

THE PENDRAGON

Vol 26, No 2

April-June 2016

The newsletter of the Unadilla Valley Railway Society
& Museum, PO Box 751, New Berlin NY 13411

News from the UV Store

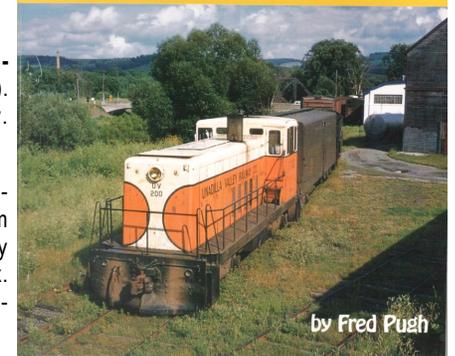
IT'S BACK — We found some more copies of **Days Along the Buckwheat & Dandelion** by Fred Pugh (picture at right). The old price was \$45, get yours now for **only \$35**, but only while our stock lasts.

We were almost out of the popular **Topographic Maps of the UV** (see page 3). We have now received a new supply. They are \$20 each plus \$4 shipping.

Tom DeForest has been collecting newspaper articles about the UV railroad from 1886 through 1960. This effort currently fills about 90 pages, plus a 12-page index. We will be making copies of these available for sale in the future.

Days Along the Buckwheat & Dandelion

"The Unadilla Valley Railway"



Ronald Jenkins

We are all saddened to learn that our life-time member, Ronald 'Joe' Jenkins, passed away on December 22, 2015. In 2010, he donated two glass cases of keys taken from his Grandfather's desk at the UV Depot. They can be seen in the Museum office. And, in an interesting turn, the desk itself was donated to our museum from the New Berlin Library at a later time. Now the keys and desk are reunited. Pictured here are Ronald 'Joe' Jenkins flanked by Alan Fairbrother and George Wolfangle at the presentation of the keys to the UVRS&M. Our sympathy goes out to the Jenkins family.



Up and Down the Tracks

***With June being the Village of New Berlin Bicentennial Celebration, we will be on the schedule for open house and speaker as well as refreshments on June 11th. Please set the date down now as we'd like as many of our people there as possible. Final plans will be firmed up at the May board meeting on May 3rd. We have a lot of work to do to get the museum cleaned up and opened for the season. We'll need lots of volunteers.

***Sandy Kilmer, our Museum Store Keeper, would like as many as possible of our folks to attend the Greene Railroad Show and Fundraiser from 10 to 3 on April 16th at the Berean Baptist Church on NY-12 just south of Greene. We need volunteers to staff the UVR&M booth. Please sign up for a 2 hour time slot at the next board meeting.

***Everyone enjoyed Paul Straney's slide presentation of the UV Railway & Historical Tour of the New Berlin area. He has consented to come back to continue the presentation going north, south and east of New Berlin on May 21st. Set this date down today, you will not want to miss our history in pictures.

***Alan Fairbrother has invited all of the UVR&M membership to a party at his house on June 4, 2016, from 1:00 to ???. Coming from England are Alan's son, Ian, and wife, his daughter, Julie, & husband and child Aydan. Bring your favorite beverage or dish to pass.

***Sandy Kilmer and Pat Gifford attended the National Railway Historical Society Fall Conference. They traveled by train from Utica Station north to places including Thendara, and Big Moose. The Utica & Mohawk Valley Chapter of the National Railway Historical Society hosted this event.

*****Time is crucial now.** Most folks we have talked with think we need a new roof on the museum, that there is no fix left in the current roof. But we could use more insight in this matter. If you know a good contractor, please have them contact us — soon — and meet with one of the officers to look at it and give us an estimate (call Sam Senn or Pat Gifford to set up an appointment). The second problem — and perhaps larger — is how do we pay for it? We have received about \$2,500 in donations the last three years that we can put toward the roof. But the cost is going to be MUCH higher. We have three estimates in hand right now for \$20,000 to \$25,000, and two of those are from last year. If you know a contractor, or would like to make a donation, sooner is going to be better than later.

