

Engine House Sustains Damage

Recently we found that the back (south) wooden wall of the Engine House had collapsed, apparently from recent high winds.



(above) Looking to the north-east, the wooden south wall was blown over and the chimney toppled, leaving us a mess to clean up.



Looking west, the left end (the rear) of the building is where the damage occurred. The board is evaluating our next steps and how best to proceed. —pictures by Paul Straney

Up and Down the Tracks

*** The UVRS&M has reprinted a book, The Operations & Maintenance Manual for the GE 70-Ton Locomotive. The book is 350 pages long and contains everything you need to do to maintain your 70-Ton locomotive (like UV #200). It sells for \$49.95, but is available to members for \$30 plus shipping and sales tax. Send questions to UVRS@STNY.RR.COM.

*** We are saddened to learn that long time member Gordon Davis passed away on January 16, 2021. Our condolences go out to his family. He was 87 and a member of the UVRS&M since 1996.

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

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

*** **On the back cover:** Engine #200 with Bruce Harshbarger at the controls, shown at New Berlin Junction in August of 1958. #200 and matching caboose #103 were headed north toward the trestle on their way to New Berlin.

ZOOM MEETINGS SUCCESSFUL

Starting in January, 2021, we have held our monthly program meetings via ZOOM. It is an easy-to-use on-line meeting facility in which participants can see and hear a presentation and each other. Our topics will continue to be the UV and other local railroads. Our meetings are scheduled for the 3rd Saturday of each month at 1:00 PM (Eastern time). You may join us from anywhere in the country (or even outside the country).

Recordings of previous meetings can be found on our web site, UVRS.ORG > ABOUT US > RECENT PRESENTATIONS

To participate, you'll need a computer with optional camera and microphone (as most laptops have nowadays), or a smart phone, internet access and a link (that we'll send you). Send an email to uvrs@stny.rr.com to let us know you're interested and we'll send you the link a day or so ahead of the meeting. Then at the appointed time, click on the link to join the meeting. We look forward to seeing you at an upcoming meeting.

If you don't have a computer, you may also join us by phone. You'll be able to hear everything, but not see the meeting. Email uvrs@stny.rr.com with questions.

See our web site for late breaking changes: www.uvrs.org .

Timetable — Schedule of upcoming events

Thu	Apr 8	1:00	Board Meeting	Conf Call
Sat	Apr 17	1:00	Program Meeting, The Salzberg Companies — by Tom DeForest	ZOOM
Thu	May 6	1:00	Board Meeting	Conf Call
Sat	May 15	1:00	Program Meeting, topic and speaker TBA	ZOOM
Thu	Jun 3	1:00	Board Meeting	Conf Call
Sat	Jun 19	1:00	Program Meeting, This Cat Has Nine Lives: The U.S. Army Corps of Engineers and the Upper Susquehanna River Watershed by Leigh Eckmair	UVRS&M (tentative)

Notes:

Masks and Social Distancing required at all in-person events
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 Presentations

Jan 16, "The Snow and the UV, The Struggle To Keep the Line Open Throughout the Winter Months," by Paul Straney.

Feb 20, "The Head-On Crash of 1925," by Tom DeForest.

Mar 20, "Pendragon, Merlyn & Uther, the Early Locomotives of the UV," by Paul Straney.

Leaders & *Board Members

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Engine #200

As described in the previous Pendragon dealing with locomotive #100, after World War II Salzberg decided to dieselize the Unadilla Valley Railway (UV) as part of cutting costs on the line. They purchased two 70-ton diesel locomotives from General Electric of Erie, PA, in the summer or early fall of 1947. UV engineer Joe Graham went out to Erie to ride with the two diesels back to New Berlin. The two shiny new diesel locomotives, resplendent in the Salzberg colors of orange and cream, arrived in New Berlin on October 6, 1947.

