

Very Successful 2019 Open House

Saturday, May 18, 2019, proved to be a beautiful spring day in New Berlin for the All-Village Garage Sale and the UVR&M Open House. The sun was out, there were a few clouds, but no rain. Everyone for miles around was ready for spring to be here.

And all attendance records were broken at the UVR&M Open House! More than 50 people came to visit, chat, look around, ask questions about the railroad and even tell a few stories. They came in 2s and 3s, as families and people by themselves. They came by foot and by car. It was a great open house. We picked up some new friends of the UVR&M, met a few members that we didn't know, got a donation of some vintage tickets and even learned some new things ourselves about the UV Railroad.

Cleanup of the museum and depot was accomplished during the few days before the open house by Sandy Kilmer, Sandy Price, Alan Fairbrother.

UVR&M folks on hand to host the open house included Paul Straney, Edna Straney, Sandy Kilmer, Alan Fairbrother and Tom DeForest.

Thanks to all who attended and to all who made it happen.



A gorgeous day for the open house at the museum.

Up and Down the Tracks

*** Please note that our July Board Meeting will be moved out one week to avoid a conflict with Independence Day celebrations on July 4th.

*** Our UV Storekeeper, Sandy Kilmer, took the UV store on the road to a model train show in Greene on Aril 6th. Sales for the day totaled a bit over \$50. Thanks to Sandy for organizing the run and to Jim Gale for assisting her.

*** We have received late word that long time member Sam Senn has passed away. Details are pending.

*** Moving? If you have a change of address, please let us know so we don't waste postage by sending your Pendragon and other mailings to the wrong address.

*** Did you know that you can leave part of your estate to the Unadilla Valley Railway Society & Museum by making your wishes known in your will? Talk with your attorney.

*** Talk to us: send email to UVRS@STNY.RR.COM

*** Be safe as you maneuver up & down the tracks this summer.

*** Answer from last issue (pic on back cover). It's Howard Cadwell. Thanks to two different people for sending in the answer.

If you have pictures, videos, stories or memories of the UV Railroad, we'd like a copy of them. If we could borrow the photos, we'll scan them in and add them to our picture data base. If you have memories, please write them down and send them to our email address: uvrs@stny.rr.com.

*** **On the back cover:** This, of course, is a picture of our museum, the former O&W Depot at 10 Railroad Street in New Berlin. It was painted red a few years ago and repainted 2 years ago by efforts of the "Helping Hands of New Berlin" organization. The ramp to the front door was funded by donations in memory of our former Executive Director, Pat Gifford, after she passed away in July of 2016.

The depot was built in 1869 by the New York & Oswego Midland Railroad, which later became the New York, Ontario & Western (O&W). In 1941, all of the depots and the line from New Berlin to East Guilford was purchased by the UV from the O&W.



The museum schedule for 2019 is now available elsewhere in this issue. Please stop by and visit us some Saturday Afternoon.

Timetable — Schedule of upcoming events

Thu	Jul 11	1:00	Board Meeting	FUMC
Sat	Jul 13	12-3	The Museum is Open	UVRS&M
Sat	Jul 20	1:00	Program Meeting, The UV Gravel Business by Tom DeForest	UVRS&M
Sat	Jul 27	12-3	The Museum is Open	UVRS&M
Thu	Aug 1	1:00	Board Meeting	FUMC
Sat	Aug 24	12-3	The Museum is Open	UVRS&M
Sat	Aug 17	1:00	Program Meeting, details TBA	FUMC
Sat	Aug 24	12-3	The Museum is Open	UVRS&M
Thu	Sep 5	1:00	Board Meeting	FUMC
Sat	Sep 13	12-3	The Museum is Open	UVRS&M
Sat	Sep 21	1:00	Program Meeting, details TBA	FUMC
Sat	Sep 28	12-3	The Museum is Open	UVRS&M

Notes:

FUMC: First United Methodist Church, 51 So Main, New Berlin NY 13411 (park in back. The FUMC is handicapped accessible)

UVRS&M: UVRS&M Museum, 10 Railroad St, New Berlin NY 13411

TBA: to be announced

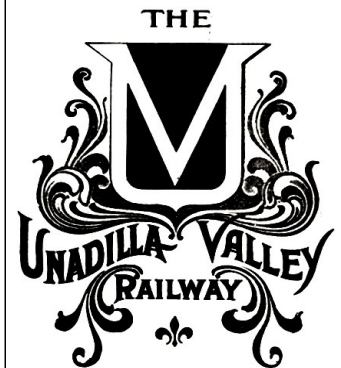
(Check our web site at www.uvrs.org for meeting details and late changes).

