

Serious Challenges

This past year has brought a number of serious challenges for our Society. It began in early spring when the chimney of the engine house collapsed, which destroyed the rear half of the engine house. This past summer, we came to the realization that the roof of the museum is showing significant rust, and needs to be painted ASAP. All of this is in addition to the damage to the O&W shanty two years ago which we are still trying to remediate, and the general condition of the paint on the depot, which also needs attention. Given our limited resources, we have our hands full.

In the coming year, we are going to need to deal with each of these problems in turn. Unfortunately, none of this can be put off, and we are going to need all the help we can get. We are exploring all options, including seeking grants, to help us.

Starting with the engine house, it is clearly beyond repair, and we are exploring ways of divesting ourselves of this property. At this point, it is an eyesore and an attractive nuisance, and could in any number of ways financially devastate our organization.

As far as the museum roof, we have determined the scope of work that needs to be done to preserve and repair the roof, and we have received bids for the work. We are currently pursuing possible grant or matching funds money to help defray the cost of repairing and painting the roof.

Regarding the O&W shanty, we are looking to move it into the depot building to at least preserve it from any further damage while we explore possibilities for repairs and ultimately a safer and more permanent location to display the shanty on the property.

Lastly, the depot is in desperate need of painting. While the front face was painted in 2015, the sides and rear are in serious need of painting. There are areas of the walls that have little to no remaining paint, and we are starting to see significant damage to the underlying wood. Rot is setting in in a number of locations, and it is only a matter of time before there will be structural damage.

To say that we have our work cut out for us is an understatement. But we continue to be dedicated to the task of keeping the history of the Unadilla Valley Railway, and the valley it served, alive for current and future generations. Please help us keep the memories and the lessons of the past alive.

Up and Down the Tracks

*** New members: Andrea Miller of Marshfield MA (formerly of NB), Lee & Annette Benson of Homer NY (formerly of NB), William Anselm of Arnold MD (who lives in NB part of the year) and David Slentz of Fairport NY (formerly of West Edmeston).

*** Gladly Slentz finished her rehab and is now back home.

*** 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: The UV's last-acquired caboos was #103, the only one painted in Salzberg orange and cream colors. It also turns out to be the oldest of the five cabooses originally built by the New York, Ontario & Western (O&W) railroad. It was built in 1891, was acquired when the Jamestown, Westfield & North Western railroad shut down in 1950 and was finally burned in 1960 as the UV prepared to shut down. Here it is shown on a bright sunny day in the UV yard, probably during the 1950s.

ZOOM MEETINGS CONTINUE

Starting last January, 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 to let us know you're interested and we'll send you the link a few days 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.

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

Recordings of previous meetings can be found on our web site, 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, "This Cat Has Nine Lives: The US Army Corps of Engineers & The Upper Susquehanna River Watershed" by Leigh E.
- Aug 21, "The Later Steamers, Part 2" by Paul S.
- Sep 18, "UV RR Buildings in NB, Part 1, UV Depot" by Paul S.
- Oct 16, "UV RR Buildings in NB, Part 2, Engine House" by Paul S.
- Nov 20, "Railroading in New Berlin, A Chronology" by Tom D.
- Dec 18, "UV RR Buildings in NB, Part 3, Coal Pocket & More" by Paul S.

Timetable — Schedule of upcoming events

Thu	Jan 6	1:00	Board Meeting	Conf Call
Sat	Jan 15	1:00	Program meeting	ZOOM
			Topic & Presenter TBA	
Thu	Feb 3	1:00	Board Meeting	Conf Call
Sat	Feb 19	1:00	Program Meeting	ZOOM
			Topic & Presenter TBA	
Thu	Mar 3	1:00	Board Meeting	Conf Call
Sat	Mar 19	1:00	Program Meeting	ZOOM
			Topic & Presenter TBA	

Notes:

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

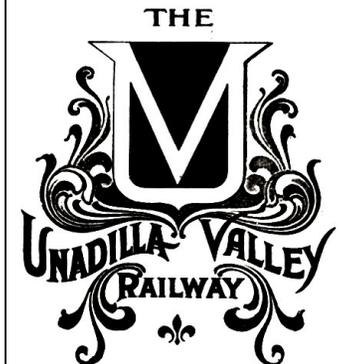
Check our web site at www.uvrs.org for meeting details and late changes.

