

## **Big Projects Coming: Engine House, Museum, Shanty**

**Engine House:** As we have previously reported in this space, the one remaining stall of the Engine House was damaged this past spring when a strong wind blew the chimney over, which hit the rear wall and took it down. We are currently in talks with a contractor to get this mess cleaned up.

**Museum Roof:** Part of the roof of the museum building is starting to rust. We need to paint much, most or all of the roof to prevent it from further rusting. We are pursuing estimates for this work.

**Shanty Upgrade:** In 2019, our shanty was hit by a large, unknown vehicle, which caused some damage to it and knocked it partially off its wood foundation. We are pursuing a plan to install a concrete pad closer to the front of the museum and to repair the shanty itself and move it to the new concrete pad. The board is currently considering a proposal for how to accomplish this.

**Donations Solicited:** We know right now that the above projects are going to require more funds than we have. We will pursue some outside funding sources, but we are also asking our membership to consider making a special contribution to us for these projects. Please make your check out to the **UVRS&M**, mail it to **UVRS&M, PO Box 751, New Berlin NY 13411**. The UVRS&M is a 501-C3 organization so all contributions can be deducted on your taxes if you itemize. **THANK YOU.**



You say you need to borrow a locomotive for the weekend? OK, where do we send it? See the story of the #300 starting on page 4.

## Up and Down the Tracks

\*\*\* Is anyone within the UV membership a model railroader (any scale)??? I'm looking for a e-mail exchange with like-minded folk either modeling the UV or the DL&W or NYO&W/D&H both interchange links to the old UV.... I'm looking for a UV HO scale caboose (former NYO&W)....thanks for your help. Joel Norman. (Send a note to [UVRS@stny.rr.com](mailto:UVRS@stny.rr.com) to respond to Joel's request).

\*\*\* We understand that Glady Slentz is still in rehab for her leg. She is progressing and hopes to be home in a few more weeks.

\*\*\* 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 fall.

**On the Back Cover:** The new owner of the to-be Wellsville Addison & Galeton Railroad felt there was strong indication from its past customers that the new railroad should be dieselized. So the owner, H.E. Salzberg, sent a small locomotive from another Salzberg-owned railroad. The Unadilla Valley Railway Company's #300 arrived late in 1955, was picked up in Addison, NY, and taken by their steam engine to Galeton, PA., for the presentation on Jan. 6, 1956. After all the celebration in Galeton, #300 was returned to the UV in New Berlin in March of 1956 in the same manner.

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

## 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](http://UVRS.ORG) > ABOUT US > RECENT PRESENTATIONS**

- Feb 20, "Head-On Crash of 1924" by Tom D.
- Mar 20, "Pendragon, Merlyn, Uther, Early Locos of the UV", by Paul S.
- Apr 17, "The H. E. Salzberg Company", by Tom D.
- May 15, "The Later UV Steamers, Part 1", by Paul S.
- Jul 17, 2021, "This Cat Has Nine Lives: The US Army Corps of Engineers & The Upper Susquehanna River Watershed" by Leigh E.
- Aug 21, 2021, "The Later Steamers, #4 thru #272, Part 2" by Paul S.

## Timetable — Schedule of upcoming events

Thu	Oct 7	1:00	Board Meeting	Conf Call
Sat	Oct 16	1:00	Program meeting	ZOOM
			Topic & Presenter TBA	
Thu	Nov 4	1:00	Board Meeting	Conf Call
Sat	Nov 20	1:00	Program Meeting	ZOOM
			Topic & Presenter TBA	
Thu	Dec 2	1:00	Board Meeting	Conf Call
Sat	Dec 18	1:00	Program Meeting	ZOOM
			Topic & Presenter TBA	

### 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, see the web site.

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.

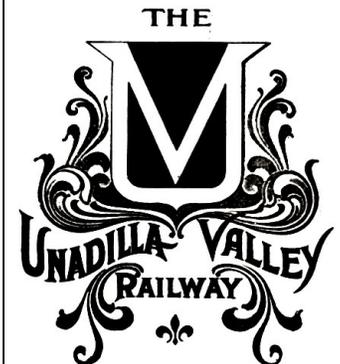
## Recent Donation

We received a large lantern from Nancy Holland in Endwell NY. It is listed as a railroad lantern, but it reminds us more of a street light. It stands nearly 30" high. If you have familiarity with this type of lantern, we'd like to know more about it.



