

## **HELP NEEDED**

We need your help. Member Sandy Kilmer has done a great job of representing the UVRS&M with a table of items for display and sale at train shows in the area over the last 3 years. But she can't do it alone. We'd like to develop a list of folks who would be willing to receive requests for help as she needs help on upcoming shows. Tasks include both helping to transport people and material to shows and helping to staff the table during the show. Clearly, helpers would best be located somewhere in Central NY. Benefits include free admission to the show and our sincere thanks. By signing up, you are NOT committing to help. You are simply indicating that you would be willing to receive a call asking for help when she needs it. If you would be willing, please send an email to [uvrs@stny.rr.com](mailto:uvrs@stny.rr.com) or call her directly at 607-548-7007.

## **Board Members, Officers Elected**

Per our Constitution and By-Laws, we held election of board members at the May 6th board meeting. Alan Fairbrother and Sandy Kilmer were reelected to new three-year terms. Mike Holdridge was elected to a new three-year term. Others continuing in their terms include: Tom DeForest, Gladys Slentz and Denny Hoxie which expire in 2022 and Paul Straney, Edna Straney and (open) which expire in 2023.

Officers were then elected from the board membership and include Paul Straney as President, Gladys Slentz as Vice-President, Edna Straney as Secretary and Tom DeForest as Treasurer, all to one-year terms. These folks are all working behind the scenes on your behalf to keep this organization functioning. Please thank them when you see them.

## **Cleanup, Fixup and Open House**

Thank you to Sandy Kilmer, Gladys Slentz, Alan Fairbrother, Marge Behnke, Denny Hoxie, Paul Straney and Edna Straney for their recent efforts to clean up the museum for the recent open house on June 19th. THANK YOU (that's a "big" thank you) to all who worked on this effort. In addition, Marge Behnke has donated the effort and materials to replenish mulch and to plant flowers in the beds in front of the museum (shown below). Thank You, Marge.

Our open house on June 19th was successful with about 15 people coming through, including our own members.



## Up and Down the Tracks

\*\*\* The UVRS&M has reprinted a book, The Operations & Maintenance Manual for the GE 70-Ton Locomotive from 1947. 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 queries by email to [uvrs@stny.rr.com](mailto:uvrs@stny.rr.com) .

\*\*\* We have new members: Bradford Paulson of Clinton NY, Schuyler Larrabee of Newton Highlands MA and Wallace Day of Plattsburgh NY. Welcome to all.

\*\*\* Talk to us: send email to [uvrs@stny.rr.com](mailto:uvrs@stny.rr.com) .

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

### Recent Donation

We have received a set of 4 railroad buttons used by Hubert Houk, from Ruth Pfaffenbach of New Berlin. Thank You.

### ZOOM MEETINGS CONTINUE

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 interests. 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.

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](mailto: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.

**Recordings of previous meetings can be found on our web site,  
UVRS.ORG > ABOUT US > RECENT PRESENTATIONS**  
Apr 17, "The H. E. Salzberg Company", by Tom DeForest.  
May 15, "The Later UV Steamers, Part 1", by Paul Straney.

Email [uvrs@stny.rr.com](mailto:uvrs@stny.rr.com) with questions.

See our web site for late breaking changes: [www.uvrs.org](http://www.uvrs.org) .

**On the back cover:** Locomotive #200 with caboose #103 at the New Berlin yard after completing a snowy winter run. Taken about 1953.

## Timetable — Schedule of upcoming events

Thu	Jul 1	1:00	Board Meeting	Conf Call
Sat	Jul 10	1-3:30	<b>Museum is open for visitors</b>	UVRS&M
Sat	Jul 17	1:00	<b>Program Meeting, "This Cat Has Nine Lives: The U.S. Army Corps of Engineers and the Upper Susquehanna River Watershed" by Leigh Eckmair</b>	<b>ZOOM</b>
Sat	Jul 24	1-3:30	<b>Museum is open for visitors</b>	UVRS&M
Thu	Aug 5	1:00	Board Meeting	Conf Call
Sat	Aug 14	1-3:30	<b>Museum is open for visitors</b>	UVRS&M
Sat	Aug 21	1:00	<b>Program Meeting, "Later UV steamers, Part 2" by Paul Straney</b>	<b>ZOOM</b>
Sat	Aug 28	1-3:30	<b>Museum is open for visitors</b>	UVRS&M
Thu	Sep 2	1:00	Board Meeting	Conf Call
Sat	Sep 11	1-3:30	<b>Museum is open for visitors</b>	UVRS&M
Sat	Sep 18	1:00	Program Meeting, Topic and Presenter TBA	ZOOM
Sat	Sep 25	1-3:30	Museum is open for visitors	UVRS&M

