

Somebody or Something Hit The Shanty in Front of the Museum

While some folks were at the museum on Saturday, August 24th, they noticed that the shanty in front of the museum was askew on its foundation. It appears that it was hit by a large camper or truck. There was no note or any other communication to let us know what had happened. If you have any information about this, we'd like to hear some details.

The left picture below shows how much it has been moved off its wooden foundation. The picture at the right gives an idea of how much the shanty itself was knocked out of shape.



TO ALL UVRS&M MEMBERS

Over the last couple of months, the UVRS&M Board has been preparing a new Constitution and By Laws which are compliant with New York State Education Department requirements for non-profit organizations. Per rules for changes in our current By Laws, copies of the new material were passed out during our regular meeting on September 21st. We will vote on these changes at the regular meeting on October 19th. If you are a member, were not present at the September meeting and would like a copy of this material, please send an email to tomdef@stny.rr.com and we'll send you the material by email, or leave your name at 607-754-1536 and we'll send you a copy by snail-mail. If you have questions, call Tom DeForest at 607-754-1536.

Up and Down the Tracks

*** We welcome three new members over the last few months: John Atherton of Poughkeepsie NY in April, William Kozel of Rexford NY in July and June Weinheimer of Schenectady NY rejoined our organization in July. Welcome.

*** Our condolences go out to the family of Jon Nogaret who passed away in February. We apologize for the delay; we just became aware of it. Jon was a member since 2015.

*** 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 fall.

*** Do you have a question about the UV? We now have an 'Ask the Expert' section and would be glad to try to find an answer to your question. Send it us by email to uvrs@stny.rr.com or by snail-mail to UVRs&M Ask the Expert, PO Box 751, New Berlin NY 13411. And look for the answer in a future Pendragon.

*** **On the back cover:** UV Caboose #101 started life as O&W Caboose #8302 in 1916. The UV bought it from the O&W as part of the purchase of the New Berlin Branch in 1941. The UV added the door on the side so it could haul LCL (Less than Car Load) freight in the caboose rather than having to add a box car. This was the caboose on the last run from New Berlin to Bridgewater on September 17, 1960. Rumor has it that it ended up as a cottage at Silver Lake but we have not been able to nail down all the details. It is shown here in the New Berlin yard probably in the late 1950s.

Thank you for recent presentations

July 20: Tom DeForest presented "The UV Gravel Business" or "What are those huge ugly concrete things just off NY-8 below South Edmeston" at the regular monthly meeting of the UVRs&M at the First United Methodist Church.

August 17: Paul Straney presented "UV Locomotives #1, #2, #3, #4 and #5" at the regular monthly meeting of the UVRs&M at the First United Methodist Church

September 21: Tom DeForest reprised "The UV Gravel Business" at the regular meeting of the UVRs&M at the First United Methodist Church.



Timetable — Schedule of upcoming events

Thu	Oct 3	1:00	Board Meeting	FUMC
Sat	Oct 19	1:00	Program Meeting, The Southern NY Railroad, by Paul Straney	FUMC
Thu	Nov 7	1:00	Board Meeting	FUMC
Sat	Nov 16	1:00	Program Meeting, The Salzberg Companies, by Tom DeForest	FUMC
Thu	Dec 5	1:00	Board Meeting	FUMC
Sat	Dec 21	1:00	Christmas Party, details TBA	

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

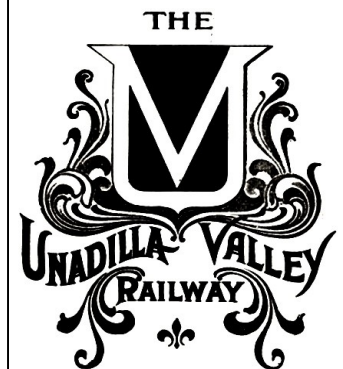
(Check our web site at www.uvrs.org for meeting details and late changes).

Recent Donations

- A book, "Early American Locomotives" by John H. White, Jr., by Carol Pogust of Endwell NY. Thank You, Carol.