Recent Donations

- A 60-second video of Engine #5 from John Mitchell in Ithaca. This is the only known video of any UV Rolling Stock. Thank You, John.
- 23 used vintage O&W tickets from the early 1900s from member Dana Clarke. Thank You, Dana.

Leaders & *Board Members

*President.....Paul Straney
 *Vice President.....Glady Slentz
 *Recording SecretaryEdna Straney
 *Corresponding Secretary.....Glady Slentz
 *Treasurer..... (Paul Straney, acting)
 *At Large.....Sandy Kilmer
 *At Large.....Alan Fairbrother
 *At Large.....Tom DeForest
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 Storekeeper & Advertising.....Sandy Kilmer
 Parade Director/Engineer.....Alan Fairbrother
 Executive Advisor.....George Wolfangle
 Public Relations.....(open)
 Membership.....Tom DeForest
 Pendragon Editor.....Tom DeForest
 Website & Publications.....Tom DeForest
 Website.....www.uvrs.org



*** Quick Quiz: The Quick Quiz is being retired with the advent of our new 'Ask The Expert' feature (see below).

*** Last quiz: How many diesel locomotives did the UV own over the years and what were their numbers? **ANSWER:** This was actually a trick question. The most obvious answer is TWO, numbered 100 and 200. However, the UV also owned #300 for a while (featured in a Pendragon story by Mike Holdridge about the 'Corn Popper'). IN ADDITION, (and here is the tricky part) the Salzberg Company bought three EMD NW2 diesels from the O&W in the late 50s, numbered 111, 112 and 113. #113 was repainted orange and cream and was lettered and actually registered as a UV locomotive (pictured at the right). It was used only when #200 was damaged and being repaired. So the official answer is (ta-daaa) FOUR...



(drum roll please)

ANNOUNCING...

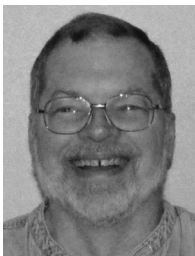
a new Pendragon feature: **Ask the Expert**

We have a few people who know a lot about the history of the UV (Paul Straney, Mke Holdridge and Tom DeForest) who have graciously agreed to try to find an answer to any question you may have which is related to the UV Railroad.

And we actually got our first question in before the new program was announced — from member Michael Fay. This issue is full, but look for the answer to his question in the next issue...

Send questions to UVRs@stny.rr.com or PO Box 751, New Berlin.

Thank you for recent presentations



April 20: Paul Straney presented "The SNY RR, Oneonta to Mohawk" at the regular monthly meeting of the UVRs&M at the First United Methodist Church.

May 18: UVRs&M Open House in conjunction with the all-village Garage Sale.

June 15: Paul Straney presented "The SNY RR, Part 3, West Oneonta" at the regular monthly meeting of the UVRs&M at the First United Methodist Church.

Merlyn and Uther (Locomotives #2 & #3)

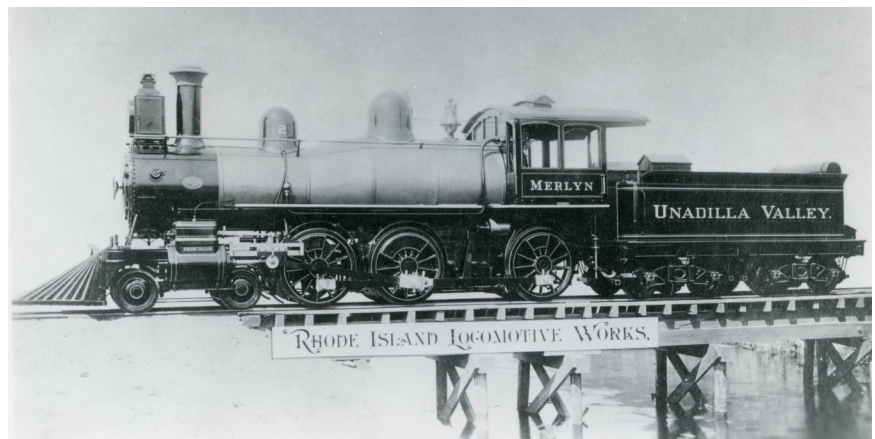
Merlyn

Not long after the locomotive Pendragon arrived on the UV in February, 1895, it was decided that the line needed a second locomotive. Accordingly, in March, 1895, General Manager F. F. Culver again traveled to the RILW (Rhode Island Locomotive Works, from whence came Pendragon) to procure a second locomotive for the UV.