***Our Thanks to Rapid Reproductions in Oxford for the gift of 15 extra copies of 32 color pages of the Topographic Map Books. This is really appreciated. These are now for sale for \$20.00 each plus \$5. for shipping. See page 3 for more details.

***Betty Holdridge, mother of UVR&M life member Mike Holdridge, has passed away. A service will be held on March 20th (the time is not firm yet) at the Columbus Community Church in Columbus. Our sympathy goes out to Mike at this difficult time.

1929 Collision at Sweet's Crossing FOUR INJURED IN AUTO CRASH ON U. V. R.R. AT SWEET'S CROSSING

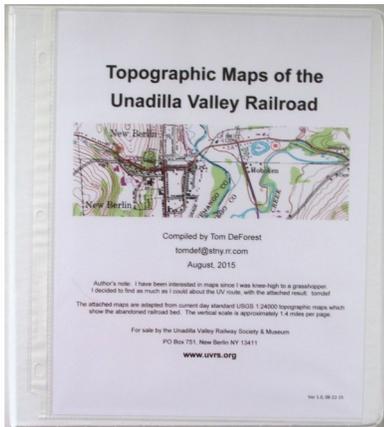
Four of our [Brookfield] residents, Mrs. H. S. Palmer, Mrs. W. L. Chesebro, Mrs. Clifton C. Craine and Mrs. E. T. Hughs, were seriously injured at about 5:15 Saturday [October 5, 1929.] afternoon, when Mrs. Chesebro's automobile was struck by the gasoline motor car on the Unadilla Valley Railroad.

The ladies were returning from Morris, where they had attended the Baptist Rally and reached the crossing at Sweet's Station as the northbound motor car came along. There is a clear view of the track for some distance each way, and it is not understood how the occupants of the auto could have missed seeing the "popcar," as it is called, nor why the train did not slow down for the crossing.

The car struck the automobile near its right front door and the impact threw all the ladies but Mrs. Craine out of the auto. The auto was carried a distance of about 75 feet by the car before it stopped. The car was derailed, so its brakes were useless.

The auto, a Chrysler sedan, was demolished.

This accident resulted in a lawsuit, and damages. Read all about the accident in the October 9, 1929, issue of the Brookfield Courier. All of the related articles can be found in a new brochure, **Accident At Sweet's Crossing, Oct 5, 1929**, which will be available soon for purchase for \$3 at the UV Store. (Submitted by Tom DeForest).



Topographic Maps of the Unadilla Valley Railroad

- Bridgewater to NB, to NB Junction, to Edmeston
- Current USGS 1:24000 Topo Maps which show routes of former UV track
- With towns, crossings, cuts
- 29 maps in binder with index in full color

\$20 each (\$4 shipping)
(Please see page 18 to order).

Thank You for Recent Presentations

The Unadilla Valley Railway Society & Museum would like to thank the following people for preparing and presenting at recent monthly meetings of the Society. We really appreciate the time and energy that you put into these presentations and we appreciate the knowledge that gets passed along to us.



Jan 16 at the United Methodist Church, Sam Senn & Louie Kupris presented **Rock & Diamond Prospecting.**



Feb 20 at the United Methodist Church, Paul Straney presented **The Unadilla Valley Railroad in New Berlin in Pictures.**

Paul Straney

Sam Senn,

Paul Straney to be our May speaker, Saturday, May 21, 2:00 at the UMC

While it is impossible to wander through our long gone railroad and take in the sights and sounds, it is possible, through old pictures, to go back and see the UV as it once was, giving us a glimpse into the days when the UV was a constant presence and important part of the community. The February photo essay took us down Genesee Street and to the Unadilla Valley yard in New Berlin and let us walk around the UV yard exploring the area through a series of 60+ historical photographs of buildings, equipment and industry, exploring and discussing what was there, and how it changed over the years from construction to abandonment. Future photo essays will continue the theme, moving both north along the line to Bridgewater, south to New Berlin Junction, and East to Edmeston. Put it on your calendar now, you won't want to miss it.



