

DENNY HOXIE NAMED EXECUTIVE DIRECTOR

A new Executive Director has been named by the board, starting immediately. His name is Denny Hoxie and he is a Life member of our organization. The Executive Director's responsibilities are primarily focused on the Museum, its contents and upkeep. This position has been open since our last Executive Director, Pat Gifford, passed away in 2016.



Denny Hoxie

Denny has had many ties to New Berlin and the UV Railroad for his whole life. At the time Denny was born, his mother lived with her parents in the apartment above the UV office building while his father was in the service. So Denny was actually born in a UV building. His father, John Hoxie, worked for the UV as a brakeman. His grandfather, Bruce Harshbarger, Sr., was the long-time and last engineer for the UV. Denny has spent his whole life in and around New Berlin. His wife, Linda, is also a Life member of the UVRS&M. Together they have 4 children, now all grown. Denny is also the commander of Frank H. Arnold American Legion Post #348.

Welcome to Denny Hoxie, our new Executive Director.

Museum To Be Open Starting July 25th

We are planning to have our museum open again from 1:00 PM to 4:00 PM on the 2nd and 4th Saturdays starting on July 25. That would be July 25, August 8 & 22 and September 12 & 26.

Small Groups (1-4 people), Face Masks and Social Distancing will be required.

Come visit us at 10 Railroad Street in New Berlin NY, just off NY-80 and Genesee St.



Up and Down the Tracks

*** We have a query from member Joel Normal who is interested in communicating with anyone about modeling the UV Railroad. If you would be interested in an email exchange, an online forum, or phone calls about modeling the UV, send us an email at uvrs@stny.rr.com.

*** 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.

*** 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:** This is steam engine #5, going south out of Bridge-water. The view is looking east, and the wye would be to the left of the engine. This picture was captured from a home movie taken some time between the late 30s and 1941. (The bobber at the end of the train was #51, and that was sold off about 1941). This home movie was donated to the museum recently by John Mitchell.

UVRs&M Board Elects Officers

Our schedule was thrown off by the effects of COVID-19, but, per our new Constitution and By-Laws of last year, we finally did manage to hold an election of officers. The list of officers includes:

President: Paul Straney
 Vice President: Gladly Slentz
 Secretary: Edna Straney
 Treasurer: Sandy Jones

The remaining members of the Board include: Tom DeForest, Alan Fairbrother, Denny Hoxie, Sandy Kilmer and one open slot.

Our one new officer is Sandy Jones as Treasurer. We look forward to working with you as you manage the finances of the organization.

THANK YOU to all of the officers and board members for taking on this responsibility for the Unadilla Valley Railway Society & Museum.

Timetable — Schedule of upcoming events

Sat	Jul 25	1-4	Museum Open for visitors	UVRs&M
Thu	Aug 6	1:00	Board Meeting	FUMC
Sat	Aug 8	1-4	Museum Open for Visitors	UVRs&M
Sat	Aug 22	1-4	Museum Open for Visitors	UVRs&M
Thu	Sep 3	1:00	Board Meeting	FUMC
Sat	Sep 12	1-4	Museum Open for Visitors	UVRs&M
Sat	Sep 19	1-4	Program Meeting, TBA	TBA
Sat	Sep 26	1-4	Museum Open for Visitors	UVRs&M

Notes:

Masks and Social Distancing required at all events
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.

Leaders & *Board Members

*President.....Paul Straney
 *Vice President.....Gladly Slentz
 *SecretaryEdna Straney
 *Treasurer..... Sandy Jones
 *At Large.....Sandy Kilmer
 *At Large.....Alan Fairbrother
 *At Large.....Tom DeForest
 *At Large.....Denny Hoxie
 *At Large (open)
 Executive DirectorDenny Hoxie
 StorekeeperSandy Kilmer
 Sponsor Contact Sandy Kilmer
 Parade Director/Engineer..Alan Fairbrother
 Public Relations.....(open)
 Membership.....Tom DeForest
 Correspondence.....Gladly Slentz
 Pendragon Editor.....Tom DeForest
 Website & Publications.....Tom DeForest
 Website.....www.uvrs.org



UV Locomotive #272 And Other Steam

Locomotives #272

As previously recounted, in 1941 the Salzbergs, now owners of the Unadilla Valley Railway, arranged to purchase the New Berlin branch of the NYO&W (New York, Ontario & Western), effectively doubling the length of the line. As part of the purchase, the UV acquired a locomotive from the NYO&W, to supplement their current roster. Heavier than any previous UV locomotive, #272 was rated for a minimum railweight of 86lb/yard, which made it too heavy for the 56lb rail of the original UV line, but was well-suited to the heavier rail of the ex-NYO&W end of the UV.