Rather than ordering a twin of Pendragon, Mr. Culver secured a larger locomotive. UV Locomotive #2 was a 54-ton "Ten-Wheeler" type 4-6-0 engine, with 56" driving wheels. The builder's number was 2980, which suggests that it had actually been built earlier than Pendragon (somewhere around 1893) and was probably taken from an inventory of completed locomotives left over from a sales slump after the financial panic of 1893 (a panic that had also impacted the building of the UV).

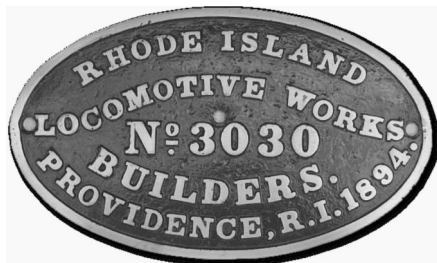
In keeping with the Arthurian theme, the new locomotive was named "Merlyn", after the mystical wizard and counselor to King Arthur. This name was applied at the factory, as the builder's picture below illustrates.

Late in May Merlyn was delivered to the UV yard in New Berlin. As with Pendragon, there is no record of payment before the locomotive was received, and it is possible it was either initially leased, or some form of delayed payment had been negotiated.



Merlyn in a photo taken at the RILW (Rhode Island Locomotive Works) prior to delivery to the UV. It was not unusual for builders such as the RILW to photograph their products prior to delivery, and the RILW frequently used this trestle as the backdrop for their builder photos.

As with Pendragon, the engine was delivered in what would appear to be fairly bright colors. In particular, the boiler jacket was in a fairly light color, possibly a light olive or light blue, with the cab and tender in a darker color. The lettering and striping would appear to be in gold paint, as was the name 'Merlyn', proudly emblazoned on the sides of the cab. The oval plaque just below the smokestack was the builder's plate.



While not from Merlyn or Pendragon, this is an example of an RILW builder's plate.

Purchased as a backup and helpmate for Pendragon, Merlyn was initially assigned to work trains, and the last of the locomotives leased from the DL&W (Delaware, Lackawanna & Western Railroad) left UV rails after Merlyn's arrival. Almost at once, Merlyn started having problems. As Bill Young explained in his book, "UV: The Life and Times of a Small Railroad", "Merlyn's first pair of driving wheels were "blind," meaning that their tires had no flanges, the better to ease a long wheel-base around curves. In the nineteenth century it was not unusual for one or even two pairs of blind drivers to follow a four-wheel leading truck, but this was often a suspected cause of derailments. The risk was no doubt greater on a lightly built road with sharp turnouts."

When the UV was built, 56-pound rail had been used from Bridgewater to South Edmeston, which was the very definition of "lightly-built". 70-pound rail had been used between South Ed and New Berlin, but even this was less substantial than Class 1 & 2 railroads. The only saving grace was the fact that the UV was relatively straight, with easy curves and grades.

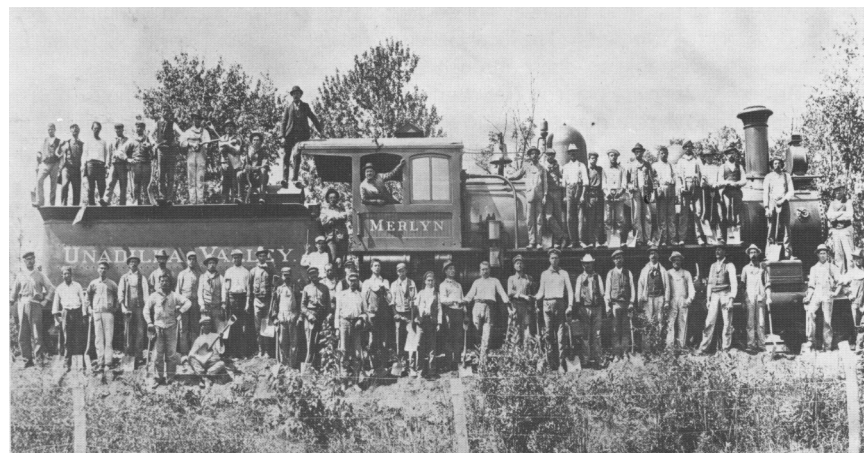
Financial problems beset the UV rather quickly, and in 1898 Merlyn was put up for sale by the cash-strapped UV. No takers were found, and Merlyn continued to soldier on alongside Pendragon. Merlyn was not immune to the rigors of rough use on the UV, and there was at least one occasion when both locomotives were out of service, and locomotives had to be borrowed from either the DL&W or the NYO&W.

