

New Officers Elected

Due to unforeseen circumstances, the election of officers was delayed past December. The January board meeting was finally canceled due to sickness and bad weather. And the election of officers was again delayed from the February board meeting. But (drum roll, please), the election finally did take place in March.

On March 7, 2019, the Board of Directors of the Unadilla Valley Railway Society and Museum held election of officers to serve for the remainder of 2019, with the following results:

2018	Position	2019
Paul Straney	President	Paul Straney
Sam Senn	Vice President	Glady Slentz
Edna Straney	Recording Secretary	Edna Straney
Paul Straney (acting)	Treasurer	Paul Straney (acting)
Alan Fairbrother	Member At Large	Alan Fairbrother
Sandy Kilmer	Member At Large	Sandy Kilmer
Glady Slentz	Member At Large	(open)

Please thank these folks when you encounter them for doing the business of the organization for one more year.



Left to Right: Glady Slentz, Sandy Kilmer, Alan Fairbrother, Paul Straney, Edna Straney

Up and Down the Tracks

*** As noted on page 1, new officers were elected for 2019 at the March board meeting. As you encounter any of these folks, please thank them for their service. Without officers, the work of the organization would not get done and the organization would quickly wither and disappear.

*** **ANNOUNCING** — a new series of articles about the locomotives of the Unadilla Valley Railroad. The first one, with title “Pendragon, The First Locomotive of the UVRR”, starts on page 5. It was written by our President, Paul Straney, with assistance from Tom DeForest and Mike Holdridge. Look for another in this series in our next Pendragon...

*** If you have a model train, we'd like to hear about it. What scale is it (HO, O, or what else?), how long have you had it? Does it model any particular area or railroad? Tell us about its features and track configuration. If possible, we'd like to see a picture of it that we could include in a future Pendragon.

*** 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 spring.

*** Quiz: How many diesel locomotives did the UV own over the years and what were their numbers?

*** Last Issue: William B. Ogden was the first president of the Union Pacific Railroad, serving in that capacity from September 1862 through October 1863. He was born on June 15, 1805, in upstate New York. In which town was he born? Hint: It's about 47 miles from New Berlin. **ANSWER: Walton NY.**

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.

May 10th, 2019, is the 150th anniversary of the completion of the Transcontinental Railroad in Promontory Point, Utah. There will be a huge celebration there to commemorate the event. See details at www.spike150.org.

Timetable — Schedule of upcoming events

Thu	Apr 4	1:00	Board Meeting	FUMC
Sat	Apr 20	1:00	Program Meeting, Paul Straney The SNY RR, Oneonta to Mohawk	FUMC
Thu	May 2	1:00	Board Meeting	FUMC
Sat	May 18	1:00	Program Meeting, details TBA	FUMC
Thu	Jun 6	1:00	Board Meeting	FUMC
Sat	Jun 15	1:00	Program Meeting, details TBA	FUMC

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).

*** **On the back cover:** Locomotive #200 is pictured with caboose #103. Bruce Harshbarger is at the controls. A few of us agree that the man on the left is Brake-man John Hoxie. We can't agree on the identity of the man on the right. If you know, please let us know. On the left is the former O&W depot (now the UVRs&M Museum). The building behind on the right is part of the I. L. Richer feed plant in New Berlin. The timeframe of the picture is the first half of the 1950s.



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.....(open)
 Executive Director (open)
 Storekeeper & Advertising.....Sandy Kilmer
 Parade Director/Engineer.....Alan Fairbrother
 Executive Advisor.....George Wolfangle
 Public Relations.....(open)
 Membership.....Tom DeForest
 Website & Publications.....Tom DeForest
 Website.....www.uvrs.org



Recent Changes to The Pendragon

You may have noticed that the covers of the last issue of The Pendragon did not have any color and were not on the heavier, glossy paper that we have used in the past. There is a reason, of course.

For the last couple of years, we have included advertising in The Pendragon to cover the costs of printing and mailing it. We have been able to refine this so one full-page ad covers the printing cost and the postage to mail one issue to members. So now we have a predictable budget for producing the Pendragon.

Since 2015, we have used Rapid Reproductions in Oxford as the printer for The Pendragon. And we have been generally happy with them. When contacted in January about printing the first issue of this new year, they told us that their prices had gone up — and they had gone up by a LOT, on the order of 75%!

By the time we heard about the price increase, the Jan-Mar issue was all ready to be printed. We didn't have time to study prices and agree on a new vendor. So we went for low cost from a new vendor which fit into our budget. Thus, no color or heavier paper.

In the mean time, we have taken the time to identify vendors, get pricing options from each and present a proposal to the board for how we should continue in the future. The option that the board chose was the lowest cost vendor (Pro Care Copies in Binghamton) with a heavier paper for the covers and color on the outside page. That allowed us to 'splurge' a bit to cover the cost of an envelope and the additional postage needed to mail that envelope and still fit within The Pendragon budget. So future issues of the Pendragon will look and feel similar to the way they have in the past, but will be mailed in an envelope so the post office won't be leaving postmarks on the back cover and we won't have the occasional problem of a Pendragon getting chewed up in their machinery.