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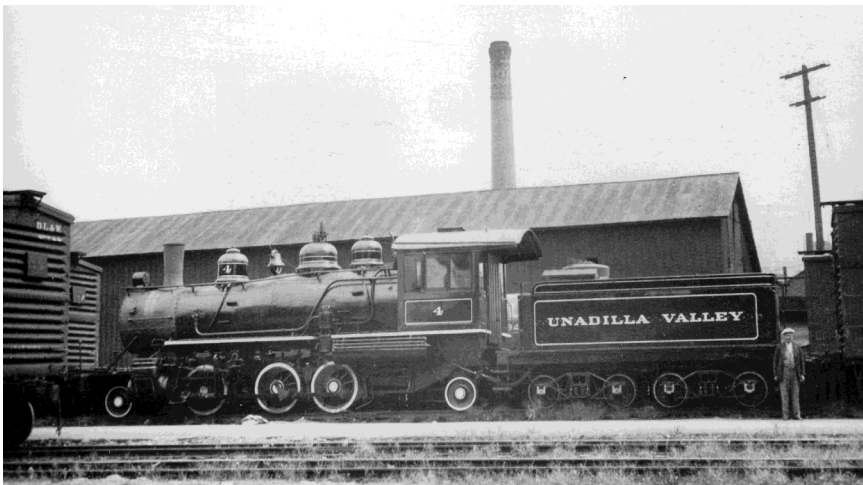
UV Locomotives #4, #5, #6 (first) and #7 (first)

Locomotives #4 and #5

After the sale of Merlyn in 1918, the UV was once again down to two locomotives, Pendragon and Uther. While a promised "war bump" as a result of the US involvement in the Great War had not materialized, the UV had continued to experience increased traffic, and having only two locomotives spread the little railroad rather thin. UV management had been actively seeking to acquire at least one locomotive since 1917, but during the war emergency, locomotives — new or used — were very hard to find.

By 1919 the shortage began to ease, and UV management, having purchased Liberty Bonds during the war, decided to cash in some of these bonds and use the cash to buy a pair of new locomotives from The Baldwin Locomotive Works of Philadelphia.

The two locomotives contracted for were 61-ton "Prairie" type 2-6-2 engines, with 44" driving wheels, builders numbers 52534 & 53525. The "Prairie" type locomotives were smaller locomotives, developing modest steam pressure and with smaller driving wheels that gave greater torque, but at the cost of a lower top speed. The type was favored by logging roads and short lines, the locomotives faring well on uneven and light track. The downside was that they provided a very rough ride for the crew, and have to work much harder to keep their timetable.

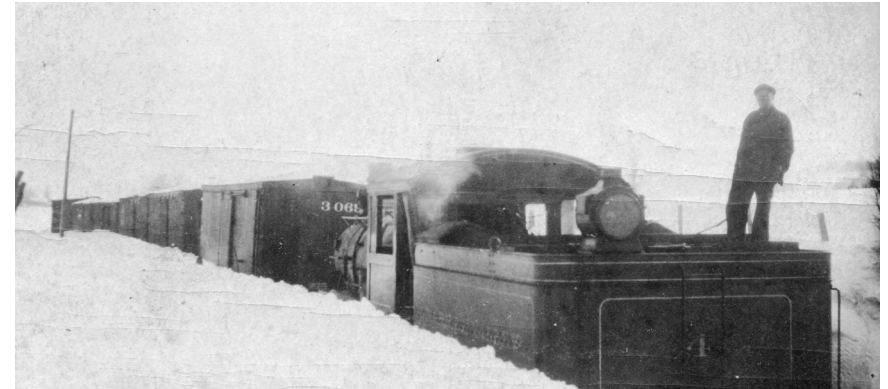


Locomotive #4 in the Norwich yard of the O&W prior to delivery to the UV.

The two locomotives were delivered in November of 1919 and numbered 4 & 5. Oddly, the locomotives as delivered were painted in what would appear to be a dark green or blue, with whitewalls on the wheels, and rather elaborate detailing on the domes, a practice that had largely gone out of style by this time. The brightwork faded fairly quickly, but the luster of the paint on the boiler jacket remained quite glossy into the early 1940s, and color pictures give the impression of a dark green hue to the paint, especially on the tender.

As soon as the two engines arrived, UV #3 was promptly sold to Walter A. Zelnicker Supply of St. Louis for slightly more than the UV had paid the O&W when it purchased the locomotive used in 1915.

