

RAILWAY HISTORY

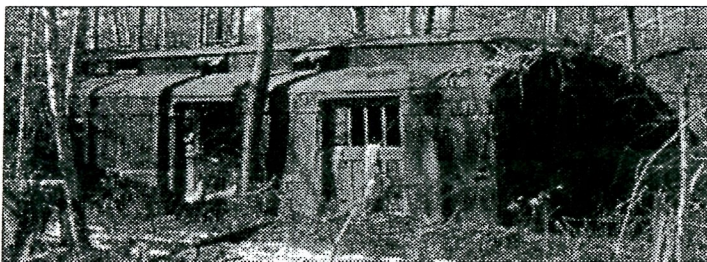
The Lost Relics Of Mayfield

Story and Photos by Dave Crosby

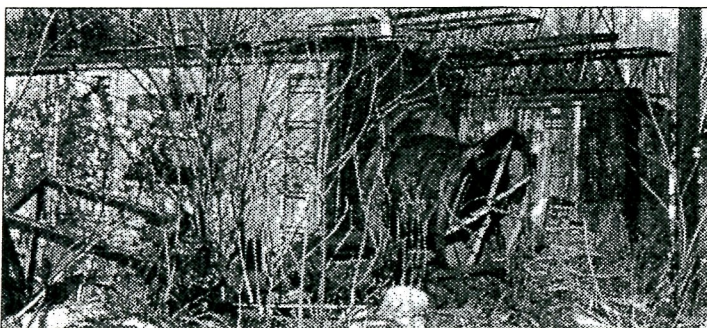
Along Business Route 6, just south of Carbondale, Pa. lies a collection of derelict railroad and mining equipment. In the vicinity of the old New York, Ontario & Western Railroad's Mayfield yard, the defunct Bauman scrap yard contains an amazing array of artifacts from the area's industrial past. Unfortunately time and the elements have taken their toll and these relics have long deteriorated past the point of salvage.

Mayfield, Pa. has perhaps the largest collection of New York, Ontario & Western rolling stock. Better than a half dozen pieces of passenger equipment (by then in work train service) were abandoned in the Mayfield Yard in the early 1950s. Eventually this equipment would become part of the Bauman scrap yard and would be surrounded with other remnants of Pennsylvania's industrial past as more scrap salvage was moved to the site

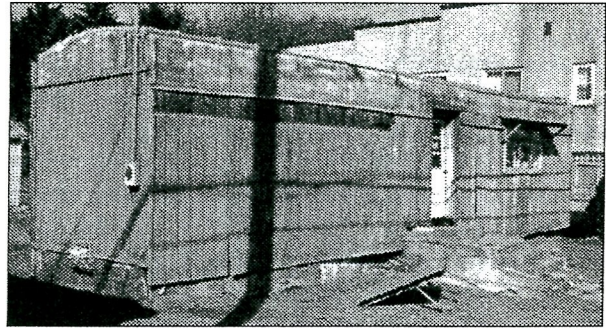
This is a genuinely creepy place! I visited during the winter when vegetation was at a minimum in broad daylight and I still had an uneasy feeling for the length of my visit. Also, trespassing is strongly discouraged; I received permission to enter the grounds beforehand.



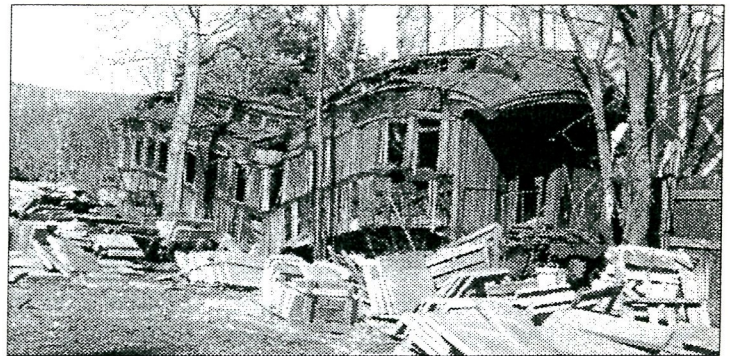
Here we see a Baggage/RPO car succumbing to mother nature.