Recent Donation

We recently received a very generous check from Lee and Annette Benson of Homer NY (both originally from New Berlin). Thank You Very Much, Lee and Annette.

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UV Cabooses

In 1924, with passenger service on the decline, many UV trains were run as freight only. With freight only, there was no passenger car or combine in which the conductor could ride. So the UV purchased two four-wheel cabooses, known as “bobbers”, from the New York, Ontario & Western Railroad (O&W) for \$500 each. They arrived in October, 1924, and were given UV numbers 50 and 51. The bobbers were fairly simple machines, with just four wheels and a wooden frame. They were called bobbers because they bobbed forward and back like a baby carriage does when pushed down a sidewalk. The bobbers provided cover and protection for the conductor and other crew from the weather but with a fairly rough ride.

#50— #50 has a very short history. It was originally O&W #8192 and was built in the Middletown shops about 1906. The UV declared #50 as worn out and junked it in 1940 according to Bill Young in his book. It’s not clear just how they junked it, but presumably they salvaged the scrap metal and burned or discarded all of the wooden parts.

#51— #51 has a much longer and more colorful history. #51 was built in the Middletown shops as O&W #8206 in 1906. Also in the Bill Young book, it says that #51 was sold in 1941 to someone on Long Island. Other sources say that it became a “clubhouse”. It was acquired later (possibly in 1984) by the Delaware & Ulster Railroad Historical Society of Arkville, NY. In the mid-1990s, the aforementioned Society applied for and received some grants to help defray the cost of restoring #8206. The restoration was completed in 2008. The restored caboose is on display at the Delaware and Ulster Railroad property in Arkville as the original O&W 8206.

In 1941, in parallel with the purchase of the “New Berlin Branch” from the O&W, the UV also bought some rolling stock. Two of the items were O&W cabooses, purchased for \$400 each. They became UV cabooses #101 and #102.

#101— #101 started life as O&W #8302, built in the O&W Middletown shops in 1916. This was only the second one built in the 8300-series of “modern” cabooses. #8302 was purchased by the UV from the O&W in 1941 and renumbered to #101. #101 served the longest of any caboose on the UV, right up until the last day when locomotive #200 went to Bridgewater that last time in November, 1960. The body of #101 was then trucked to Silver Lake, southeast of New Berlin, where it remained

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for a while as a summer cottage.

The following is from the "Twenty Years Ago" section on page 5 of the October 16, 1980, issue of the New Berlin Gazette:

The "little red caboose" of the Unadilla Valley Railway has been purchased by a Forest City, Pennsylvania, man who will pick it up at Bridgewater when the line is removed to that point, and have it brought to Silver Lake where it will be made into a summer camp.

Rumors have been heard that this caboose still exists as a summer cabin somewhere in upstate New York within a hundred miles or so of New Berlin. If you find it, please let us know.

#102— #102 started life as O&W #8317, also built in the O&W Middletown shops in 1916. #102 and many other items of rolling stock were tilted off their wheels and burned during the summer of 1960 on the wye above the New Berlin yard. The metal parts were salvaged for scrap value.

#103— UV caboose #103 turns out to be the oldest of the five obtained from the O&W. #103 was originally O&W #8014, was built in 1891 at the Middletown shops and then rebuilt with a much heavier frame in 1907. It was one of three O&W cabooses used in service on coal trains. With the heavier frame, it could stand up to heavy duty pushing by another locomotive without having to be switched out. #8014 was sold to the Jamestown, Westfield & North Western (JW&NW) Railroad, a Salzberg line, in 1946 where it was renumbered as their #100. When the JW&NW shut down in 1950, caboose #100 went to the UV in New Berlin, another Salzberg line, where it became UV #103. It's not clear why it was the only UV caboose that was painted orange and cream. UV #103 met the same fate as #102, burned on the wye during the summer or early fall of 1960 and the metal parts were salvaged for scrap.

