

## **Save The Date: Saturday, August 20, 2022**

The Unadilla Valley Railway Society & Museum will be presenting a tour of a number of railroad-related areas in New Berlin and everyone is invited. Add the date to your calendar. You won't want to miss it.

The tour will start at our museum at 10 Railroad Street in New Berlin. First we'll car-pool to a stop in Hoboken, then return to and discuss the area around the museum, the right of way in the vicinity, then walk to the old UV railroad yard and discuss the buildings that were in that area.

Admission is free. While reservations are not required, we'd appreciate a note of interest so we can have enough copies of the handout for everyone. Send us an email to [uvrs@stny.rr.com](mailto:uvrs@stny.rr.com). Check our web site at [www.uvrs.org](http://www.uvrs.org) for details as we get them firmed up. Thanks...

### **— JOIN US FOR A TOUR —**



The Museum of the Unadilla Valley Railway Society & Museum at 10 Railroad Street, New Berlin. Meet here at 1:00 PM on Saturday, August 20, 2022, for a tour of UV areas in New Berlin.

## Up and Down the Tracks

\*\*\* New members: Richard Church of Bethel VT (grew up in South New Berlin) and Johannes Kroes (of Baldwinsville).

\*\*\* 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.

### The Museum is OPEN

**Our museum at 10 Railroad Street is now open for regular summer hours from 1:00 PM through 3:00 PM on the 2nd and 4th Saturdays through the end of September. Admission is free. Stop by and visit us.**

**On the Back Cover:** Photo was taken in 1956, looking north at the first bridge south of South New Berlin, with Holmesville NY, a quarter of a mile away, at the photographer's back. After the railroad was abandoned in Nov.1960, the bridge stood for many years, and now, has been gone for many, many more years too.

### 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 now scheduled for the 1st 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 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](http://www.uvrs.org) .

#### Recordings of previous meetings can be found on our web site, [UVRS.ORG](http://UVRS.ORG) > ABOUT US > RECENT PRESENTATIONS

Here are some of the recent presentations you will find there:

- "UV RR Buildings in NB, Part 1, Part 2, Part 3, Part 4, Part 5 and Part 6" by Paul S.
- "Railroading in New Berlin, A Chronology" by Tom D.
- "New Berlin Junction" by Tom D.
- "Dr. Lewis R. Morris, Owner of the UV From 1904 Through 1936" by Tom D.

## Timetable — Schedule of Upcoming Events

Sat	Jul 2	1:00	Program meeting	ZOOM
			Topic and speaker TBA	
Thu	Jul 7	1:00	Board Meeting	Conf Call
Thu	Aug 4	1:00	Board Meeting	Conf Call
Sat	Aug 6	1:00	Program Meeting	ZOOM
			Topic and speaker TBA	
Sat	Aug 20	1:00	Tour of UV-Related areas around New Berlin & Hoboken	UVRS&M
Thu	Sep 1	1:00	Board Meeting	Conf Call
Sat	Sep 3	1:00	Program Meeting	ZOOM
			Topic & Presenter TBA	

The schedule of when the museum will be open will be announced on our web site when that schedule has been established.

#### Notes:

**UVRS&M:** UVRS&M Museum, 10 Railroad St, New Berlin NY 13411

**TBA:** to be announced, see the web site.

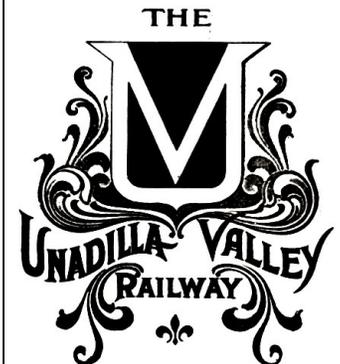
To participate in ZOOM meetings or Conference Calls, send a request by email to [uvrs@stny.rr.com](mailto:uvrs@stny.rr.com)

Check our web site at [www.uvrs.org](http://www.uvrs.org) for meeting details and late changes.

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, add them to our picture data base and return them to you. If you have memories, please write them down and send them to our email address: [uvrs@stny.rr.com](mailto:uvrs@stny.rr.com) .