The two engines settled into working the line. Their performance, if not exemplary, was acceptable. While an attempt to sell the two locomotives was made in 1925, in the end it came to naught, and #4 and #5, alongside Pendragon, would serve the UV throughout the Twenties and Thirties.



Snow, snow and more snow... #4 south of Bridgewater, in the vicinity of Scott's Cut. It was not unusual for the snow to be as high as the tender, and even occasionally over the smokestack!



#5 in the yard, getting ready to venture out onto the main line north out of New Berlin. Steam locomotives needed quite a bit of routine maintenance in order to keep them in tip-top running condition.



#4 in the UV yard on a cold winter's morning. At her side is Pendragon, both simmering while awaiting the day's activities. In the foreground on the track are several tools used to pull the cinders and ash out of the firebox. Note the wooden framework built into the tender to increase its capacity



#5 passes the UV station in New Berlin. Not intended as a main line engine, the tenders of the "Prairie" locomotives did not hold much coal, which gave them a fairly short range between coal refills. The wood frame was an effort by the local shop to spare the crew the embarrassment of running out of coal out on the line.

In 1938 the Salzbergs purchased the UV from the estate of Dr. Morris. The Salzbergs were scrap dealers, but they quickly showed their intention to run the line, making improvements and expanding efforts to find new customers and markets. In 1941, the Salzbergs bought the New Berlin branch of the O&W.

The addition of the New Berlin branch only exacerbated the problems that #4 and #5 had with short range due to the limited capacity of their tenders. While the previously-made modification to their tenders allowed them to carry enough coal to make the trip to New Berlin Junction and back, the tenders did not hold enough water to make the trip without a stop to take on water.

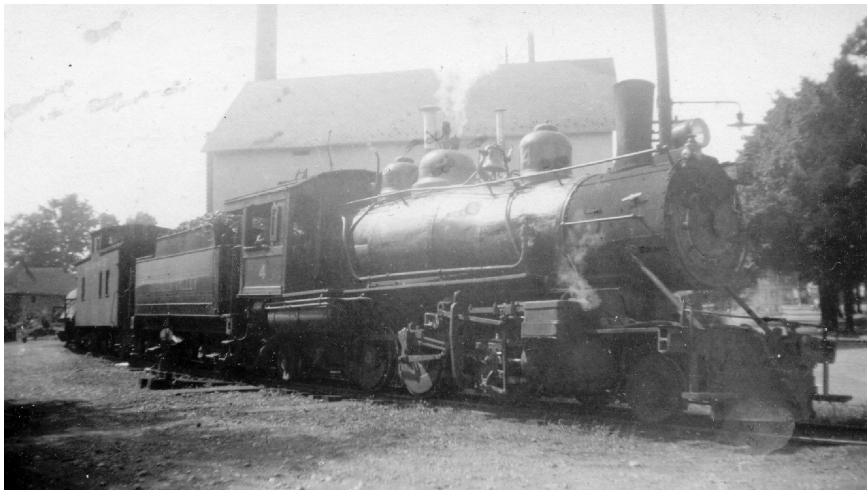
As part of the deal with the O&W, the Salzbergs purchased two old camelback locomotives from the O&W (#281 & #282) and while both locomotives were soon scrapped, the tenders of these locomotives, which had double the coal and water capacity of the original tenders being used by #4 and #5, were paired with #4 and #5, and the original tender from #5 was rebuilt and paired with Pendragon.



#4 out on the main line. Again, note the wooden frame built into the tender to expand her coal carrying capability. Also note the bobber caboose. The UV had purchased two of these cabooses from the O&W in 1924, and they served the line until replaced in the Forties.

The Second World War had brought an increase in traffic to the UV, and for several years, #4 and #5 were used regularly, along with Pendragon and several other locomotives that had been added to the roster, but with the end of the war, traffic fell off. In 1947 the UV, in an effort to cut operating costs, purchased its first diesel engines, and the steam roster was relegated to fill-in duties.

While not the oldest locomotives left after the departure of Pendragon to the scrapper in 1947, the two Prairie-style locomotives, never ideally suited to UV operations, were deemed superfluous to needs, and sold for scrap in late 1949.



