heard of the accident on the night of the afternoon that it occurred.

Michael Ryan sworn—Is conductor on the Long Island Railroad; have been four years on the road; left depot at 3:34 on the afternoon of the 18th Inst (Wednesday) on express train (Yaphank); at the time of the accident I was to rear car; this occurred about two and a half miles out from Hunter's Point; I was thrown suddenly on my back while in the act of taking up tickets; this was the first intimation I had of the accident; the passengers were for a moment very much alarmed, but I succeeded in quieting them; the effect of the accident was over in a moment; I looked ahead and saw the engine capsized and the smoking car and forward part of first passenger car off the track; the car I was in did not go off the track; I did not see the deceased in the position the engineer described him to have been; the crowd was around; gave him in charge of a physician who was on the train; on the superintendent of the road arriving at the scene of the disaster, he took charge of the boy, and conveyed him to Hunter's Point depot; did not examine the rail thoroughly: was busily engaged in sending out flags to warn approaching trains; the curve where the accident occurred is pretty sharp; the rail was only in part shifted out of place—about an inch; beyond this the track was torn up; this spreading caused the wheel to ride the

other rail; the track was torn from where the rail was displaced about twenty-five feet; the spikes in the chair were doubtless loosened and drawn by the frost and the settling of the ground; the spike was drawn up about two inches; the crossties are sound at this place; last summer the rails and ties were renewed; the outer edge of the tie was decayed a little; where the rail was tied the timber was sound; I do not consider the road just now in good condition; it is safe to run at a moderate rate of speed at this season of the year; where the accident occurred the ground is soft and loamy; the road is inspected by trackmen before and after every train; the road is divided into sections and closely surveyed in advance of every train.

Andrew J. Hirck sworn—Live at Jamaica, L. I; have been brakeman on the road very nearly two years; at the time of the accident was at the brake on the rear car; I felt the shock and supposing the engineer had shut off, I put down the brake and looked out to see what was the matter; was not near where the boy was; do not know anything of the condition of the track or the cause of the accident; did not examine the displaced rail.

The Coroner here remarked that he would adjourn further investigation until Wednesday next at ten o'clock to the morning. A number of persons living on the line of the road, he added, were desirous of giving their testimony, and as doubtless facts that the public ought to know were in their possession, he did not feel justified to cutting off testimony and bringing the inquest to a hasty and unsatisfactory conclusion. The jury seemed to agree to the necessity of pushing the inquiry, and said they would be present at the hour to which the inquest had been adjourned.

Mr. Lobdell, it is understood, intends bringing a suit against the Long Island Railroad Company for the killing of his boy,

which he contends, with ordinary care in attending to the condition of the road, could not have occurred.

Later Article date unknown

Coroner Rollins resumed the inquest today at Bellevue Hospital. on the body of Oscar Lobdell, the little newsboy who was killed on the 18th instant. By a train running off the Long Island Railroad. The inquest stood adjourned to enable the passengers by that line to appear and testify, with respect to the alleged bad state of the road.

The first witness called was Hiram Hedden. residing at Mineola. Long.Island. He testified: I am employed by the road as road master; have examined the tract; where the accident occurred, and failed to detect any cause that would account for the train running off at that point; I examined the point where the wheel mounted the rail, and from the appearance of the rail it could not have been in direct line with the connecting rail, though it was when I examined: it evidently had been replaced before I saw it; the ties at the point where the wheel went off were good, though there were some rotten ties in that neighborhood, but the same condition of ties may be found on any road in the country: since the ground has become frozen, I put track walkers, one to every two miles, whose duty it is to walk over the track in advance of each train to see that all is right; when frost is breaking up railroads need a great deal of care: this is the worst season I have known during the 20 years I have been connected with railroading: the earth is very spongy; I was the first to put track walkers on the roads, and I have been told that a Director said it was an unnecessary expenditure; it was perfectly safe to run at the rate of 15 or 20 miles an hour over the track; the chair at the point had two spikes on the inside and one on the outside: the spikes were all right

when I saw the place: cannot say it they had been removed and replaced; it is an uncommon occurrence that a wheel should mount, as in this case, on the inside of a curve; believe the ties in question have been laid since the line was opened to Hunter's Point; some portions of the road are as good as any going out of New York, but there may be portions not so good: have heard of complaints being made, but none were made direct to me.