### Leaders & \*Board Members

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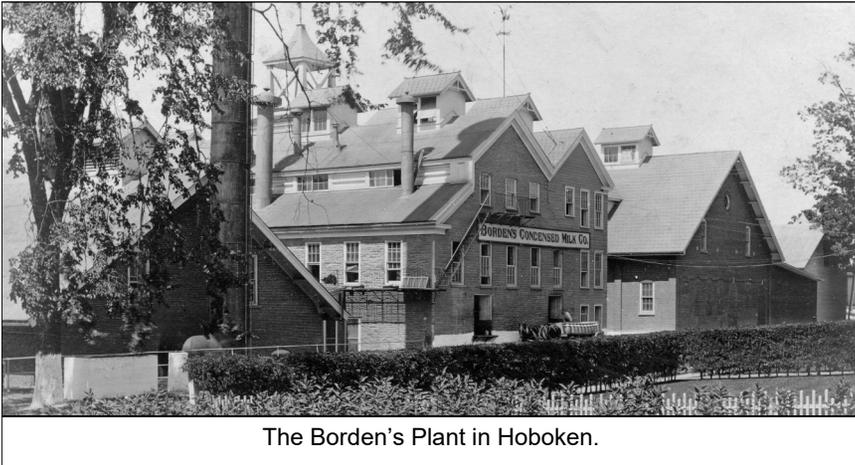


## Growing Up Along the Unadilla Valley — Part 2

by William Wellman

After turning the engine on the infamous turntable [at New Berlin Junction], the train would pick up the car left for it by the O&W and head back up the valley. We never ran into Sidney, only a couple of miles away, and I can't recall ever hearing of runs to there. Empty milk cars would be spotted at Mt. Upton, and inbound loads of grain or coal would be dropped to customers along the way, along with any in-bound express and less-than-carload freight. Sometimes I'd ride all the way back to New Berlin or sometimes the crew would stop briefly at South New Berlin to drop me off. Usually, the train was back home by mid-afternoon.

I only rode the northern division from New Berlin to Bridgewater a few times, and made only one trip to Edmeston on the old Wharton Valley. By then, trips there were made on an "as-needed" basis. I do remember that one trip vividly. It was a beautiful day, and it seemed like we could have been a thousand miles from anywhere as we rolled through countryside, complete with beavers and pheasants. The tall smokestack still stood in the remnants of the old Borden's plant across the river from New Berlin, and the remnants of the long trestle leading into it were still visible.



The Borden's Plant in Hoboken.

For a while, the UV ran daily double service on the Southern Division. In addition to the mid-day freight, a train would leave New Berlin in the late evening, passing South New Berlin around midnight, and returning in the wee hours of the morning. I never rode that train, but at least once it had an unusual consist. The Lackawanna was about to go on strike, and UV hauled back a number of their passenger coaches from New Berlin Junction to the Lackawanna connection at Bridgewater. I surmise that the double service was an attempt to hold on to some of the milk traffic, by getting better connections to New York. Regardless, soon it was back to single trains each way. Incidentally, the longest train I ever saw was just before another strike, this time on the O&W. In order to