## Leaders & \*Board Members

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### The Story of UV #300

The H.E. Salzberg Company became owners of the Unadilla Valley Railroad effective February 1st, 1938. Besides owning a number of other short line railroads, the Company also had a large scrap iron operation in Flushing, in the borough of Queens, in New York City. A couple of large city bus operations also belonged to the Salzberg Company, but scrap iron was their main business.

Over quite a period of time they had acquired ownership of 13 or so short line railroads in the eastern/southern region of the United States. They found they could purchase a small, minimally profitable railroad, a failing or bankrupt railroad, trim down its internal operations, and if need be its track mileage, while still serving its customer base, and succeed in becoming a railroad that made a moderate profit. Now, the other side of this coin is not quite so shiny. If during its time in operation the railroad started to lose, and then continued to lose money over the months and years, then the owners would usually file with the Interstate Commerce Commission (ICC), for complete abandonment of the rail line. With its railroad business going broke, the abandonment order was usually granted, even though there were court hearings, maybe filed objections, and community meetings, abandonment would be approved.



UV Locomotive #300 came to the Unadilla Valley Railroad in 1954. As no photos have been found or recollections told, it is assumed #300 was painted in the Salzberg colors at the New Berlin shop. Because of an idea Mr. Salzberg had, it is believed that it was not lettered at that time. The picture shows #300 in the UV engine house. Photo by William S. Young.



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Now, this is where the other side of Salzberg company operation came into play. They usually scrapped their own railroads themselves. They often hired past railroad employees and local men of the railroad scrapping area looking for work, to do the work of tearing up their own familiar railroad. The rolling stock, metals and rail were then sold off to the highest bidder, making their first business, "the scrap iron business" money, for a second time.

The above sounds pretty harsh, but scrap iron was the main focus of the Salzberg business. When the Unadilla Valley Railway was making a profit, it employed many people in many different jobs providing them with a living, supporting the local economy, and helping to keep the Unadilla Valley and its outreaches alive and prosperous.

Salzberg stayed abreast of the railroading industry, always looking for items to keep their railroads viable and profitable. The owners had a keen eye for used equipment for their railroads, and the Unadilla Valley Railway had purchased a double wedge end snowplow, an early flanger and a freight caboose from the Delaware Lackawanna & Western Railroad. Later, in the 1940s, the UV purchased two cabooses, a flanger car and a husky, winged snowplow from the New York, Ontario & Western Railroad. This equipment served them well. One caboose was still in service on the day the Unadilla Valley Railway Company stopped operations forever on November 21, 1960.

Salzberg received notice of an upcoming locomotive auction of two small switcher locomotives at the General Electric Company in Pittsfield, Mass. They placed a bid and won both locomotives. One of the locomotives, built by General Electric in 1936, was a diesel-battery-electric of 400 HP, and weighed 50 tons. It became UV #300 and arrived in the UV rail yard New Berlin in 1954. (More on the second locomotive later).



SNY #5 and #300 in the beginning both looked like this. #5 carried this paint scheme until early in 1958, when they were both painted in the same scheme, and at a distance were hard to tell apart.

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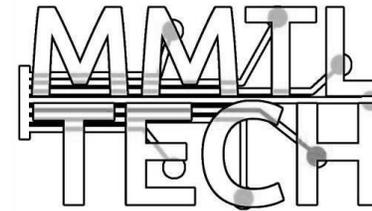
The advertisement features the Stewart's Shops logo at the top, which consists of the brand name in a stylized, white, serif font against a black background. Below the logo is a white line-art illustration of various food items: a coffee cup with a flame, a sandwich, a soft drink with a straw, a bottle of condiment, and a bowl. The central slogan, "Let us make your life easier!", is written in a large, white, cursive font. At the bottom, the website URL "stewartsshops.com" is displayed in a white sans-serif font, followed by icons for Facebook, Twitter, and Instagram.