There was no other witness to give testimony.

Dr. John Beach. (Deputy Coroner.) The passengers cannot have much to complain of as they will not come forward to give testimony, though we have subpoenaed two of them.

After a short delay one appeared

Frederick T. Sanford. who resides near Hicksville, testified—I have lived there since 1st of October last: I have travelled the Long Island Railroad since that time; was a passenger on the occasion of the accident: there are some parts of the road I do not consider in very good order; examined the ties at the point of the accident, and found a considerable number of them pretty well decayed—some decayed at the ends, and some where the spikes were driven in; I have been told that where the engine ran off the track was shoved off on one side—that it spread; I have heard repeated complaints by the passengers both respecting the condition of the cars and of the rough and dangerous condition of the track; think when the accident occurred we were traveling at the rate of about 19 to 20 miles an hour: it was not safe, in my opinion, to have driven a train at that speed over a track in such a shaky condition, especially as the earth was springy and the ties bad; was never connected with any railroad.

The coroner then charged the jury who rendered he following verdict:

"We find that Oscar Lobdell came to his death by injury received on the 18th day of March, 1868. We, the jury, further censure the Long Island Railroad Company for allowing their track to be in so unsafe a condition."

Oscar Lobdell (GFG – B) 1852-1868 is a great-great grandson of Catherine Getman (GFG – B 2) 1761-1813 and Ludwig Rickard, 1757-1819. This story was carried in newspapers through the north eastern states.

Death of Colonel Miller

Oswego Daily Times NY
Saturday, August 17, 1878

Col., Francis C. Miller died at his residence in Oneida last night at 12 o'clock. Some days since he was taken with what seemed to be cramping while bathing in Oneida lake, at the head of which he had a summer cottage. He was rescued from drowning with difficulty, and was attacked immediately with brain fever, and was delirious the most of the time until his death.

Thus has departed Another of the brave men who periled their lives that the Union might live. Col. Miller was the oldest son of the late John D. Miller, for many years a well known citizen of Oswego. He was born in Mohawk, Herkimer County, and came with his father to reside in this city when six years old.

When the rebellion broke out Col. Miller was a young man in this city. He had been an officer in the Oswego Guards a well known military company of this city, and had acquired a knowledge of military tactics. When the call for volunteers come he raised Company C of the Twenty-fourth Regiment of New York Volunteers and took it into the field. He was with his company through the entire career of the regiment, until on its march to Antietam he received word of his promotion to the position of Major of the 147th, with orders to report at once for duty, to his regiment. He filled the position of Major until the resignation of

Col. Warner when he was promoted to the Lieutenant Colonelcy, and upon the resignation of Col. Butler, he was made Colonel and continued in command of the regiment which he had had for some time in the absence of his predecessor. In the Battle of the Wilderness while at the head of his regiment, Col. Miller was shot directly through the body, the bullet passing out near the spine. The ball struck the case of his watch, as it entered his body and was lightly diverted from its course, and otherwise would have shattered the spinal column. He was thrown from his horse in a state of insensibility, and was captured by the enemy, his regiment supposing he was killed. He was reported killed and his regiment and friends at home so supposed for several weeks. When the enemy, found that he was still alive and might possibly recover they sent him to Lynchburgh, Virginia, and when he was well enough to travel they sent him to Charleston, and in company with about two hundred other Union officers he was placed under fire to deter Gen. Gilmore from shelling the city. He was subsequently exchanged and resumed command of his regiment and was with it at the surrender of Lee at Appomattox. After the close of the war Col. Miller returned to this city for a, short time but soon after went into the lumber trade in the village of Oneida, where he acquired the respect and confidence of the whole community. He was at one time President of the village, and was universally regarded as an enterprising, public spirited and popular man.

As a soldier and officer, Col. Miller was brave, intrepid and popular with his officers and men. As a citizen he was patriotic, honorable, high minded and genial. The people of Oswego, as well as of Oneida will deeply regret his death

Francis C Miller (GFG - C) 1830-1878 son of Catherine Ann Miller (GFG – 189) 1811-1882 and John D Miller, 1805-1869.