Floods, snow, hard use, and the light construction all took a toll. The lighter rail caused increased rolling resistance as well, which meant the locomotives had to work harder. A State inspector's report dated 1907

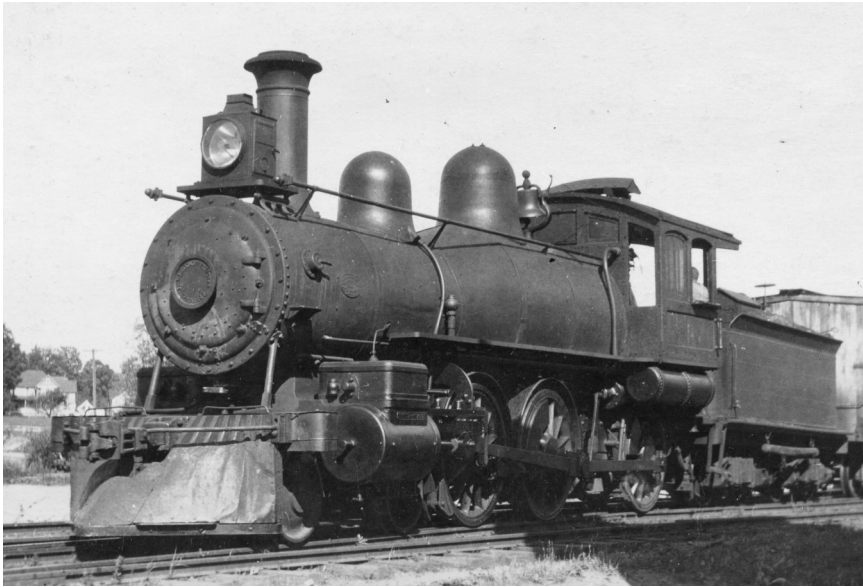
noted burns on the rails, caused by slippage, a direct result of the light rail. Problems with turntables caused damage, and snow removal procedures (as described in the first article, on Pendragon) added wear and tear as well. As if that weren't enough, when the roof of the original engine house collapsed from the weight of accumulated snow in January, 1911, it caused minor damage to Merlyn.

As with Pendragon, during innumerable visits to the repair shops, Merlyn's bright colors were soon replaced by a less glamorous, but certainly more functional, black overall scheme, and the name Merlyn was removed from the cab. In 1915, a third locomotive was purchased (see below for details) and for the next few years there were three locomotives on the line.

When the US entered the First World War in 1917, Wilson's cabinet determined that railroads in the US were not up to handling the increased traffic that the war effort would demand. Accordingly, the government stepped in and seized control of the railroads. The USRA (U.S. Railroad Administration) was established in December, 1917, by proclamation of President Woodrow Wilson, to control and operate all rail transport for the duration of the war. New equipment was ordered, passenger services were streamlined, eliminating a significant amount of inessential travel. Over 100,000 new railroad cars and 1,930 steam en-



A large crew of laborers pose with Merlyn. The photo is dated "August 1902" but Fred Pugh, in his book "Days Along the Buckwheat & Dandelion", suggested that the actual date of the photo was earlier, as the need for such a large work crew would surely have ended with the completion of the line into New Berlin in 1895, and the majority of laborers recruited to build the line would have been dismissed not long after.



Merlyn at Leonardsville somewhere around 1914. Gone were the bright colors and proud name, replaced by a weathered black finish. Note the improvised snowplow on the pilot, good for clearing light snowfall.

gines were ordered—designed to the latest standards—at a total cost of \$380 million.