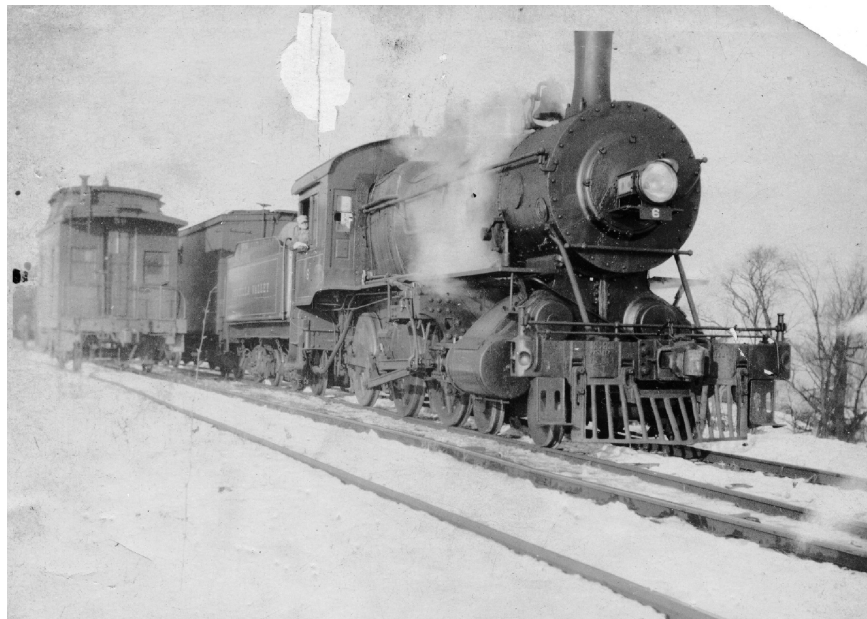
#4 on the main line, passing north from the former O&W yard to the UV yard. The locomotive is now paired with the larger ex-O&W tender, and is pulling one of a pair of 8-wheel ex-O&W cabooses acquired as part of the purchase of the New Berlin branch of the O&W.



In the twilight of its career, #5 sitting in the UV yard, with #4 to the left. Though still loaded with coal, both units would soon be on their way to the scrapyard.

Locomotive #6 (first) and #7 (first)

In 1925, facing a sizeable lawsuit over the collision of the Brill motorcar (acquired in 1924) and locomotive #4, the UV listed locomotives #4 and #5 for sale in the catalog of the Southern Iron & Equipment Company of Atlanta, GA. A cash and trade deal was soon struck, and two Brooks Locomotive Works 73-ton "Ten-Wheeler" type 4-6-0 engines with 56" driving wheels were delivered to the UV. Possibly carrying builders numbers 3107 & 3108, their prior history is not exactly clear, but it is thought that they had been in service with the Buffalo, Rochester and Pittsburgh Railway prior to their sale to the UV. At least one of the locomotives was marked for the Unadilla Valley and reportedly made one run along the line, but they were quickly returned from whence they came, and #4 and #5 would soldier on for the next 24 years on the UV. The fate of #6 (first) and #7 (first) is unknown, but at least one of them is believed to have survived until 1950, and was scrapped in Georgia.