In 1954 the Salzberg's had been negotiating and purchased another failing short line deep in the mountains of Pennsylvania, and they had another purpose in mind for #300. It was checked out in the UV shops and tested some on the railroad. Then, several months later, UV #300 was placed on a flatcar and shipped to Pennsylvania, where it would be very visibly on display for the grand opening day of the new "Wellsville, Addison & Galeton Railroad" on January 1st, 1956. This railroad had been an all-steam short line which became a remnant of the Baltimore and Ohio Railroad, which had been cut away from the B&O mainline by huge flood damage. The lightweight #300 wasn't much use other than switching duties in WA&G's rail yard, and, because it was a lightweight locomotive, #300 was no good for the steeper grades out on the main line. Salzberg had made the promise to the customers of the new WA&G RR that it would be dieselized immediately, and that the steam engines would be scrapped as fast. This promise was re-enforced by #300 being a diesel locomotive, and having the letters "WA&G RR" painted boldly on each side of the locomotive under the engineer's cab windows, and the big splash of the bright Salzberg orange and cream colors that they hoped would block out the black grungy color of the "Old and Dirty" steam engines. It was back in the 1950s, that Murray Salzberg did this sort of thing to promote his new railroad to potential shipping customers.

The little WA&G #300 was returned to the UV Railway in March of 1956 and its original "Unadilla Valley Ry Co." name placard was reinstated, while still keep-



UV #300 sits on a flatcar in the Galeton yard before the Wellsville, Addison & Galeton railroad has its grand opening January 1, 1956. Unmarked at arrival, soon to be lettered WA&G RR to show the area railroad customers they were going to switch from a steam railroad to a complete diesel operation soon after opening.



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ing the original number of #300. The unit was used as a service locomotive and ended up doing light work, such as pulling the weed burner around the line to keep the flora growth to a minimum. It was witnessed one time while doing some serious work on the line to Bridgewater, and that story was featured in the UV Railway Society's Pendragon newsletter of Oct-Dec 2016 (Vol 26, No. 4). During #300's time on the UV Railroad, the little loco had affectionately acquired two nicknames, "Junior" and "The Corn Popper", as these two names really expressed this little antique in its size and the sound it made while working!

In September, 1957, UV #300 moved again, this time to another and much closer Salzberg "short" short line of the Southern New York Railway System (SNY) that ran from the interchange of the Delaware & Hudson Railroad in Oneonta, NY, "up", (a 2.20 percent grade), to the SNY rail yard, and on to West Oneonta, NY, a distance of 2.3 miles. It was here on the SNY that ex-UV #300 rejoined her partner locomotive that was the second look-alike locomotive that Salzberg's winning bid had purchased from the G.E. Co. of Pittsfield, Mass., three years earlier. This sister unit was older, built in 1922. It resembled #300, but it had only 250 HP and weighed in at 40 tons. This locomotive, now SNY #5, was still painted in its original black with the original General Electric plant markings and original road number. Sometime in 1958, both locomotives were repainted. Gone were the black paint scheme of #5 and the old orange and cream horizontal paint of #300. These two locomotives were now painted identically. Still the Salzberg colors were used but now the colors were boxed instead of striped like #300 had been. Now the engine hoods and the battery hoods were orange with silver tops, and the engineer & conductor cab was painted the cream color, with a silver roof, and the air tanks silver, too. From a distance, if you couldn't see the numbers, they were almost indistinguishable.

SNY #5 and SNY #300 shared the duties of daily SNY business, in which #300 took on more of that load. Then SNY #5 and #300 found their job was done,



March in New Berlin could still have lots of snow, and here we see UV #300 returned home from WA&G's grand opening. Along with #300's appearance there were 2 other small, leased diesel locos on hand at the Galeton event.

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and the Southern New York Railway Company closed down for good on May 7th, 1970. The two locomotives were stored in the SNY barn until sometime in July of 1971 when they were both moved one more time. For this last event, the luxury of each locomotive being loaded and riding on the back of a flatcar had been omitted and the locomotives were pulled and pushed singularly by a large flatbed truck from the old SNY engine house to the top of the "Hole", and down the 2.5 degree grade in a free coast, just the other side of the Route 23 south crossing all the way to the area close to the interchange area in the D&H yard in Oneonta, and coupled into a D&H train to Binghamton, NY. There the locomotives were inspected and then put into a special move over the Erie-Lackawanna Railroad (EL) tracks. They were pulled on their own wheels by a big Eire Lackawanna SD-40 locomotive with boxcar buffers at the SD-40 and caboose ends, with the little guys in between all the way to Addison, NY, where they were dropped off, and again, 17 years later, once again picked up by their family railroad, the Wellsville, Addison & Galeton Railroad. Then they traveled another forty four miles to Galeton, PA.

By November, 1971, both SNY#5 and #300 were stored in a new engine house—and stored together, unused until 1978 or early 1979, when there was talk of a purchase agreement for this pair of rare vintage locomotives. But as it turned out, the deal fell through, and these two very museum-worthy locomotives, were cut up on site for scrap iron value, which proves once again, that the scrapper always wins.