This picture was sent to us by Bill Wellman. It appears to be the UV Engine House in New Berlin. But it's not so clear where the engine is from. The name of the railroad on the side is unreadable. It's certainly not the UV #100 or #200. We think we have figured it out, but do any of you have any ideas?

Extend the UV to Oneonta?

Did you know that at one time there was an effort to extend the UV line from New Berlin through Morris to Oneonta? It would have gone through Ketchum, West Laurens and West Oneonta along the way.

The earliest reference I could find to this was in a newspaper article about Dr. Lewis Morris in the July 4, 1900, issue of the Brookfield Courier. From 1901 into 1903, articles in the Brookfield paper as well as the Delaware Gazette in Delhi document the progress of plans, surveys, filing of plans and the like.

In September of 1903, The Delaware Gazette printed an article about the Unadilla Valley Railroad passing into the control of Dr. Lewis Morris and Wirt Howe. This article went on to explain that the former President, Frederick Culver, was not able to commit enough capital to build the extension. But the paper editorialized that it was glad Dr. Morris was now in charge because he was from Morris and would likely help the effort along to build the extension.

All of these newspaper articles are found in a new brochure called **Efforts to Extend the UV to Oneonta** which contains 14 newspaper articles on the topic from 1900 through 1904. This will be available for purchase for \$3 soon at the UV Store (submitted by Tom DeForest).

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 Chaplains.....Lyle Linder, Mary Ann Linder,
 Ernest Clemens and William Flidner



Book Review

The favorite UV engine for many people is the Pendragon or the Merlyn, both steamers from an earlier age. My favorite is the #200 since that is the one I remember seeing when I was a kid. #200 was a 70-ton diesel built by GE. So when I ran across this book at a train show last fall, I just had to buy it.

The book is **General Electric 70-Ton Diesel Locomotives** by Ronald D. Sims, published in 2013 by Shade Tree Books, ISBN 978-0-930742-46-1. The book contains a TON of information about the 70-tonner including the evolution of locomotive design, the three phases of production, the various features and options available, many details about the Cooper-Bessemer 660 hp engine, many stories about how these locomotives were used, pictures of a large number of them and a large data table in the back with details about each one.

It turns out that GE produced about 200 of these from 1946 to 1957 in many variations including 65-, 80-, 90- and 95-ton in various track gauges for different purposes. Buyers were mainly in the US and South America.

According to the book, #100 and #200 were the 30th and 31st produced in this series and were shipped to the UV on Oct 2, 1947. #100, builder number 29091, went to the Des Moines & Central Iowa RR in 2/1950, then the Chicago & Northwestern in 7/1968, to a dealer in 7/1970, then it was scrapped in 1972. #200, builder number 29092, went to the St. Johnsbury & Lamoille County RR in 1/1961 and was scrapped in 1965. A picture of our #200 is included in the book (below), but there is an error in the caption.

While the front and back covers are in full color, the inside pages are black and white. The book also contains a bibliography of other sources of information on 70-tonners and a list of which still exist and where some are on display. The book lists for \$36.95 and is available from book stores and online. Highly recommended. (submitted by Tom DeForest)



Amazing Train Stories

When you consider the large part Railroads have played in American and World History you have only to take a look at the overwhelming number of stories about or that include trains.

Just about every successful movie (and those not so successful) includes a significant train scene. Some films were centered on trains such as the exciting one with Gene Hackman called *Narrow Margin* and of course *Mission Impossible* when Tom Cruise is hanging on for dear life.

Movies in every decade have included trains to add glamour, suspense, danger and a measure of historic timing. *Murder on the Orient Express* comes to mind as well as *North by Northwest*, *The Bullet Train*, *Broken Arrow*, *Money Train*, *Doctor Zhivago* and every circus movie ever made. A complete list of films set on trains can be found at the following website.