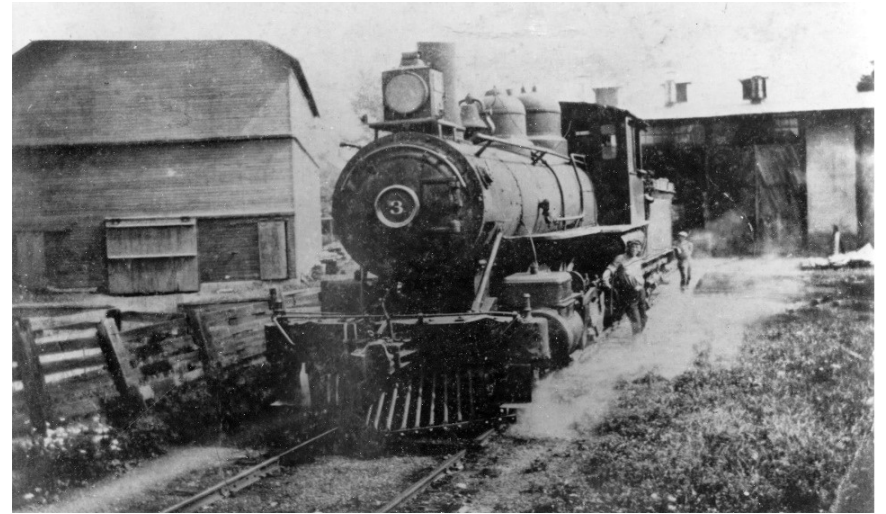
In this environment, the market for used locomotives flourished, and the UV decided to sell Merlyn. While details are lacking, the sale went through around March of 1918. Some sources claim that Merlyn ended up going to Europe as part of the war effort, though the authors have found no proof of this.

Uther

After twenty years of operation with two locomotives, in 1915 the UV acquired a used locomotive from the NYO&W. The reasons for this purchase are unclear, but could have included continuing problems with Merlyn, or perhaps increased traffic necessitating a third locomotive on the road.

This locomotive had started life as NYO&W #104. #104, having been built in March of 1889 by the RLW (Rome Locomotive Works) as builder's number 458, and was a 56-ton "Mogul" type 2-6-0 engine, with 62" driving wheels. Prior to being sold to the UV, #104 served the NYO&W on the Oswego milk run.

The used locomotive was delivered to the UV in October of 1915 and renumbered as UV #3. While anecdotal evidence points to this locomotive receiving the name "Uther", as far as is known, the name was never physically applied to #3, and indeed no source clearly identifies #3 as "Uther". However, all evidence points to #3 as being the most likely candidate for the Arthurian name.



The only photo of Number 3 known to the authors.

Very little is known of the life of #3 while on the UV. She served the UV for just 4 years before being sold in November of 1919 at a profit to Walter Zelnicker Supply, a used equipment dealer in St. Louis, Missouri. Its subsequent history is unknown. Simultaneously with the sale of #3, the UV purchased two new locomotives, #4 & #5, which will be dealt with in the next installment. (By Paul Straney).

Museum Summer Hours

The Summer hours for the museum are 12:00 noon to 3:00 PM on the 2nd and 4th Saturdays during June, July and August, or by appointment. Stop by and visit us...

**June 8th and June 22nd
July 13th and July 27th
August 10 and August 24th
12 noon until 3:00 PM**

The Rhode Island Locomotive Works

The Burnside Firearms Company was formed in 1854 by Ambrose Burnside in Providence, Rhode Island. The company was one of the major weapons suppliers for the Union Army during the Civil War. When the Civil War ended, demand for the Burnside Carbine was sharply reduced.

The Rhode Island Locomotive Works was established in 1865 by Earl Philip Mason, Sr. to manufacture steam locomotives and bought the Burnside manufacturing facility in which to do it. The plant was located on Valley and Hemlock Streets in Providence, Rhode Island, less than a mile west of the state house and downtown.

In September 1866 the Rhode Island Locomotive Works delivered its first locomotive to the Providence & Worcester Railroad. The new 4-4-0 type engine was named after General Burnside, the owner of the firearms company.

Because of its location, a large portion of the production would be sold to New England railroads but Rhode Island locomotives would also be purchased by hundreds of railroads in the United States, Canada and Mexico.

The Rhode Island works was prosperous for the first several years and about a hundred locomotives a year were being produced by about 300 employees. But in 1873 the country suffered a financial panic and from November 1873 to May 1874 the plant in Providence closed due to troubled times in the railroad industry. The next twenty years were again good, production was high and employment reached about 1,300. Again a depression struck the country and from mid-1896 to mid-1899 shipments of locomotives stopped. Finally, in 1899 the works were sold to the International Power Company, a new company with interests in other manufacturing companies. International Power had some success and built about 250 locomotives over the next two years.