Both locomotives were Phase I (early model) 70-ton diesel-electric locomotives, were of B-B configuration, and each was powered by a 600 HP Cooper-Bessemer FWL-6T engine. #200 had a builder's number of 29092, and was the 31st such unit produced by GE. GE referred to this as their model A70T, which differed from later models in having no vertical louvered vent for the radiator under the single headlight at the front end of hood. Other features included the placement of the louvered pattern of the side doors, which differed by model. In subsequent models (Phase II and Phase III) these features would change, as would some internal equipment, but the basic layout would remain the same throughout its production run.

As delivered, both #200 and #100 were equipped with a bell under the right side frame just forward of the cab, and a short smokestack. Soon after arriving on the line, but sometime before February 14, 1948, #100 was equipped with an air whistle, located just forward of the cab. #200 would acquire a more substantial warning device, a three-section air horn, being installed on the roof of the cab fairly early in its service with the UV. During winter months, a small shield would be installed in front of the air horns to keep the snow from blocking their throats and muffling their sound.

Two changes would be made to the #200 in its life on the UV. Sometime in the late forties the shops in New Berlin built a rudimentary snow plow to fit the front end of #200. Second, sometime after February of 1959 and before May of 1960, the air horns were relocated from the roof of the cab to the hood in front of the cab. In their place a rotating red beacon light was installed on the roof of the cab.

In the late Forties/early Fifties, as revenues on the UV 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 (DM&CI), 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 DCMI for around 20 years. It was later scrapped. In a personal conversation with engineer Bruce Harshbarger, Mike Holdridge said, Bruce relayed that he preferred operating #100 over #200 saying that the control functions responded quicker, and #100 had more "pep" out on the line, and he was sorry that #100 was the 70-tonner that was sent away.

With our thanks to Bill Wellman, Mike Holdridge, Steve Mumley, Howard Zendle and others who contributed their memories to this article. — Paul Straney.

— *Now Open* —

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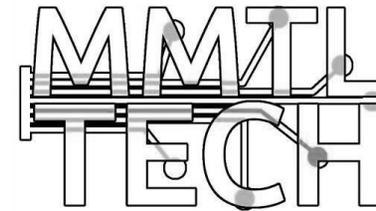
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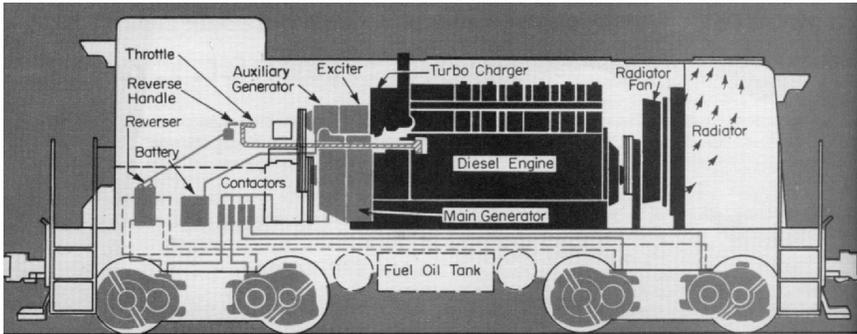
Hardware or Software Installation?

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TV or Blu-Ray Hook Up?



#200 as delivered to the UV. Larry Schomo is at the controls. — Photo by Harold Deal.



The basic layout of the General Electric 70-ton locomotive. The diesel engine did not directly power the wheels, but instead turned a generator that in turn provided power to electric motors on the wheel trucks.

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#200 in the engine house in New Berlin. The UV had a well-equipped shop, and could handle most of the servicing for the diesels.



#200 on the siding by the lumber yard building, with the UV office behind in the New Berlin yard.

