

We are planning

A CELEBRATION

Did you know? 2020 is a significant year in New Berlin Railroad history for the following four big reasons:

1. **1995—25 Years Ago**—The Unadilla Valley Railway Society was formed by George Wolfangle and four of his friends.
2. **1960—60 Years Ago**—The Unadilla Valley Railway shut down and was torn up, to live on only in pictures, stories and memories.
3. **1895—125 Years Ago**—The Unadilla Valley Railway reached all the way south to New Berlin from Bridgewater and was opened with a huge celebration.
4. **1870—150 Years Ago**—The New York and Oswego Midland (later to become the New York, Ontario & Western, O&W) Railroad reached all the way north to New Berlin from East Guilford as the first railroad service in New Berlin.

We are planning a celebration dinner at the Deerpath Restaurant (5 miles north of New Berlin on NY-8) on Saturday, October 17, 2020, at 6:00 PM. We'll have a choice of entrees with dinner and an after-dinner speaker on an interesting Railroad Topic. It should be a lot of fun.

To stay safe, we'll observe all COVID-19 restrictions: You must wear a mask to enter the restaurant and we'll be seated to eat 6 feet apart — so the total number of people is limited to 40. **Because the number is limited, reservations will be required.**

We still have some details to work out: the exact price and menu and the name of the speaker and the topic he or she will talk about. But we can promise that you won't want to miss it. Details will be posted on our web site as soon as we get them nailed down: www.uvrs.org.

COME CELEBRATE WITH US

Up and Down the Tracks

*** We are saddened to hear about the passing of member Francis Parker of Muncie, Indiana. He had been a member since 1996. Our condolences go out to his family.

*** We welcome new members: Jeff Hoxie of New Berlin, James Straney of Oneonta and Jim Tregaskis of Endicott. We're always glad to get new members, so WELCOME to all three of you.

*** 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 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:** We would have preferred to include a picture of UV #100 in the New Berlin yard or somewhere on UV track, but all of the color pictures of #100 that we can find were taken after it left the UV. This picture is from the Fred Pugh book. It is #100 on the Des Moines & Central Iowa Railroad (which is where it went when it left the UV in 1947), in their Flint Yards. The picture was taken in March of 1960.

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 .

Timetable — Schedule of upcoming events

Thu	Oct 1	1:00	Board Meeting	Conf Call
Sat	Oct 10	1-4	Museum Open for Visitors?	UVRs&M
Sat	Oct 17	6:00	4-way Celebration Dinner	Deerpath, NB
Sat	Oct 24	1-4	Museum Open for Visitors?	UVRs&M
Thu	Nov 5	1:00	Board Meeting	Conf Call
Sat	Nov 21	1:00	Program Meeting, TBA	via Zoom?
Thu	Dec 3	1:00	Board Meeting	Conf Call
Sat	Dec 19	2:00	UV Christmas Party?	Alan's Home?

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

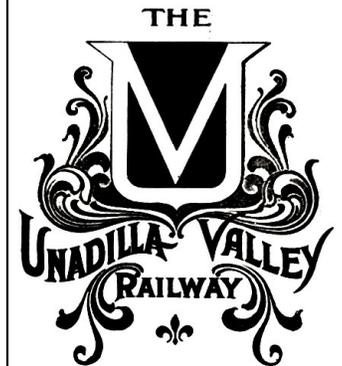
Check our web site at www.uvrs.org for meeting details and late changes.

Recent Donations

- A complete N-Scale model train layout by Jim Tregaskis. We'll be setting this up in the depot for all to see.
- A 16 x 20 framed picture of a locomotive with 4 people, by Verna Fauss of New Berlin.

Leaders & *Board Members

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Diesel Locomotive #100

In the late 1930's, the locomotive industry had begun to develop diesel locomotives as an alternative to steam. The advantages of diesel-electric locomotives over steam were that diesel-electrics were simpler to operate, more reliable and more fuel-efficient. Additionally, a diesel locomotive did not require a fireman, thus reducing the crew needed for a train by one.

By the Second World War, several successful diesel-electric locomotive designs had gone into production, mostly for the military. With the end of the war, the country returned to a peacetime economy. With the resulting reduction of shipping, railroads were under increasing pressure to reduce costs in order to remain competitive with other forms of transportation.

In late 1946 GE (General Electric) introduced a diesel-electric road switcher known simply as the 70 tonner. It was relatively cheap, could operate on light rail, handle tight curves, and boasted considerable power for its size, making it the first such locomotive for smaller railroads that utilized lighter rail.



Locomotive #100 in front of the engine house in New Berlin. Engineer Bruce Harshbarger is at the controls.

The UV quickly ordered two of the new GE 70 tonners. Joe Graham, a UV employee, traveled out to Erie, PA, to pick up the two locomotives. #100 and #200 came to the UV under their own power, albeit limited to 25MPH as the units were still being broken in. They were both Phase I (early model) 70 ton Diesel-electric locomotives, were of B-B configuration, and were powered by a 600HP Cooper-Bessemer FWL-6T engine. #100 had a builder's number of 29091, and was the 30th unit produced by GE.