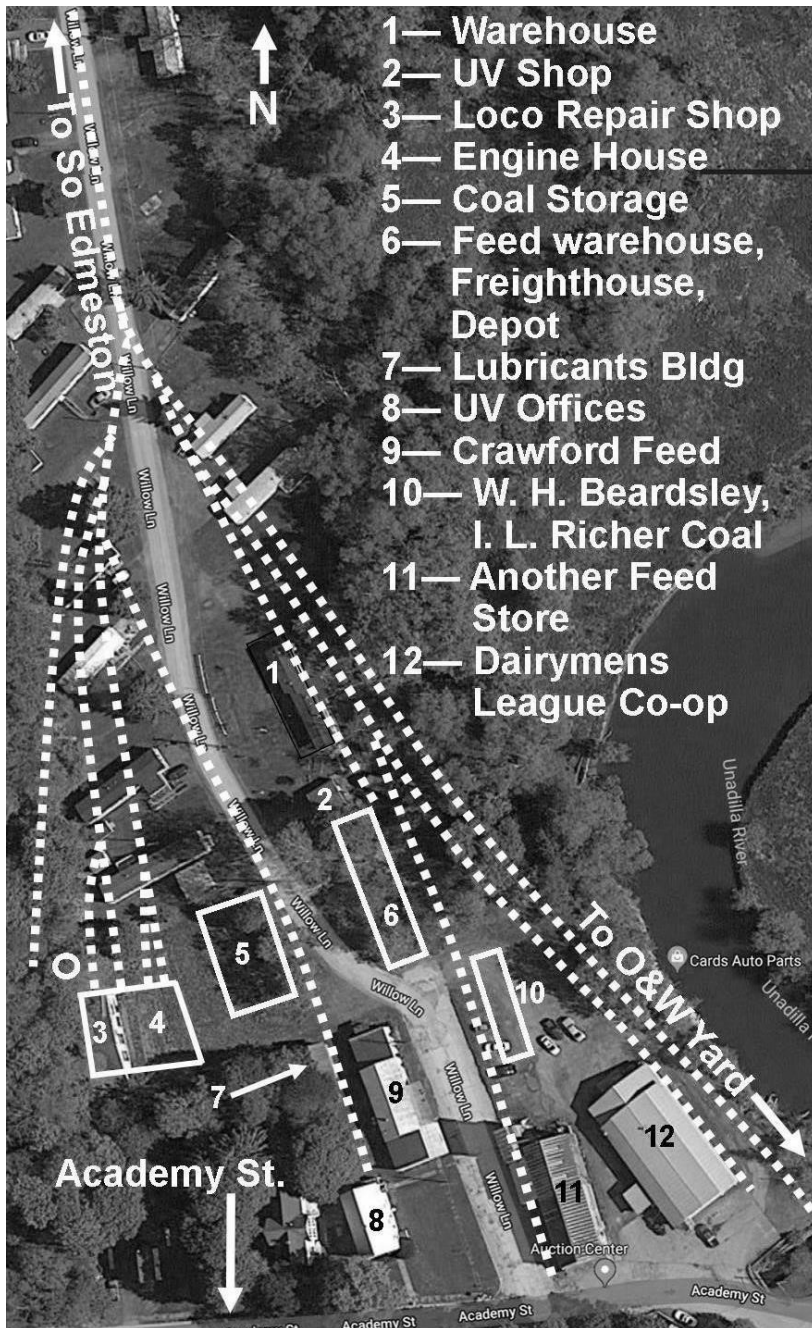


#6 (first) out on the line on a cold winter's day. To the left is one of the UV's bobber cabooses.

(by Paul Straney)

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

The UV Yard in New Berlin



Imagery ©2019 Google, map data ©2019 Google, annotations ©2019 Tom DeForest.

The New Berlin yard was the most extensive of any on the UV. It was also where they serviced and stored all the locomotives and rolling stock when they were not in use.

The map at the left is superimposed on the Willow Lane Trailer Park that is there today. The road through the middle of the trailer park pretty much follows the UV mainline as it headed north out of the yard.



Figure A at the right shows the Coal Barn on the left (5 on the map at the left) and Engine House in the center (3 and 4 on the map). Figure B shows the Coal Barn in the center (5 on the map) and Depot on the right (6 on the map). Figure C is a closer shot of the Engine House (3 and 4 on the map). Figure D is a closer shot of the Coal barn.

Figures A-C were taken from the top of the map at left headed down (south). Figure C was taken from the right (headed west).

The buildings that still stand today include the fire-proof stall of the Engine House (3 on the map), the former office building (8 on the map), the Crawford Feed building (9 on the map) and the Dairymen's League Co-op (12 on the map). The UVRS&M owns #3. The others are all privately owned by others.