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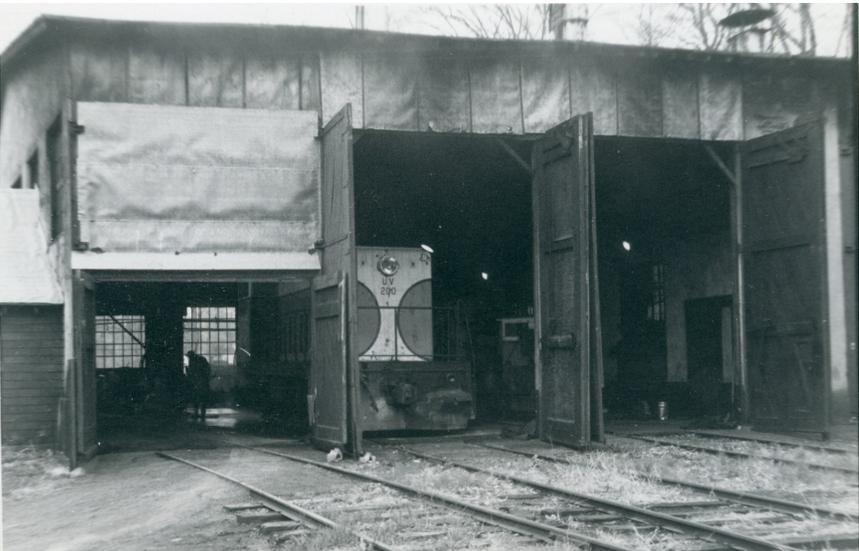


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#200 on July 6, 1951. The tall smokestack has been installed, as have the air horns on the roof of the cab. The rudimentary snowplow, manufactured in the New Berlin shops, has also been installed



#200 in a bay in the engine house in New Berlin. The speeder is just visible to the right.

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*Engineer Bruce Harshbarger at the controls of #200. Summer 1960.*



*#200 switching in the UV yard, New Berlin, March 16, 1960. The UV New Berlin station is immediately to the left.*



*#200 in front of the engine house in New Berlin in February, 1959. It would appear that #200 has returned home after a day out on the line, hence the snow piled high on the nose of the locomotive.*



*#200 in South Edmeston. Phenix Cheese is off-camera to the right.*



*#200 out on the line, just north of West Edmeston.*



*#200 just south of Leonardsville station, heading south.*



*#200 heading south, just south of Yaw Bridge Crossing, just entering Chenango County and quickly approaching Genung's Crossing with Route 8 on the left.*



*#200 at Bridgewater. The station is to the left, and the DL&W mainline is in the left foreground.*



*#200 in Bridgewater, just south of the station, getting ready to cross Route 20.*



*#200 in Bridgewater, facing north. The Bridgewater station is immediately to the left.*



*#200 approaching Bridgewater from the south. #200 is between the switches for the wye in Bridgewater, which is to the left.*



*#200 in Bridgewater on the interchange tracks with the DL&W. The Bridgewater station is behind us.*

## 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).

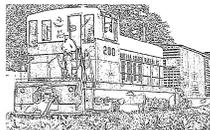
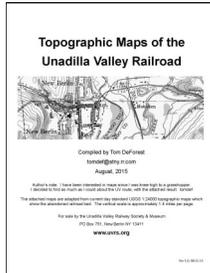
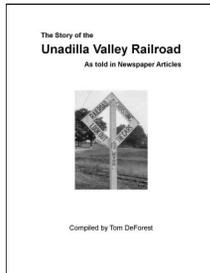
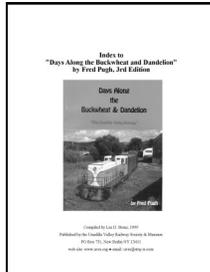
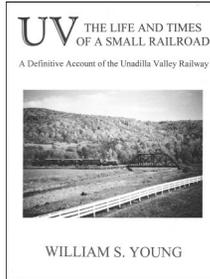
**Note Cards** of UV Rolling Stock and buildings. \$5 for set of 5 different images. 4 different sets are available (20 different images total).

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](http://www.uvrs.org).

**Questions? Call Sandy Kilmer, UV Storekeeper, at 607-548-7007.**



## Unadilla Valley Railway Society & Museum Membership Form

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### Membership Categories:

- Conductor, \$250 / year       Fireman, \$50 / year  
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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](mailto: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.