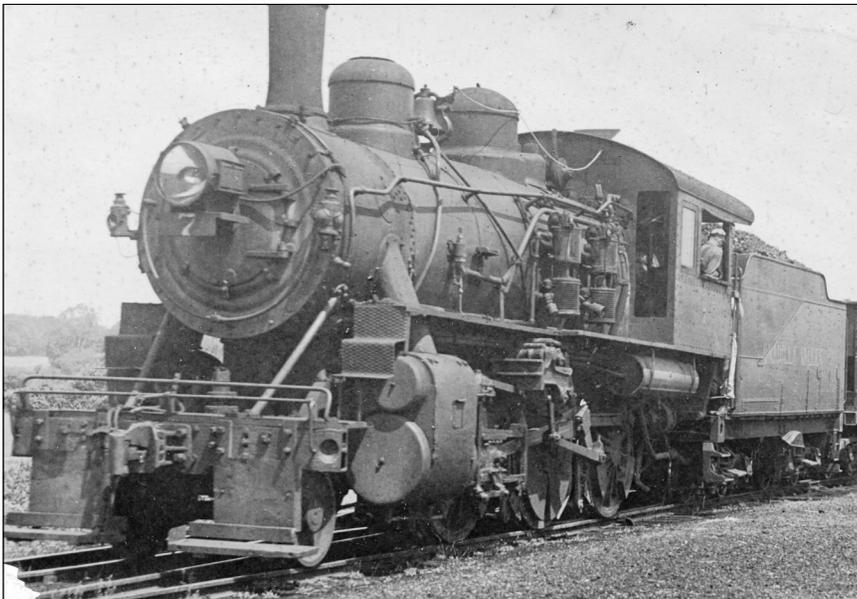


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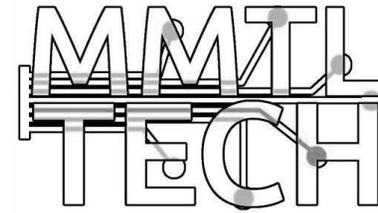
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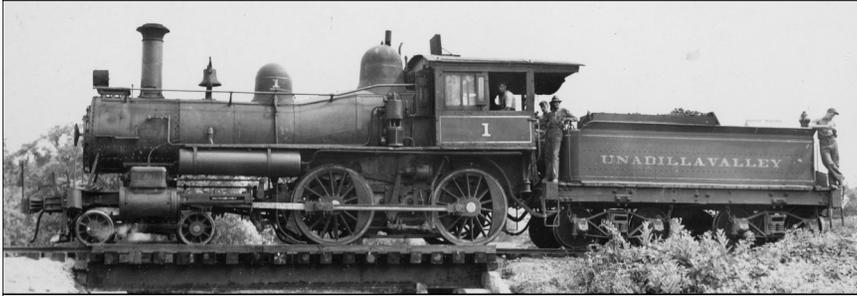
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avoid per diem charges, the UV cleaned out every empty they could find, and hauled a train of 17 cars into the New Berlin yards and then north the next day to the Lackawanna.

Motive power on the Southern Division was usually Number 6, a Baldwin ten-wheeler (4-6-0) built in 1911, or Number 7, a mogul (2-6-0) that came from the O&W in 1945. Number 7 was my favorite, as it had a most melodious whis-



UV #1, aka "The Pendragon."



UV #4 on the connector near the NY-80 bridge.



UV #5 in front of the engine house.

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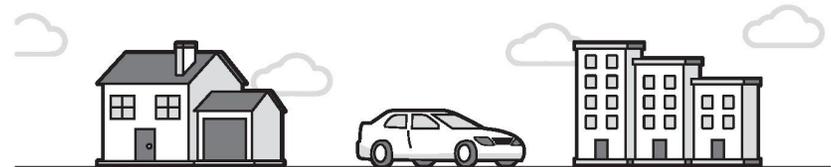
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tle and seemed to my untrained eye to have more beautiful proportions. Sometimes we'd see Number 1, an American type built by Rhode Island in 1895. She was originally the Pendragon, built for the UV when it started operations. Number 1 was still a high stepper, despite her advanced age. Paul Stillman, who often served as engineer on the work trains, said "She'd run the legs off a deer." Numbers 4 and 5, the Baldwin Prairies, (2-6-2) served on the north end, where their lighter axle loadings put less stress on the track.

There was a lot of excitement up and down the line when the two new diesel 70-tonners, Numbers 100 and 200, arrived from Alco-GE in 1947. Initially, I hated the diesels, and thought them awkward machines that couldn't match the steamers for looks. Later, of course, I realized they had probably saved the railroad, at least for a few years. I understand there was an immediate savings of \$90 to \$120 dollars a day in fuel cost alone. Not long after their arrival, Numbers 1, 4 and 5 were on their way to the junkyard, with Numbers 6 and 7 kept for reserve duty. 6 and 7 went to the scrapper in 1956.



UV #200 when it was brand new in 1947.