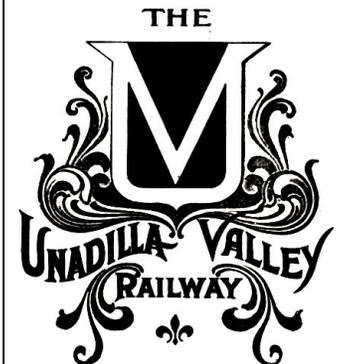
#### Notes:

Masks are required if not vaccinated at all in-person events  
**UVRS&M:** UVRS&M Museum, 10 Railroad St, New Berlin NY 13411  
**TBA:** to be announced

To participate in ZOOM meetings or Conference Calls, email [uvrs@stny.rr.com](mailto:uvrs@stny.rr.com)  
Check our web site at [www.uvrs.org](http://www.uvrs.org) for meeting details and late changes.

### Leaders & \*Board Members

*President.....	Paul Straney
*Vice President.....	Glady Slentz
*Secretary .....	Edna Straney
*Treasurer.....	Tom DeForest
*At Large.....	Sandy Kilmer
*At Large.....	Alan Fairbrother
*At Large.....	Denny Hoxie
*At Large .....	Mike Holdridge
*At Large.....	(open)
Executive Director .....	Denny Hoxie
Storekeeper .....	Sandy Kilmer
Sponsor Contact .....	Sandy Kilmer
Public Relations.....	(open)
Membership.....	Tom DeForest
Pendragon Editor.....	Tom DeForest
Website & Publications.....	Tom DeForest
Website.....	<a href="http://www.uvrs.org">www.uvrs.org</a>
Email .....	<a href="mailto:uvrs@stny.rr.com">uvrs@stny.rr.com</a>



## #200 — Part 2

#200 served the line for 11 years with relatively little issue. Then, about a week before Christmas in 1958, the crankshaft on #200 broke. This was a common problem with the A70T locomotives, and required a complete teardown to replace. #200 would be out of service for almost two months while the crankshaft was repaired, during which time one of the ex-NYOW diesels then being stored in the yard in New Berlin filled in for #200. By February, #200 was back in service, and would soldier on alone until abandonment in 1960.

On the UV, #200 would average nearly 40,000 miles per year in the early years. However, as the line lost customers, #200 would be used less and less. In 1947, when #100 and #200 arrived on the line, the UV was still running daily trains on the northern and southern end of the line, as well as to Edmeston. By 1959, #200 was going out only a few times a week.

#200 served the UV until abandonment in 1960, and pulled the work train that disassembled the line, pulling tracks first from Edmeston to New Berlin, then from New Berlin Junction to New Berlin in the summer of 1960, and finally pulling the tracks from New Berlin to Bridgewater in the fall of 1960.

After abandonment, #200 was sold to the St. Johnsbury and Lamoille County Railroad (StJ&LC, also referred to as the Lake Champlain & St. Johnsbury) by the UV in November, 1960, another railroad owned by Salzberg. They already had a number of GE 70-ton locomotives, all of which were multiple-unit train control (MU) equipped. MU-linked locomotives allowed a single engineer to operate two (or more) conjoined locomotives as a simple operating unit. Because #200 was not MU capable, it was relegated for use as the yard switcher in St. Johnsbury, and was not used out on the line. In StJ&LC service, #200 was assigned engine #55, but was never lettered or renumbered. For the next three and a half years, it served in St. Johnsbury until it suffered a catastrophic



*#200 just north of Rockdale, heading north to New Berlin.*



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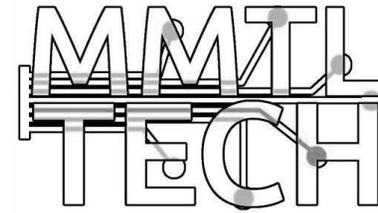
[stewartsshops.com](http://stewartsshops.com)   

engine failure about April, 1964, probably a broken crankshaft. If so, it would not have been the first such failure for #200, as related earlier.

#200 was never repaired, and became a parts source, setting next to the St. Johnsbury engine house for about four years. Then, about 1968, it was moved in pieces on lowboys to Morrisville, where the StJ&LC had its shops. By then the hood was separate from the frame and other parts had become detached. The hulk of the 200 still sat in the yard until Pinsky (then owner of the StJ&LC) sold some of the yard area and cleaned it up in 1973. That was the final call for the 200, which by then wasn't much more than a frame, and it was cut up for scrap in the yard. — Paul Straney



#200 switching in the yard at the Borden's plant in Mt. Upton.



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Photo of #200 with L. L. Schomo, Superintendent of Motive Power, in Cab. Picture taken very close to delivery day October, 1947. Steam is still being used as #5 readies to go north to Bridgewater.