Altogether, the factory produced more than 3,400 locomotives between 1866 and 1906,

At the start of the twentieth century the locomotive business consisted of many



The Rhode Island Locomotive Works, located on the Woonasquatucket River.

competitors. In 1901, the American Locomotive Company (ALCO) was formed to consolidate several of the builders. The new company acquired the Schenectady, Brooks, Richmond, Manchester, Cooke, Dunkirk, Pittsburgh, Rogers and Rhode Island works, leaving only Baldwin as a significant competitor. About 600 locomotives were built at ALCO's Providence plant. However, the Rhode Island works were too small to deal with the growing size of locomotives and production ceased in 1907.

ALCO used the facility to construct automobiles until about 1914 but the business failed to prosper and the works manufactured munitions during the war. In 1918 the property was sold to the U. S. Rubber Company which was active in Providence until the mid-twentieth century.

The old Rhode Island Locomotive Works plant, along with the adjoining Nicholson File and United States Rubber Company buildings, is currently the center of a \$333 million commercial and residential redevelopment project that went bankrupt in 2010.

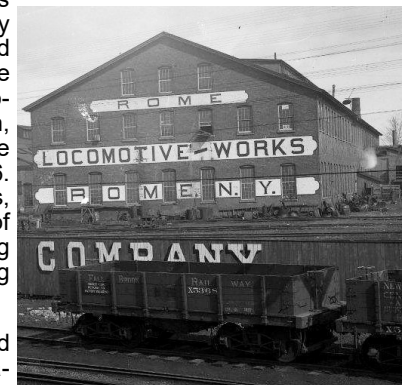
The UV Railroad purchased locomotives #1, The Pendragon, and #2, Merlyn, new from the Rhode Island Locomotive Works.

The Rome Locomotive Works

The New York Locomotive Works, also known as the Rome Locomotive Works, was a nineteenth century builder of steam locomotive engines located at Rome, New York. They were the builder of UV Engine #3 in 1889. The company was active under various ownerships in building steam locomotives from 1882 until 1911. J. A. Durgan, a well known designer of steam locomotives was appointed superintendent, a position he had previously held at the Rhode Island Locomotive Works. The company was an instant success, as railroads were expanding a feverish pace. NYLW offered a robust, no frills locomotive and was well connected with banking interests that allowed sales along the "Car Trust Plan" with payments out to ten years.

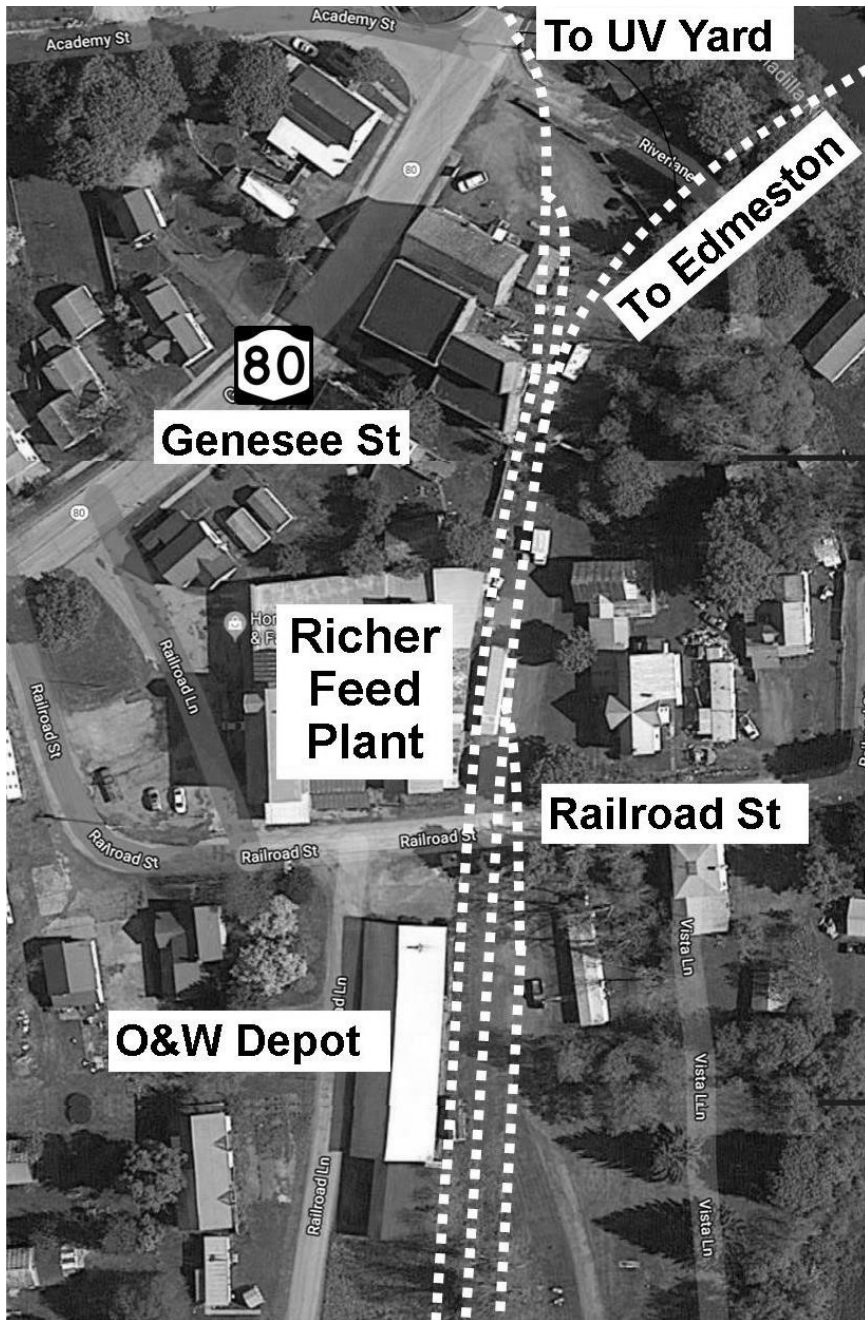
Business collapsed suddenly after the death of President Noch in 1890 and the financial panic of the early 1890s dried up new orders. The company shut down in June 1891 and was reorganized as the Rome Locomotive and Machine Company. The new company announced its focus would be rebuilding steam machinery and general shop work. Some compressed air locomotives were constructed by the new company but only two new steam locomotives were built after the reorganization, the last in 1911. RL&MC merged into the Rome Manufacturing Company in 1916. Rome Manufacturing built trolley cars, French designed automobiles and a line of heavy construction equipment including road graders and continued rebuilding steam locomotives into the 1920s.