[http:// en.wikipedia.org/wiki/List_of_films_set_on_trains](http://en.wikipedia.org/wiki/List_of_films_set_on_trains)

Do you remember *Speed* which everyone associates with a Bus however in the end the main characters are on a train that bursts through a building onto a busy New York City Street? *Save the Last Dance* carries a young dancer to her absent father in Chicago when her mother is suddenly gone, In *Die Hard with a Vengeance* there are riddles and a train rigged to blow up, which it does, to provide a distraction from an enormous gold robbery and let us not forget all the *Thomas the Train* movies.

Almost all the Westerns we've loved our whole lives have had a train or train robbery. And what about that amazing train in *Back to the Future III* when Clayton Ravine becomes Eastwood Ravine. Maybe all of the *James Bond* films and one I really liked was *e*.

There have been movies and shows about commuters and terrorists and documentaries exclusively about trains as well as those that highlighted trains such as *Transcontinental* in the last decade, *Petticoat Junction* that ran for nearly eight years in the 1960's and *Return to Cranford* (2009) set in the mid 1800's during which the first train tracks are being laid across Chat Moss Bog between Manchester and Liverpool, England. You will probably remember many more movies and shows and realize anew how important Railroading has been in modern times. It is interesting that while watching such shows the ears perk up when someone speaks a term we have heard during one of our excellent monthly programs. (Submitted by Bonnie Jean Bauer).

Please patronize our advertisers.

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The income from selling ads has allowed us to add pages to the Pendragon while at the same time reducing the funding required from the organization's treasury to print and mail each issue.

Vacation Suggestion

If you are looking to take a summer vacation and would like to include a train ride, here's an idea for you. Susan and I went to Lake Winnepesaukee in New Hampshire last summer, saw some tourist attractions, ate in a couple of very nice places, rode a train and boat and had a good time.

The first problem is to learn to spell the name of the lake. When searching on the internet, it's usually enough to know WINNIP and Google (or whatever you use for searching) will usually fill in the rest.

Lake Winnepesaukee is located just east of the center of the state (arrow on map at right). It's about 290 miles from New Berlin. We took I-88 to Albany, then north and east from there.

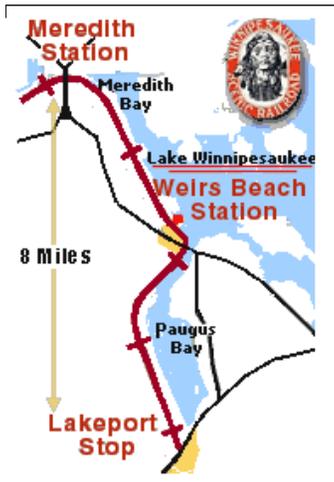
We drove there on a very sunny July Saturday and stopped at a Friendly's restaurant in Troy NY for lunch. We looked up some relatives we had not seen in a long time, had dinner with them, then stayed in the very nice Baytop Motel in Laconia NH. The next day we took in "Castle in the Clouds" about 25 miles north of Laconia. It's a very nice tourist stop, high on a hill with great views of the area.

On Sunday, we had reservations for the train and boat combination. We drove to Meredith to catch the Lake Winnepesaukee Scenic Railroad. There is lots of parking there, but not much of a station. It's just a ticket booth, a souvenir stand, some rest rooms and an outdoor place with cover from the sun to wait for the train.

We boarded an older large passenger car, one of 4 or 5 on the train that day. Most of them pretty full. Someone said that the best view was on the left side, and they were correct.

We rode the train from Meredith south to Weir's Beach, then to Lakeport (which is not really a stop, just the end of the line), then back to Weir's Beach.

The scenery was great. The line runs right along the lake, so that was always in view. In addition, the track runs right through the back yards of some very nice (and I'm sure very expensive) summer homes. There weren't that many people out, but those who were waved. It was a fun ride.



At Weir's Beach, we disembarked to a real train station, traded vouchers for boat tickets and went on the 3-hour boat trip up the lake and back. It was a beautiful day, but breezy, so we were glad we had jackets with us. They had a snack bar on the boat where we bought burgers for lunch. Consider splitting one; they were good but huge.