With the addition of the envelope, the address area on the back cover can be put to better use. Since the schedule doesn't need to be in color, that has been moved to an inside page. We'll use the back cover of each future Pendragon for a picture of some part of the UV railroad. For this issue, we have chosen a very colorful shot of #200 pulling caboose #103 in front of the former O&W depot (see below). A caption describing the content of the picture will always be found on page 2 or 3

of the issue. Your comments and suggestions of what you'd like see in the picture on the back cover are invited. Contact Tom DeForest through the UV email address with your comments or suggestions.



Pendragon, The First Locomotive of the UVRR

While construction began on the Utica & Unadilla Valley Railroad (as it was then known) in late 1889, the first track was not laid until 1892, starting in Bridgewater, NY. At that time, the road had no equipment of its own, and an arrangement was made to rent equipment from the Delaware, Lackawanna & Western (DL&W) railroad for both construction and also for early railroad service on the partially finished line. The growing pains of the railroad (largely financial in nature) dragged out the building of the line, as it took three years for rails to reach New Berlin.

In the summer of 1894, as the line approached South Edmeston, the management of the UV decided it was time for the road to begin to acquire its own motive power. Accordingly, after some discussion, it was decided to procure a new locomotive from the Rhode Island Locomotive Works (RILW), and accordingly the new engine was ordered in November of 1894. The locomotive, a 50-ton standard "American" type 4-4-0 engine, with 62" driving wheels, carried builder's plate #3036, and was delivered in early February, 1895.

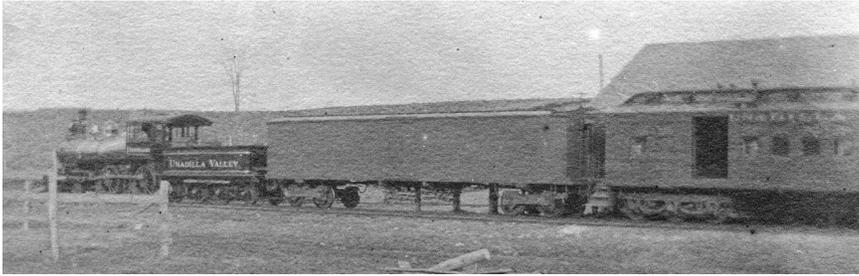


An early photo of Pendragon. Note the rudimentary snow plows fitted front and back, and the headlight on the tender. The front headlight was not installed at this time.

Locomotives in the 19th Century were a source of pride for railroads, and were typically painted bright colors, were named, and maintained in as pristine a condition as possible. This new UV locomotive was no exception, and received the name "Pendragon", after the surname of King Arthur, of the Knights of the round table fame. Though we have been unable to find any reference to the specific colors the locomotive was delivered in, early photos of the Pendragon show darker and lighter areas on both locomotive and tender. The name "Pendragon" was painted proudly on the sides of the cab, and the engine numbered "1" for road service.

The locomotive was immediately put to work on the line, replacing a DL&W locomotive that had been hauling UV combine #1 and freight. A few months later a second locomotive, also purchased from the RILW, arrived on the line, and given the number "2" and the name "Merlyn". However, it was clear from the start that Pendragon was the main engine of the UV, and it was not long before Merlyn was advertised as being for sale when financial troubles beset the UV. The market for locomotives was soft at that time, and it would be 20 years before Merlyn would be sold and moved off the line.

It was just as well the two locomotives were on the line, as both locomotives were worked long and hard, and damage to both was frequent. Often, minor damage could be repaired at the shops in New Berlin. However, when the dam-



Pendragon pulling a train that included UV combine #1. Though undated, this photo was probably taken not too long after Pendragon came to the UV.

age was substantial, the locomotives had to be sent off line for repair. One of the places the locomotives were sent for repair was the Rome Locomotive Works, which was located in Rome, NY. The RLW was dedicated to locomotive repair and became known as a “no frills” shop, repairing locomotives from far and wide. The UV also occasionally sent Pendragon to the DL&W shops in Scranton or the NYO&W shops in Norwich for repairs.

After the railroad was completed, turntables were installed at New Berlin and Bridgewater, but almost immediately there were problems as locomotives were running off the turntables. This could and did result in considerable damage. Perhaps the straw that broke the camel’s back came in September of 1904, when Pendragon grounded off both the Bridgewater and New Berlin turntables in the course of the month! Soon after those two events, both turntables were removed, and the track crews laid rails for turning wyes in both New Berlin and Bridgewater.

There were other hazards as well. Floods came to the valley almost every Spring, and washouts were common. During one such flood, the Pendragon came upon water so deep that it extinguished the fire in her firebox. Fortunately, she had enough momentum that she was able to coast clear of the waters.



On the left is Scott’s Cut, just south of Bridgewater, after being plowed and dug out. On the right is one of the first UV plows on the line.