Note that the UV sent both Pendragon and Merlyn there for repairs on multiple occasions over the years.



The Rome Locomotive Works of Rome NY

The 'O&W Yard' in New Berlin NY



In a previous issue, we presented an overview of all of the railroad facilities in New Berlin. In this issue, we're looking at just the section known as the 'O&W Yard'. The track from the south was built by the New York & Oswego Midland ('The Midland') and it opened in 1870. The Midland went bankrupt in 1873 and was reorganized as the New York, Ontario & Western (O&W) in 1879. The track to Edmeston was built by the Wharton Valley Railroad, opened in 1889 and was leased to the O&W. The Unadilla Valley Railroad was built by the Unadilla Valley Railroad and was opened in 1895. The O&W track and yard and the Edmeston branch were purchased by the UV from the O&W in 1941. The UV still serviced some businesses on various sections of the O&W tracks, so they were left intact after the purchase by the UV. All of the track shown here was torn up in 1960 when the UV was abandoned.

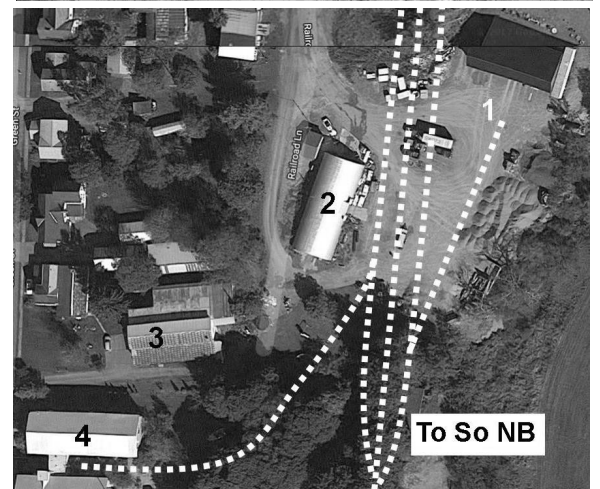
The bottom portion of the map at the left is included at the bottom of this page.

The buildings for the I. L. Richer Feed Plant still exist but the Richer business was sold to Blue Seal Feeds in 2008. So the Richer buildings are now owned by others. The O&W Depot is now the UVRS&M museum.

The stub track to the right (1) served a gasoline customer.

The picture above right shows #200 pulling a train south past the building with the white roof (2) in the map at the right. This building still exists.