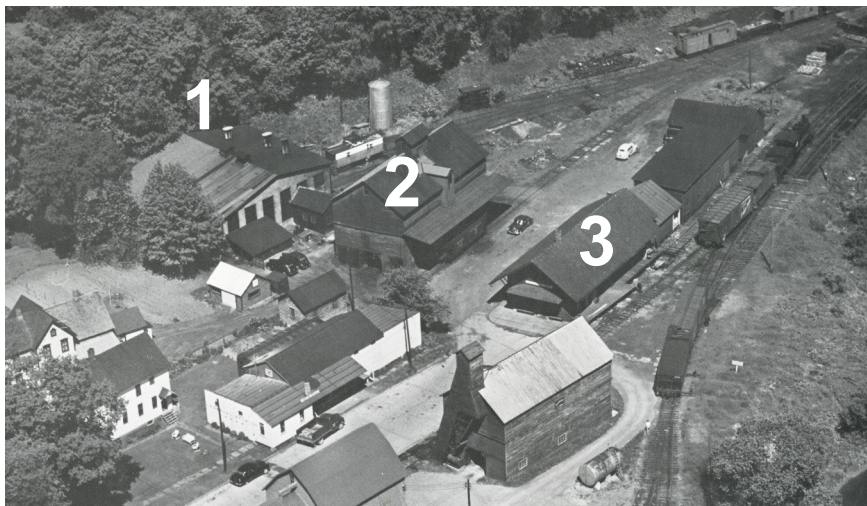
Ask The Expert

We received this question from member Michael Fay:

Question. Could you please tell me where the coal and water towers were located for fueling the UV steam engines? I do not remember seeing these facilities when visiting relatives and friends in New Berlin. I grew up in Morris.

Answer: The main facility for coal was in New Berlin.

The picture below is found on page 79 of "Days Along the Buckwheat and Dandelion" by Fred Pugh. Building 1 is the Engine House, 2 is the coal building and 3 is the depot. The engine and tender would pull up to the coal building to take on coal.



Below are pictures of stand-pipes which supplied water for locomotives on the New Berlin branch at New Berlin Junction (left) and Edmeston (right).



Many of the towns along the line had coal dealers and many of the coal dealers had storage facilities near the depots. It is likely that the UV had agreements with some of these dealers to supply coal on an as-needed basis when unexpected events occurred (such as the Pendragon getting stuck all night in a snow bank at Scott's Cut just south of Bridgewater).

Here is the story about water from New Berlin to Bridgewater.

The following was found on page 95 of "UV, The Life and Times of a Small Railroad" by William S. Young:

"Arrangements for watering engines on the UV were mostly simple. Early in the line's history a large water tank was built at Bridgewater. Public water and a hose did the job at New Berlin. A water tower and crane built at Leonardsville in 1922 were sold in 1942. A crane at New Berlin Junction installed by the UV used public water. "

In the picture below of the Bridgewater depot, the Delaware, Lackawanna & Western track is on the left and the UV rack is on the right.

The UV water tank can be seen just to the right of the depot.



Thank you to Michael Fay for asking this question. We hope that this answer is satisfactory.

If you have a question about the UV Railroad, send it by email to uvrs@stny.rr.com or by snail-mail to Ask The Expert, UVRS&M, PO Box 751, New Berlin NY 13411. We'll see if we can find an answer for you.

(by Tom DeForest with assistance from Paul Straney and Mike Holdridge).

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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. \$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. \$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).

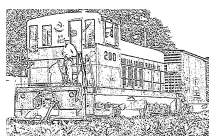
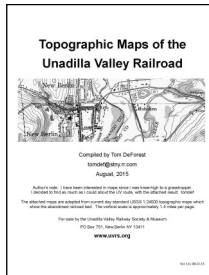
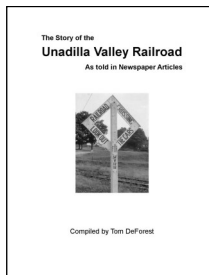
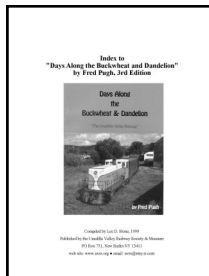
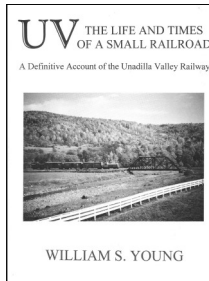
Note Cards of UV Rolling Stock and buildings. \$5 for set of 5 different images. 4 different sets are available (20 different images total).

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

Copyright 2019 by The Unadilla Valley Railway Society & Museum

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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