—D. Michael Holdridge



In the New Berlin railroad yard, two young boys celebrate the return of UV #300 by personally standing on the flat car deck with the "little 50 ton" locomotive. (If anyone remembers this event, please let us know).



One more time #300 is on the road again, but this time it's for keeps. UV #300 will become SNY #300 when its destination is reached at the D&H rail yard, Oneonta, NY. The picture was taken at Richfield Junction in Cassville, NY. The UV's Northern connection with the Delaware Lackawanna & Western Railroad starts south of here in Bridgewater, NY.



Ex-UV #300 was earning its keep working in the switching yard near the Delaware & Hudson Railroad. The SNY serviced several different companies at that location. SNY #300 was put into service very soon after arriving in Oneonta, so the crew had hand-painted SNY under the engineers' and firemen's cab side windows. It was a bit of time after that that both locomotives were painted alike.



It's always good to show locomotives running. Here is SNY #5 coming out of the engine house, with #300 in the back of the barn. Perhaps #5 will be returning that boxcar to the Delaware & Hudson interchange for another pickup. Photo by David Connor.



Here, popping away with the exhaust sound it was noted for, #300 is throttling up to climb up out of "the hole", for a boxcar and a coal hopper delivery. The hopper goes to the coal business in SNY's yard and then the boxcar will be delivered to the West Oneonta Station.



After some time of idleness and quiet, a work crew of 5 men appeared from the WA&G RR, even their Superintendent, Leonard Ferguson, was there. They arrived in 2 big trucks with all the tools and equipment needed to prep the locomotives for yet one more move. They removed the end foot boards, tack welded all the engine and battery doors, and shut and removed visible items that would have made great railroad memorabilia.



#5 and #300 had been stored so long there was no way that they would run without great expense. What do you do? Well, that's what the truck was for. From the engine house to the top of the hill to "the hole" was well over half a mile. The locomotives were towed one at a time, inch-worming down together and were pulled along and/or shoved along by the truck's shop-manufactured front bumper, to cross what is now Country Club Road, just before Route 7.



Nudged, #300 is moving along but had to be stopped by the truck by moving in front to prevent a runaway. The tow truck is now a stop truck holding the locomotive back from rolling onto Route 7, a bit in the distance. With traffic stopped, #300 will be nudged again, and with the grade starting down, the locomotive will drift across the road, the lot, and down "the hole" near the D&H interchange area.



Both #5 and #300 are in the Binghamton Erie-Lackawanna rail yard for inspection before being assembled into a special move for the continued travel west on Erie-Lackawanna rails. Photo by Tom Trencansky.



With a trip across the Southern Tier completed and final connection made with the WA&G, #5 and #300 now sit unscathed on their new home rails in Galeton, PA. Photo by Tom Trencansky.



After several weeks outdoors, SNY #5 and ex-UV #300 were moved into the brand new WA&G locomotives and caboose facility. #5 and #300 were moved to a side track that looked like it was made just for them, and there they sat. They remained there untouched from September of 1971 to 1978 or early 1979. Then the train crew took time and brought these two dusty units outside... where they were cut up for their scrap value soon after. #5 & #300 were of actual historic value in railroading history. Many railfans were sorry they didn't make it.

## 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).

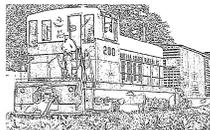
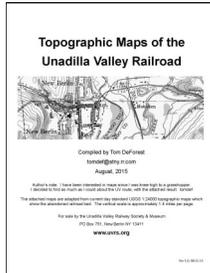
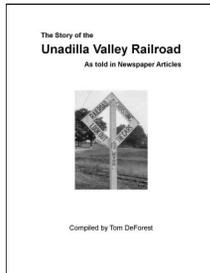
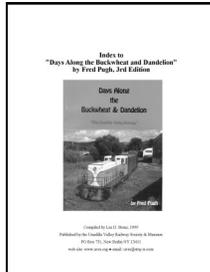
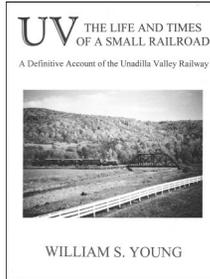
**Note Cards** of UV Rolling Stock and buildings. \$5 for set of 5 different images. 4 different sets are available (20 different images total).

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**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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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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