NYO&W locomotive #272 in service at Summitville, prior to being sold to the UV.

NYO&W had purchased #272 new from the ALCO/Cooke Locomotive Works in June of 1908. With builder's number 45421, it was an 87-ton NYO&W Class V "Mother Hubbard" type 2-6-0 engine, with 63" driving wheels. It served the NYO&W faithfully for many years without incident, save one minor accident in October of 1914 when the water glass burst, scalding one of the crew.

The UV took delivery of #272 in October of 1941, and immediately put the locomotive to work. It made a few forays up to Bridgewater from time to time, but this was done as infrequently as possible, as it invariably resulted in damage, be it spread or broken rails.

Within two months, the US would become embroiled in World War II. While the United States had been gearing up for war prior to December of 1941, with the attack on Pearl Harbor, the US fully shifted to a wartime economy. Troops needed to be fed, and agricultural products from the Unadilla Valley were an important part of the war effort. Shipping on the UV exploded, with tonnage passing over the line doubling between 1940 and 1942.

Even the addition of #272 did not ease the motive power shortage, as the aging locomotives of the UV tended to break down frequently. As recounted previ-

The advertisement features the Stewart's Shops logo at the top, which consists of the words "Stewart's Shops" in a stylized, white, serif font inside a white, curved banner. Below the logo is a white line-art illustration of various food items: a coffee cup with a flame above it, a sandwich, a large soft drink cup with a straw, a bottle of beer, and a bowl of soup. At the bottom of the advertisement, the slogan "Let us make your life easier!" is written in a large, white, cursive font. Below the slogan is the website address "stewartsshops.com" followed by icons for Facebook, Twitter, and Instagram.

Stewart's Shops

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ously, the UV would continue to seek other locomotives after the acquisition of #272, which would ultimately result in the acquisition of #6 (second) and #7 (second) for the UV. See Pendragon Volume 30, issue 1, for their story.



NYO&W locomotive #272 around the time of delivery to the UV. Note that the O&W logo and cab lettering was removed or overpainted as part of the preparation for delivery to its new owners. The number "272" remains unchanged from its appearance when in NYO&W service.



#272 moving a milk car out of the lower yard onto the Edmeston line. This must have been taken soon after the locomotive arrived on the UV, as it has not yet been marked for the Unadilla Valley. The track in the foreground ran from the southern yard to the northern (original) UV yard in New Berlin. Unlike almost every other used locomotive the UV acquired, the locomotive was not renumbered for the UV, keeping its old NYO&W engine number.



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UV locomotive #272 at New Berlin. Left to right are Bruce Harshbarger, Roy Lindsay, Howard Cadwell and Raymond Hoag.



UV locomotive #272 coming down the Edmeston line. It is just about to cross Route 80, and then over Unadilla River bridge. The farm immediately to the right is the Beardslee homestead, boyhood home to recently passed life member Bill Beardslee. The Borden Condensery would have been to the right. The siding to the plant was gone by this time, having been pulled up several years beforehand after the plant closed.

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During its service on the UV #272 spent a lot of time in the shops with a variety of problems. When it actually made out on the line, engineer Bruce Harshbarger was usually at the controls.

January of 1945 was a particularly harsh month in the Unadilla Valley. At least one storm dumped a foot and a half of snow on the valley, disrupting the UV for several days. This was complicated by frigid temperatures, dropping at one point to a low of -24. It was into this harsh environment that #272 returned to service after having been laid up for several months.

February brought additional snow. On February 6th, Bruce Harshbarger took #272 out with a UV snowplow to clear the south end of the line. They got as far as Rockdale when they hit ice at the Route 8 crossing just south of the village. The plow was lifted off its trucks and flipped on its side. #272, still under power, ran over the snowplow's trucks, wrenching the pilot wheels and ruining the locomotive's smokebox.



UV locomotive #272 at New Berlin after the accident with the snowplow. The boiler has been removed prior to repairs..

Fortunately, none of the crew was seriously injured, but the plow was damaged beyond repair. #272 was hauled back to New Berlin to the shops there. Sources differ on what happened next. One claims that #272 was scrapped without being repaired, while another source claims that #272 was repaired within a few days using the smoke box from NYO&W #281, and briefly returned to service.