The former I. L. Richer lumberyard (3) is in the lower left portion of the picture, and still stands. The old silk mill (4) is at the bottom of the map at the right and also still stands.



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The UV Store

The Life and Times of a Small Railroad, by William S. Young, 2009, 120 pages. A definitive account of the UV Railway. Get yours now. \$30.

Index to Fred Pugh's "Days Along the Buckwheat & Dandelion", by Lee Stone. 11 pages, hundreds of entries. \$6, free shipping.

The Story of the Unadilla Valley Railroad as Told in Newspaper Articles, by Tom DeForest, 2016. 330 articles from over 50 newspapers. 105 pages, includes a 9-page index. Now \$25.

Topographic Maps of the UV, 29 pages of maps of the whole UV system in full color with a binder, \$20. (Shipping for this item is \$14).

UV & Related Photos. We have put together a set of 32 photos of UV rolling stock, buildings and scenes. These are beautiful, suitable for framing, available for purchase at \$5 each. Find details on our web site: www.uvrs.org, then click on PHOTOS.

Cat's Meow figure of the UV #200 locomotive. Wood, 7" wide, 3.5" high, brand new, \$20. (NOTE: this is not related to the Cat's Meow store in Sherburne NY).

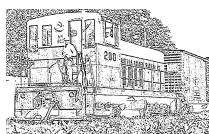
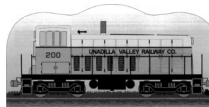
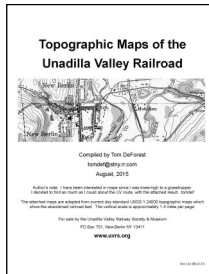
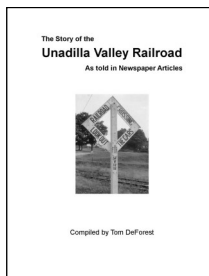
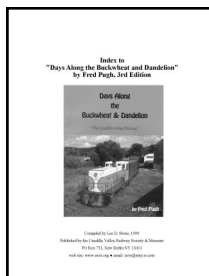
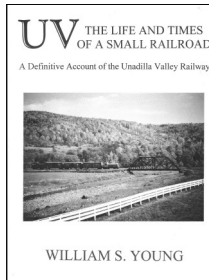
Note Cards of UV Rolling Stock and buildings. \$5 for set of 5 different images. 4 different sets are available (20 different images total).

Orange **UV Hat with logo**, one size fits all, \$12.

(\$4 shipping additional for most items. Add 8% NY sales tax if shipped to a NY address. See our web site for details).

We have a number of articles and reprints for sale. Most are \$3 each. Check our web site: www.uvrs.org.

All of these items can be available at any meeting of the UVR Society. Call Sandy Kilmer, UV Storekeeper, at 607-548-7007.



Unadilla Valley Railway Society & Museum Membership Form

Name _____

Address _____

City, State, Zip _____

Phone () _____

e-mail address _____

Membership Categories:

- ☐ Conductor, \$250 / year ☐ Fireman, \$50 / year
☐ Engineer, \$100 / year ☐ Brakeman, \$20 / year
☐ ____ Add'l family members at same address, \$5 each / yr
☐ Donation \$ _____ **Total enclosed: \$ _____**

A list of member names and categories will be published annually. If you would prefer **not** to be included, please check here: ☐

Dues for new members who join after July 1st cover all of the following calendar year.

Dues are payable on January 1st of each year. Keep your membership up to date to receive copies of our Pendragon newsletter and invitations to all of our meetings and special events.

Make payable to UVRS&M, PO Box 751, New Berlin NY 13411

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The Pendragon is the official publication of the Unadilla Valley Railway Society and Museum. This newsletter is published quarterly by and for the membership. Correspondence on regional railroad history is welcomed. Articles will be considered for future publication in these pages. If you have received this newsletter as a courtesy, please consider joining. Inquiries should be sent to the UVRS&M, PO Box 751, New Berlin NY 13411 or by e-mail to UVRS@stny.rr.com.

The Unadilla Valley Railway Society & Museum was founded in 1995 with headquarters in New Berlin, New York. Since 1995 the organization has held a provisional charter under the New York State Education Department. The Society is a non-profit organization under 501(c)(3) of the United States Internal Revenue Code. Contributions of funds and items, as well as volunteer mileage, may be deductible on your income tax depending on your tax situation.

The Unadilla Valley Railway Society and Museum depends on your support as members, contributors and helpers in other ways. We very much appreciate all of your contributions.

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