After the boat returned to Weir's Beach, we had a little time to spend at the railroad station and boardwalk, then we boarded the train back to Meredith.

All in all it was a very good day of train and boat. Total time was about 6 hours. The cost was about \$40 per person plus lunch and souvenirs.

And there are tons of other things in the area to see and do. Check them out.

The train station in Meredith is located at 154 Main St Meredith, NH 03253. Call them at 603-745-2135. Their web site is <http://www.hoborr.com/winni.html>. The boat is the M/S Mount Washington. It is based at 211 Lakeside Ave, Weirs Beach, Laconia, NH 03246. Their phone is 603-366-5531. Their web site is <http://www.cruisenh.com/>. (No, I don't a commission from either one). (Submitted by Tom DeForest)



The Lake Winnepesaukee Scenic Railroad



The M/S Mount Washington touring boat

The H. E. Salzberg Company

As you may already know, the Unadilla Valley Railway Company was purchased by the H. E. Salzberg company from the estate of Dr. Lewis Morris in 1938. The Salzberg organization ran the line until it was shut down in 1960. But what else were the Salzbergs involved in? It's an interesting story.

The company was named for Harry E. Salzberg. I found the following obit for him in the July 7, 1948, issue of the Long Island Star-Journal:

Harry E. Salzberg Dies, Transit Tycoon

Harry E. Salzberg, 70, chairman of the boards of the Queens-Nassau Transit Lines, the Queensboro Bridge Railway Company and The Steinway Omnibus Corporation died yesterday in the Doctor's hospital, Manhattan. He lived at 565 West End Avenue, Manhattan. Mr. Salzberg was also board chairman of the H. E. Salzberg Company, electric and railway equipment dealers, and the Southern New York Railway Company, the Unadilla Valley Railway Company and several other corporations. He was a member of the Lone Star Boat Club. Surviving are his wife, the former Celia Port; a son, Murray M. Salzberg, who is president of most of the companies of which his father was board chairman; two daughters, Mrs. Jessie S. Pinsky and Mrs. Deborah Snerson; a brother, Max Salzberg; a sister, Mrs. Bessie Kudisch, and three grandchildren.

After Harry's death, son Murray took over management of the company. He was also already CEO of many of the subsidiary companies. The company was involved in a number of bus and railroad companies as well as being a dealer in used railroad equipment. While it bought more than one railroad simply to tear it up for salvage value, it also ran some lines (like the UV) for a number of years trying to make a nickel on them.

In 1949, Murray established the (now prestigious) Harry E. Salzberg Memorial Lecture Program in memory of his father at the Whitman School of Management of Syracuse University.

(I have a whole file of online sources for this one. I found the names of the railroads from the obits and GOOGLE SALZBERG RAILROAD and found details and pictures from GOOGLE and name of the RR. Submitted by Tom DeForest)

There are probably others that I didn't find, but I here's what I found for Salzberg-owned railroads. Note the many orange and cream 70-ton locomotives.

The **Arkansas & Ozarks** Railroad was carved out of the Missouri & North Arkansas Railroad and operated from Harrison, Arkansas, to Seligman, Missouri, a distance of 71 miles, from 1949 to 1960. In 1959, the US condemned parts of its right of way and bridges so it had to curtail much of its service. In May, 1960, severe rains washed out significant por-



tions of the remaining right of way. It never recovered.

The **Des Moines & Central Iowa** Railroad was a steam and electric interurban railroad operated out of Des Moines in a "V" shape, with one branch going northwest 35 miles to Perry, Iowa, and the other branch going northeast 24 miles to Colfax, Iowa. In 1949 the line was purchased by the Salzberg company, which dieselized it. In 1968, the DM&CI was purchased by the Chicago & Northwestern Railroad who kept it open until the 1990s.