At any rate, if it actually was repaired, it did not see more than a few additional days of service in February before it was permanently relegated to a siding in the yard, and finally scrapped in March, 1947.



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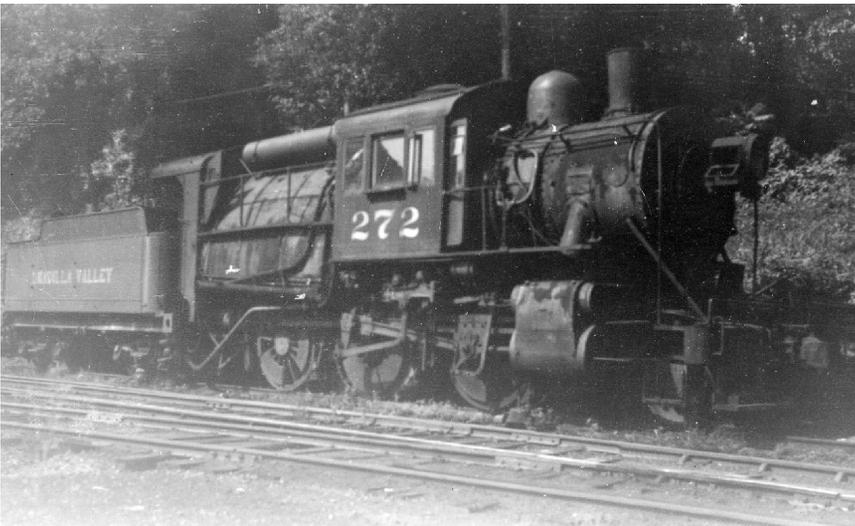
9 Genesee St New Berlin NY 607-847-6501
www.gatescole.com

Other Steam

Some sources claim that NYO&W #281, a sister locomotive to #272, was acquired at the same time as #272, but so far there is no clear evidence to this claim. Certainly no photos of this locomotive in the New Berlin yard have surfaced, and there is no record of it serving the line. It is reported that the smokebox was taken from #281 to repair #272 after its accident, but there are few details about this.

Sometime in 1946 another locomotive, ex-Proctor & Gamble #123, a Baldwin Locomotive Works 0-6-0 oil-fueled locomotive, briefly graced the UV's rails. Purchased by the Salzbergs for the SNY (Southern New York Railway), it came to New Berlin for refurbishment prior to being sent to the SNY in Oneonta for use there. As far as is known it did not see any use on the UV, and aside from an incident where the fuel supply was accidentally ignited, necessitating a visit from the New Berlin Fire Department, it passed quickly and quietly from UV rails.

As far as we are aware, no other steam locomotives served on the UV. A variety of other types of locomotives and self-propelled cars visited the UV over the years, but we will save their stories for future issues of the Pendragon.



#272 in the yard at New Berlin. It would appear this was taken after the accident in February of 1945, as the front of the boiler is slightly open, and the engine numbers on the sides of the headlight have been removed.



A photo of NYO&W #281, sister to #272. No photo is known to exist of this engine on UV rails, and it is not known if it ever graced our line. The smokebox from this engine was purported to have been used to repair #272 after the snowplow accident.

— Paul Straney

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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).

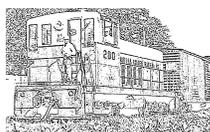
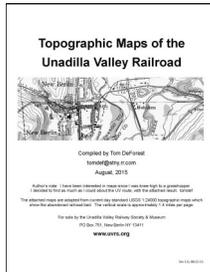
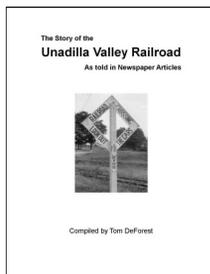
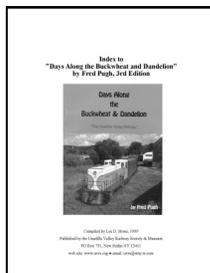
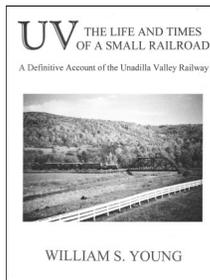
Note Cards of UV Rolling Stock and buildings. \$5 for set of 5 different images. 4 different sets are available (20 different images total).

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 2020 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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