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#100 and #200 arrived in New Berlin in late October of 1947, and were immediately put to work. The remaining steam locomotives on the UV were maintained on a stand-by status, fully coaled and watered and ready to go, but day-to-day operations fell squarely on #100 and #200.



#100 on the main line in New Berlin. The Unadilla Valley passenger station is to the immediate right.

Within 4 months, #100 presented the management of the UV with a problem. On the night of February 14, 1948, #100 was returning at 2AM from a run down to New Berlin Junction. Just north of South New Berlin, the locomotive derailed. Author Bill Young described the incident:

“Running backwards at Whites crossing, then the first crossing above South New Berlin, the diesel [#100] hit ice, flew off the rails, slued cab-first into a field, and came to rest upright with its rear truck torn off and its front sitting on the right of way.”

The job of clean-up and repair began immediately. The locomotive had to be cleared of the right-of-way, then the rear had to be lifted up so that it could be repaired and the engine set back on its rear truck. The UV had no heavy lifting equipment available, so the job had to be done by hand, using hydraulic jacks and cribbing.

The jacks would be used to lift the locomotive a few inches, wood blocks would be built up, then the jacks would lower the locomotive onto the added wood blocks. The jack then would be raised so it could lift the locomotive a

The advertisement features the Stewart's Shops logo at the top, which consists of the brand name in a stylized, white, serif font set against a black background. Below the logo is a collection of white line-art illustrations of various food and beverage items, including a coffee cup with a flame, a sandwich, a soft drink 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, the website address "stewartsshops.com" is displayed in a white sans-serif font, followed by icons for Facebook, Twitter, and Instagram.

stewartsshops.com   

little higher, at which point more wood blocks were inserted, and so on. It was a long, laborious and dangerous process, being repeated until the locomotive was high enough to accommodate the rear truck. At that point, someone had to crawl under the locomotive and repair any damage to the underside of the locomotive, then the truck had to be moved into place, and the locomotive lowered onto it. The locomotive was then returned to the tracks.



Taken the morning after the derailment, #100 is resting in a swampy area next to the tracks with her front end still on the right of way, blocking the tracks.



Surveying the damage. Bill Schmerhorn is left, and George Moore to the right.



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Work has begun to jack up the locomotive and put the rear end back on its truck. Using rails as supports and wood blocks as a foundation, the jacks (one on either side) would be used to lift the locomotive a little at a time.



The crew hard at work on #100.

#100 was soon back in operation, again sharing duties with #200 on the line. The rest of her time on the UV would prove fairly uneventful. The duo were more than capable of handling the dwindling traffic on the UV, as shipping, and revenues, continued to fall.

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As an aside, though the GE 70 ton locomotive was capable of a top speed of 55MPH, it was quickly learned that the primitive trucks, which lacked swing motion control, damaged rails at anything over 30MPH, as well as giving an extremely rough ride, and so these units rarely went above that limit.



#100 on the Edmeston branch, just crossing Route 80. New Berlin is visible in the background. This photograph is dated August of 1953.



#100 at the southern end of the Edmeston yard. The turntable is visible to the right. This photo is dated July of 1952.

As revenues continued to fall, it was decided that one locomotive could handle the diminished UV traffic, and so #100 was sent off to the Des Moines &



Central Iowa Railroad, another Salzberg line. Bill Young cited September, 1949, as the departure date. Other sources claim the early 1950's, and indeed several of the pictures the Society has of #100 are dated 1952 or 1953. Whatever the case, #100 would serve the DM&CI for around 20 years. It was later scrapped. — by 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).

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).

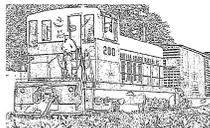
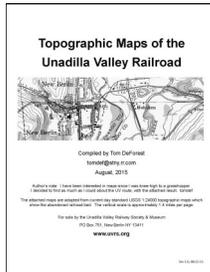
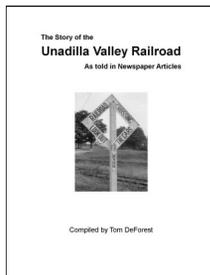
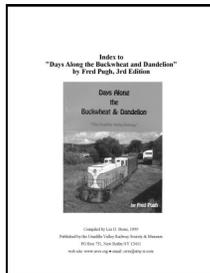
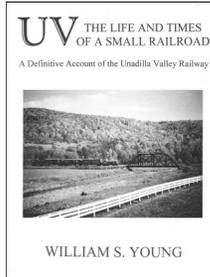
Note Cards of UV Rolling Stock and buildings. \$5 for set of 5 different images. 4 different sets are available (20 different images total).

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 _____

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City, State, Zip _____

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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.