Side Doors— One thing that the UV did was to add an extra door on each side of its cabooses so they could carry small freight without having to add a box car to the consist. They didn't make these changes to the two bobber cabooses, but they did apply the changes to the later three. If you see a picture of #101, #102 or #103 and it doesn't have a side door, then the picture must have been taken soon after the caboose was acquired and before the door had been added. — *Tom DeForest*



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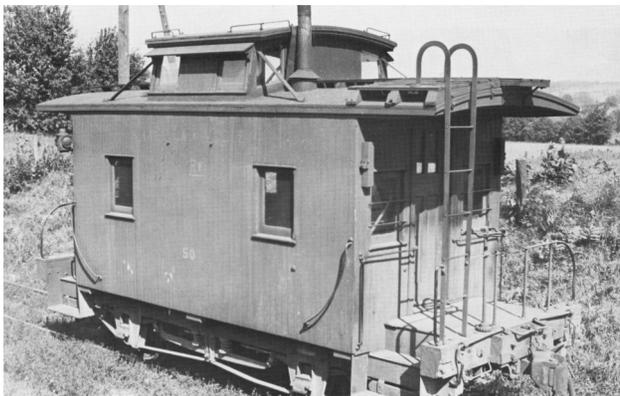


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Above and below are two views of bobber caboose #50, locations and dates are unknown.



Above and at the top of the next page are two views of bobber caboose #51. Locations and dates are unknown.

Stewart's Shops

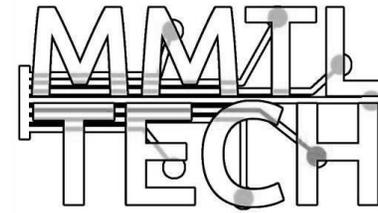
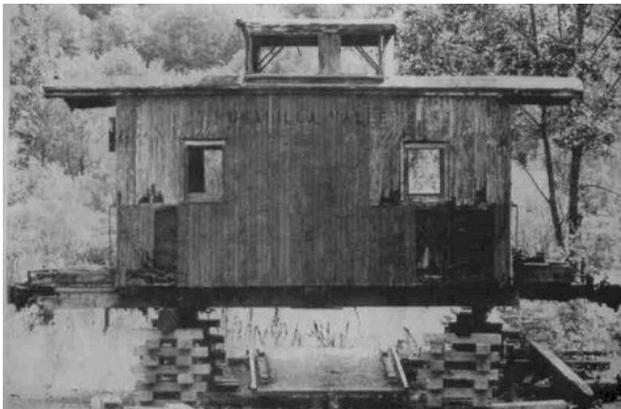


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Above and below are two views of #51 after it left the UV and fell into disrepair. Locations and dates are unknown.



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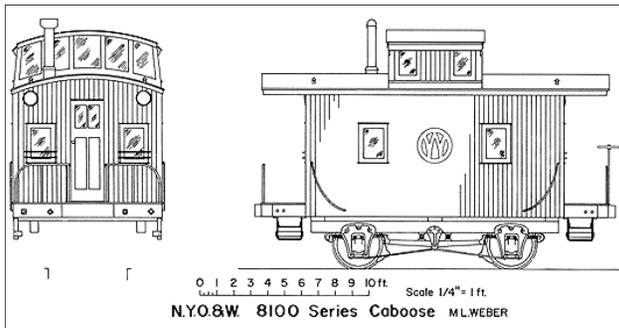
UV Caboose #51 after being restored to O&W #8206 by the Delaware & Ulster Railroad Historical Society, on display in Arkville, NY. Picture was taken after 2008.



This is the same side of UV caboose #101 (note position of the chimney) after the door was installed.



This is the other side of #101, also with a door for small freight, in the New Berlin yard, probably during the 40s.



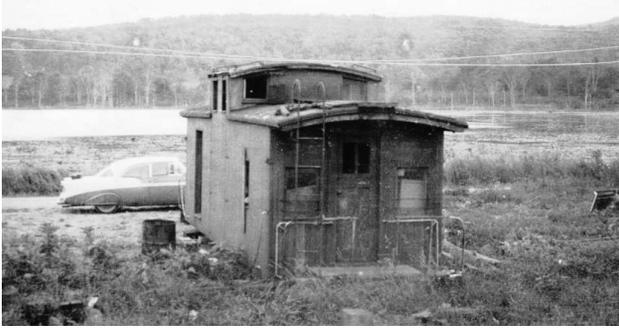
A scale drawing of the 8100-series "Bobber" caboose by the O&W.