A year later, in February of 1948, I went to a birthday party at the Olmstead house just north of South New Berlin. We all had a great time, and later wended our way home along the cold snowy streets. Imagine my surprise the next morning when I found out that the night train, headed by Number 100, had left the rails just south of the crossing and was buried deep in the ditch. Lots of work followed, as the UV mobilized to get her out and re-open the road. The UV didn't have a wrecker, and I understand the O&W and the Lackawanna both wanted too much money for one to be rented. Perhaps they didn't want to



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risk their equipment on the UV's light rail. In any event, UV employees were soon busy at work, cribbing up Number 100 with timber beams and ties until it was nearly level with the tracks. Once there, rails were laid over the cribbing to the locomotive, and it was carefully, extremely carefully, pulled back on the track. It was then taken to the New Berlin shops, where the shop crew put her back together. Once again, the hard work and ingenuity of UV employees had solved another crisis.



UV #100 off the tracks above South New Berlin.

Number 100 was sold in the mid 50's to the Des Moines and Central Iowa. Number 200 remained until the end, when it was sold to the St. Johnsbury and Lamoille County, a Vermont road owned by Sam Pinsley, a relative of the Salzbergs. Years later, I was dismayed to discover her rusting hulk in the St. J. yards at Morrisville, Vermont, with her UV markings showing through the old paint.

In addition to the steamers and the diesels, the UV had several other pieces of interesting equipment. Parked outside the enginehouse was a small Vulcan



The UV Vulcan Locomotive.

can gas locomotive, with a Buda engine. This little engine never turned a wheel while I was around. The Salzbergs bought it from the Lehigh and New England Railroad in 1939. I was told that the few times they'd tried it, it was so slow with its small drivers the crew thought they'd never get home.

The weed burner looked like a monstrous multi-nozzled blow torch, and acted just like one. Every year the section gang would fill a small water car and start their rounds with it. It did an extremely effective job of burning weeds but also set a host of the old tinder-dry ties on fire. The men kept just as busy putting out fires as they did burning weeds. After one such expedition, the weed burner was relegated to the same track as the Vulcan, and tank cars filled with weed killer and equipped with sprayer nozzles were used instead.



The UV Weed Burner

The UV had two snow plows. Both came from the Lackawanna and didn't see much service on the Southern Division. One was a one-way plow, throwing snow to one side, and the other was a two way, throwing snow to both sides. I guess they earned their money on the northern section which always seemed to have the worst snow problems.

When the Salzbergs scrapped the Missouri and North Arkansas, a chronic basket case that was abandoned during this time, they sent several pieces of equipment to the UV. This included an old truck, several track speeders, and several carloads of ties. About the same time, they also scrapped the Jamestown, Westfield and Northwestern, a former electric interurban in the southwest portion of New York State. I think caboos 103 came from that road. The shop crew soon added side doors to handle the ever-decreasing I.c.I. shipments.



Snowplow which throws to one side only.



The UV truck, obtained from another Salzberg line.

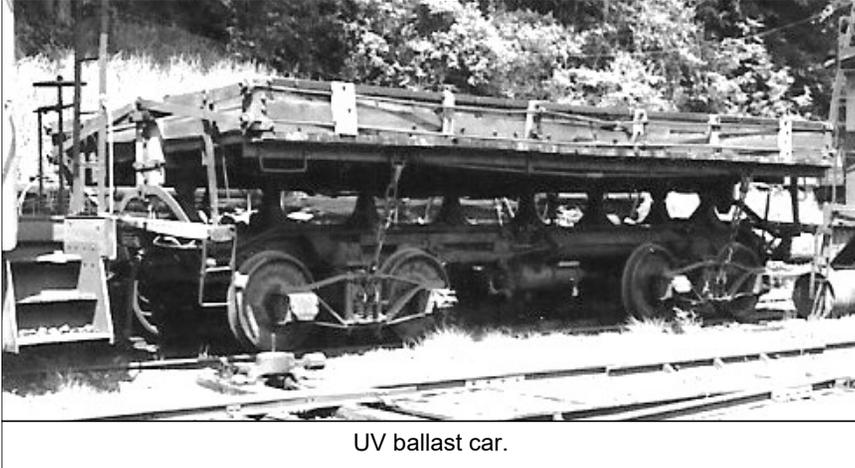


Snowplow which throws both ways.