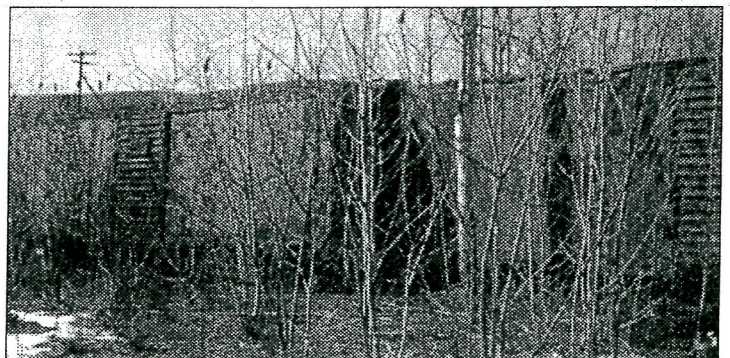
On the west side of Route 6 we see two X-29 type box cars of unknown lineage.



The closest piece of rolling stock to Route 6 is reportedly a former NYO&W milk car which was later used as the town's post office before becoming a private residence of sorts some time ago.



This poor old wooden day coach has collapsed under its own weight, yet retains all of its hardware including trucks! Rumor has it that before coming to the NYO&W this car was used on the New York and Oswego Midland and may be the sole remaining piece of equipment from that road.



Finally we see a string of 40 foot boxcars complete with trucks waiting for a call to service that will never come.

Editor's note: This material was excerpted with the author's permission from Dave Crosby's Web page www.geocities.com/forgottenscranton/mayfield.html.

Available Funds Looking for a Project

Greetings, Fellow Railfans:

As I write this note in March I look out to snow-covered ground and windblown trees. I do like winter, but think I'd like to see some signs of spring—and the sooner the better.

We received an invitation from the Community foundation for South Central New York to present a request for a financial grant of up to \$10,000 to be submitted by Sept. 1, 2005. We already know of one project they will not fund—the installation of a “house track” by our depot. Now we need to find out if there is something that we need to do that they will

fund. Your officers discussed the matter and came up with three possibilities, and have submitted a request for their guidelines. Do you have any suggestions for a project we might consider?

One of our members, Dr. Harold Rodman, recently submitted the material which makes up the largest part of this issue of The Pen-tragon. It was found on the Internet and is the work of Dave Crosby. You can reach him at davecrosby@verizon.net.

We hope you enjoy the ride. “Have a pleasant journey.”

—YOUR CONDUCTOR

Former UV Railway Employee Bob Padgett Dead

Bob Padgett, a former UV track worker and locomotive fireman, died in Portland, Ore., on December 7, 2003. His railroad friends back East only recently learned of his passing. Bob was 76 and had suffered in late years from Parkinson's disease. His widow, Lee, a daughter and three stepsons survive him.

The New Berlin Gazette for Oct. 1, 1927, reported: “Born, to Mr. and Mrs. Charles Padgett of Holmesville, on September 23rd, a son, Robert Everett.” Charles Padgett had a 15-acre strawberry farm at South New Berlin for a while. His son Bob grew up close to what was then the O&W's New Berlin Branch, and kept a record of events on the railroad prior to becoming a UV employee.

Still in his teens when he began firing a locomotive, Bob may have been the last of those employed on the UV during the busy times of

World War II. The first engineer he worked for was the UV's last, Bruce Harshbarger.

Afterward Bob went to college and made a career in electronics. After working in the Binghamton area for a number of years, he moved to Ohio in the early '70s, and later to Oregon, where he was a manager for Tectronics.

When the Great Northeast Rail Foundation acquired a Mexican 4-8-4 several decades ago and needed someone to ride it up from the border to the Capital District, this writer suggested Bob. He and one of his sons made the trip, and often mentioned it as a high point in their lives.

In June, 1997, Bob Padgett spoke before our Society about his UV experiences. Those who knew Bob will remember him as a most amiable and loyal friend.

—WILLIAM S. YOUNG

Items for Publication

If you have an item or photo you would like to submit for publication, write to The Editor, UV Railway Society and Museum, PO Box 751, New Berlin NY 13411.

Hats On!

If you haven't yet purchased your UVRS hat, now's a great time to catch up. These “Salzberg Orange” beauties are sold at



every Society meeting for \$6.00 each, or you can send \$6.00 plus \$1.00 postage to UVRS Hats, P.O. Box 751, New Berlin NY 13411.

UV Book Still Available

We still have some copies of Fred Pugh's book *Days Along the Buckwheat & Dandelion: The Unadilla Valley Railway*. The cost remains \$45. When they run out, they run out.

Don't be the one who calls too late.

A Note To Contributors

The Unadilla Valley Railway Museum & Society is a 501(c)3 tax-exempt organization chartered by the New York State Board of Regents.