#101 before the door replaced a window. So this was taken soon after arrival at the UV, in the early 40s, perhaps.



When parts of a truck became worn, the caboose was jacked up so the truck could be pulled out and the faulty parts repaired. Here is #101 waiting for such a repair.



UV caboose #101 after it left the UV (so it's after November, 1960) set up as a summer cabin at Silver Lake, south east of New Berlin.



The other side of #102 showing the added door.



UV caboose #102 before the freight door was installed. The location is by the Sheffield Farms plant between the O&W yard and the UV yard in New Berlin, in the late 40s or early 50s. Note that #102 had 3 windows on one side and 2 on the other just like #101 did. The smaller third window is for the toilet closet.



This is the O&W caboose which became JW&NW caboose #100, which later became UV caboose #103. The location is unknown, but the timeframe is after it was rebuilt in 1907 and before it was moved to Jamestown in 1946.



The loading door has been added to one side of UV caboose #102.



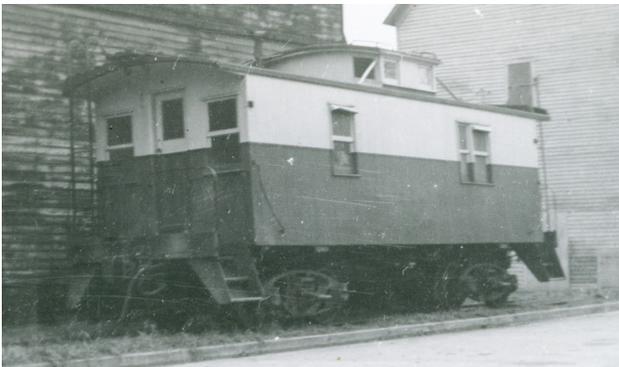
Here is UV caboose #103, pre-door. It's not clear why it is sitting here with caboose #102. The photo is taken in front of the former O&W depot (what is now the UVRS&M museum), timeframe in the 50s.



The same side of #103, post-door. This is sitting in the New Berlin yard in the 50s.



Here is UV caboose #103, jacked up, waiting for its truck to be repaired.



#103 originally had an odd third window on one side where the toilet closet was.



This is certainly one of the saddest pictures of UV rolling stock. The extra cabooses and snow plows had been towed to the wye north of the New Berlin yard, and tipped on their sides so the trucks could be removed prior to being burned. Timeframe is September, 1960.

We goofed. On page 2 of the previous issue, the front cover caption was incorrectly titled, and the back cover caption was omitted. Below are the revisions. Thank you.

**On the Front Cover:** The new owner of the to-be Wellsville Addison & Galetton 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 Galetton, PA, for the presentation on Jan. 6, 1956. After all the celebration in Galetton, #300 was returned to the UV in New Berlin in March of 1956 in the same manner.



**On the Back Cover:** Shown is #300 soon after arriving at the Southern New York Railway in 1958. It is sitting at the bottom of the hill near the end of the SNY track and the connection to the Delaware & Hudson Railroad. This photo was taken fairly soon after #300 & #5 were repainted, now looking nearly identical. Also showing are the several homes and trees across the street, where that area is now barren.



## 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.

**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).

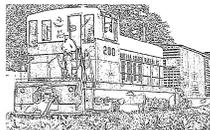
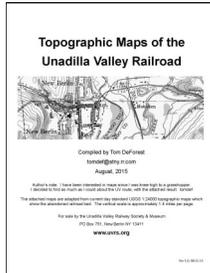
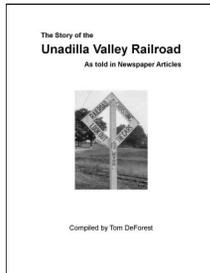
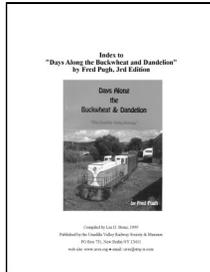
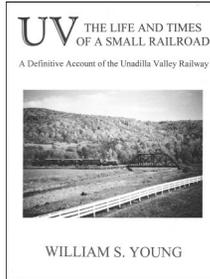
**Note Cards** of UV Rolling Stock and buildings. \$5 for set of 5 different images. 4 different sets are available (20 different images total).

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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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### 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.

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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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