#200 in Mt. Upton, on the spur line that led to the dairy plant. The main line is behind #200.

## R.P.I. Appraisal

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#200 in Mt. Upton, just north of the station.



#200 in Mt. Upton, heading south. February, 1959.

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*#200 crossing the bridge over Great Brook, heading northbound.*



*#200 just south of New Berlin. Route 8 is at the left.*



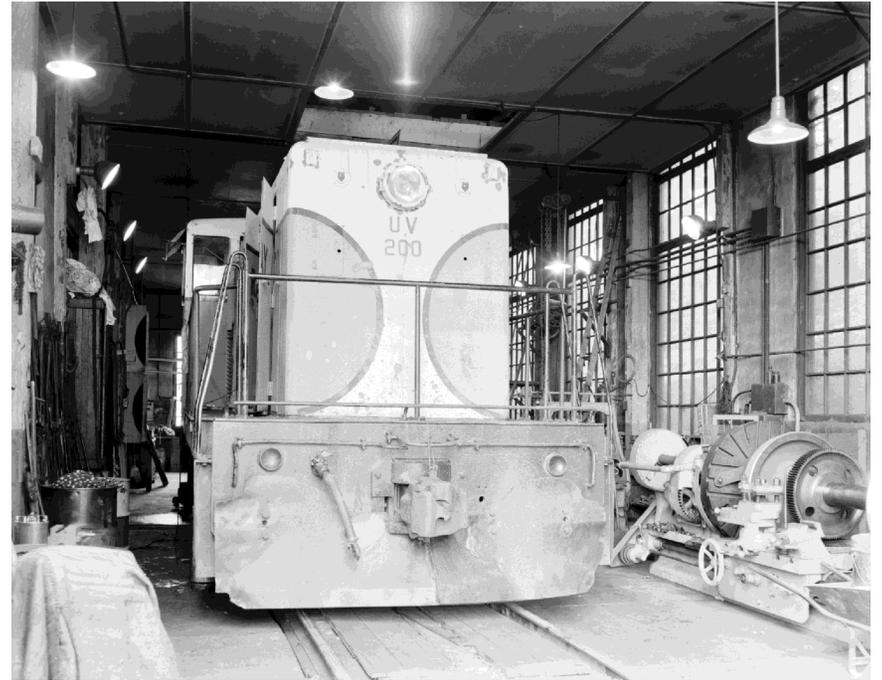
*#200 in South New Berlin, February, 1959. #200 is approaching the Route 23 crossing, one of only two crossings that had a signal device on the line. The wig-wag signal is to the left of #200.*



*#200 moving north from the O&W yard to the UV yard in New Berlin. It is just crossing Route 80. The bridge to the Edmeston branch is visible in the background.*



*#200 on the main line in New Berlin. #200 is heading south from the UV yard, and just about to cross Route 80.*



*#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. May, 1960.*



*#200 heading east out of Hoboken toward Edmeston. County Highway 18 is in the foreground; the Beardslee farm is to the left.*



*#200 out on the line. Location is uncertain.*



*#200 moving north from the O&W yard to the UV yard in New Berlin. It has just crossed the switch for the Edmeston branch. While this would appear to be summer from the greenery, the shield is clearly in place that was normally installed in front of the air chimes on the roof of the cab in the winter months to keep snow from clogging them.*



*#200 pushing plow SP-5 in Scott's Cut, Winter 1960.*



*#200 in the Edmeston yard. The water stand is to the right, as is the small building that served as the yard office in later years. Behind that was a boxcar with trucks removed that served as a freight house for the yard.*



*Switching cars at the DL&W interchange, Bridgewater. Summer of 1960.*

## 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).

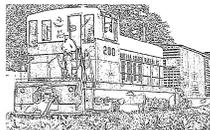
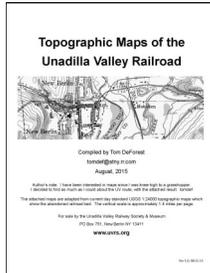
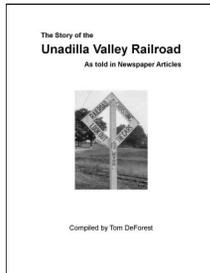
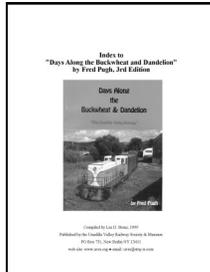
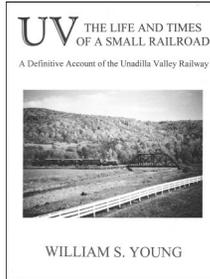
**Note Cards** of UV Rolling Stock and buildings. \$5 for set of 5 different images. 4 different sets are available (20 different images total).

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

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](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.

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