Also, winters in the Unadilla Valley could be harsh, with considerable snow accumulations from frequent storms. The line needed to be cleared to keep the daily trains running. This required a locomotive to push a plow, which had a “V” shaped front, ahead of it, shoving the snow left and right. This required a knowledgeable train crew, as they had to make sure that snow did not build up

under the plow, as the snow would lift the plow off the tracks, derailing not just the plow, but also the engine behind it, with spectacular (and sometimes fatal) results. This became more of a problem in deep snow, as the engine had to maintain speed in order not to get bogged down by the snow. When the snow was deep, the practice was to back up, then run the locomotive and plow as fast as possible into the snow until the locomotive stalled, then back up, and repeat, for as many times as it took, to muscle through the snow. If the plow did get stuck, it had to be dug out by hand, which took lots of extra manpower, and time, and was costly for the railroad. Accidents and derailings were frequent, but keeping the line open was very important for the needs of the people and the continued existence of the railroad.

The first mention found of Pendragon going to Rome was in April of 1902, when Pendragon was repaired and repainted. The bill for that visit was \$1,375, or roughly \$41,000 in 2019 dollars. The Pendragon also spent time in Rome at the RLW in early 1904. The original cab was replaced after what seems to have been a plowing accident. The new cab was less ornate than the original, and at the same time the air tank was moved forward.

It was during one of these two visits that Pendragon was repainted, and its name removed from the engineer’s cab sides. Gone was the brightly-colored



Pendragon, as it would appear with revisions due to repairs, for the rest of its years, in black, with gold lettering and trim.

paint, replaced by black paint, which was cheaper, and more easily maintained. After Commodore Vanderbilt, head of the New York Central (NYC) railroad, had received criticism a few years earlier over the gaudy colors of its locomotives as being an ostentatious display of wealth, Vanderbilt ordered all NYC locomotives painted black. Other railroads soon followed suit, including the UV. From here on in, locomotives would be anonymous workhorses. Engine #1, though stripped of its name and bright colors, would always be known as Pendragon by the people of the Unadilla Valley.

With the advent of World War I, the market for locomotives picked up, and locomotive #2, "Merlyn", was sold. Merlyn had been replaced by a used ex-NYO&W locomotive, #3, and thereafter by a succession of new and used locomotives, but Pendragon soldiered on.

Supplemented, but not replaced, Pendragon was a regular sight along the line. #3 would be replaced by two new engines, which in turn were replaced by other new and used locomotives, but Pendragon was the grande dame of the line. When World War II erupted, demand for goods increased traffic on the line, and Pendragon did her part. However, she was starting to get tired, and more and more she was relegated to work trains, stand-by, and other duties.

At the end of the Second World War, traffic dropped off on the line. At the same time, the diesel locomotive was coming into its own. Cheaper to operate, and using a smaller crew, many lines, including the UV, switched to diesels in an effort to keep shipping prices low in order to be competitive with trucking services. In 1947, the first diesels appeared on the UV, and Pendragon, having served the line for more than 50 years, was sent off to Buffalo to be cut up for scrap. There was no fanfare, and the authors have not even found a picture taken of Pendragon to commemorate the event.



Pendragon on the line near South Edmeston, sometime in the late thirties or early forties.



Pendragon simmers in front of the engine house in New Berlin, waiting to make yet another run up the line.

If someone was there to witness the arrival of Pendragon in 1895, and 57 years later, to see her towed ignominiously away, they might not have recognized her. Like a bare-knuckle fighter, she had taken her share of lumps and bumps, had been broken and patched up many times, and bore many scars, but she always prevailed, and never quit. Finally, her time past, like an old soldier, she just faded away.



Pendragon being used a motive force for a winch in the New Berlin yard, circa 1945. A line was run from the pilot of the locomotive to a pulley by the feet of the man standing in the yard, then up to the pole, and down to the load to be lifted into the waiting gondola. The engineer would inch Pendragon back, lifting the load, so it could be swung and dropped in the gondola.

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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).

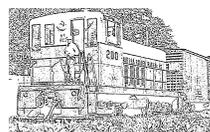
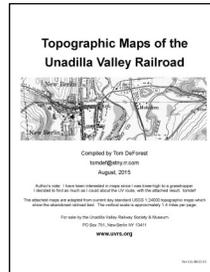
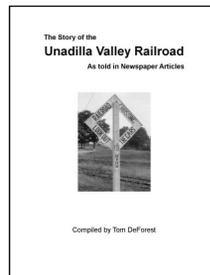
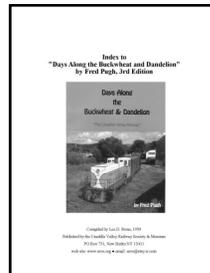
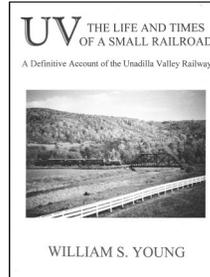
Note Cards of UV Rolling Stock and buildings. \$5 for set of 5 different images. 4 different sets are available (20 different images total).

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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