UV Caboose #103, obtained from the Jamestown, Westfield & Northwestern.

The sole ballast car was an odd looking beast that could dump a load to either side of the track. It was usually used to move ashes from the ash pit near the enginehouse, as the UV didn't put in a lot of new ballast. It had Simplex arch bar trucks, and I've never seen nor heard of Simplex trucks anywhere else.



UV ballast car.

Necessity is indeed the mother of invention, and the UV found ingenious ways to meet the needs of a short line chronically short of money. After the annual weed killer train became too expensive, another way to trim the ever encroaching weeds and dandelions was found. One of the track speeders was rebuilt in the New Berlin shops to include a dazzling array of horizontally mounted saw blades, turned by a small engine mounted over them, and with the whole contraption connected with a variety of belts and pulleys. It certainly wouldn't pass the OSHA tests of today.

I graduated from high school in 1953 and went off to college. It seemed I had less and less time to follow the UV. By then, permanent decline had set in. The Mt. Upton and South New Berlin stations were open only part of the week, and then closed. The number of farms declined, reducing the demand for feed and for the freight cars that brought it. More and more of the milk plants closed, or sent all their milk via tank truck. The need for the once vital services that the UV provided dropped all along the line. The O&W was abandoned, severing the UV's southern connection. The hand writing was on the wall, and the UV's days were numbered.

I was married, and a lieutenant in the Army when abandonment finally came in 1960. I was in Indianapolis, far from the Unadilla Valley, and with new responsibilities and a delightful new bride. Never the less, the news swept me back to happy times, and I shed a tear for the UV that was to be no more.

Standard Train Order Blank for 19 Order

|                               |                                        |                   |
|-------------------------------|----------------------------------------|-------------------|
| FORM<br><b>19</b>             | <b>UNADILLA VALLEY RAILWAY COMPANY</b> | FORM<br><b>19</b> |
| TRAIN ORDER NO. <u>1</u>      |                                        |                   |
| (Dated) <u>Sept 17th 1960</u> |                                        |                   |
| To <u>Eng 200</u>             | <u>New Berlin</u>                      |                   |
| x                             | Opr.                                   | <u>WJ</u>         |

*Eng 200 run extra New Berlin to Bridgewater and return to New Berlin*

*RJR*

Supt.

CONDUCTOR AND ENGINEMAN MUST EACH HAVE A COPY OF THIS ORDER

|                |                 |              |      |
|----------------|-----------------|--------------|------|
| Made <u>WJ</u> | At <u>201 P</u> | M. <u>WJ</u> | Opr. |
|----------------|-----------------|--------------|------|

(JIC-28630 5M-12-58)

A copy of the official train order for the last run of the Unadilla Valley Railroad, on September 17th, 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.

**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).

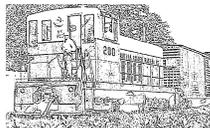
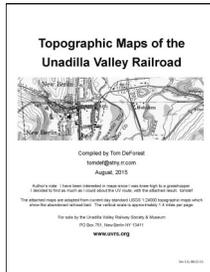
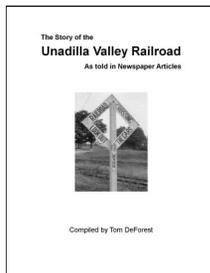
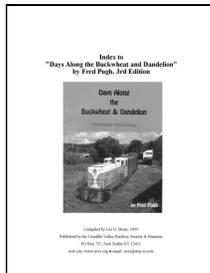
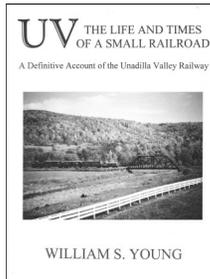
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**Questions? Call Sandy Kilmer, UV Storekeeper, at 607-548-7007.**



## 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 UVR&M, mail to  
 UVR&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 UVR&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.