The **Coudersport and Port Allegany** Railroad ran about 17 miles from Coudersport PA to Port Allegany, Pennsylvania, and later extended to Ulysses. Formed in 1882 as a 3' narrow gauge road, it was converted to standard gauge in 1889. It was purchased by the Salzberg-owned Wellsville, Addison & Galetton Railroad in 1964 and abandoned in 1970.



The **Ft. Dodge, Des Moines & Southern** Railway was a 110-mile road from Ft. Dodge to Des Moines, Iowa. Opened in 1942, it was purchased by the Salzberg company in 1955 and closed in 1983.



The **Hoosac Tunnel & Wilmington** Railroad ran about 25 miles from the east portal of the Hoosac Tunnel to Wilmington, Massachusetts, and then on to Readsboro, Vermont. It was born as the Deerfield Railroad in 1884, was sold to the Salzberg Company in 1936, soon thereafter was sold to Samuel Pinsky (a Salzberg relative) and abandoned in 1971.



The **Jamestown, Westfield & Northwestern** Railway started as the Jamestown Chautauqua & Lake Erie, between Jamestown and Westfield New York. Passenger service ended in 1947 at which time freight service was dieselized under the Salzberg group. All operations ended in 1950.



The **Louisiana & North West** Railroad runs 61 miles between Gibsland, Louisiana, and McNeil, Arkansas. It was first opened in 1890, was acquired by the Salzbergs in 1958, was sold to Patriot Rail in 2008. It is still in operation today.



The Salzbergs came 'this close' to buying the **Kishacoquillas Valley** Railroad which ran 9 miles from Belleville to Reedsville, Pennsylvania, from 1893 to 1940. The deal fell through at the last minute. Bruce Harshbarger transferred from this road to the UV.



The **Southern NY** Railway began life in 1888 as an interurban electric, the Oneonta Street Railway. It finally stretched to Richfield Springs with 8 different names over its lifetime. The Southern NY Railroad was purchased by the Salzberg's in 1939. 44 miles of the line were shut down in 1940. The remaining mile and half survived until the early 70s.



The **St Johnsbury & Lamoille County** Railroad was carved out of Boston & Maine track in 1948. It ran from St. Johnsbury VT 98 miles to Swanton VT, was purchased by the Salzberg organization in 1967 and was shut down in 1973. It was later revived as the Lamoille County Railroad which continues to operate.



The **Tuckerton** Railroad operated 55 miles from Tuckerton NJ to Toms River NJ from 1871 to 1936. It was purchased by the Salzberg organization in 1936 and torn up for scrap in 1940.



The **Unadilla Valley** Railroad was opened in 1895 from Bridgewater NY to New Berlin, was later expanded to East Guilford NY for a total of 49 miles. It was purchased by the Salzberg organization in 1938 and abandoned in 1960.



The **Wellsville, Addison & Galetton** Railroad was formed in 1956 when the Baltimore & Ohio Railroad sold 97 miles of former Buffalo and Susquehanna Railroad track to the Salzberg company. They organized it as 'the WAG' to operate among Wellsville NY, Galetton PA and Addison NY. The line was finally abandoned in 1979.



In addition to owning two bus companies in Queens NY, Murray Salzberg was also chairman of the board of the **Central Railroad of New Jersey** from 1979 until his death in 1984 at age 69. It's not clear if the Salzberg company is still in operation today.



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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. Get yours now. Was \$30, now on sale for sale \$20.

WE — FOUND — SOME — MORE — COPIES Days Along the Buckwheat & Dandelion The Unadilla Valley Railway, by Fred Pugh, 3rd printing (1997), 142 pages plus 44-page addendum. Includes a number of color pictures, now \$35.

Topographic Maps of the UV, 29 pages of maps of the whole UV system in full color with a binder (see page 3). New stock has arrived, \$20.

Leatherstocking Rails, a History of Railing along the Upper Susquehanna, by Jim Loudon, 1st Edition (2005), 258 pages. A detailed book about every railroad and trolley line that was ever built -- or planned -- in Otsego County NY. Only a few left, \$39.95.

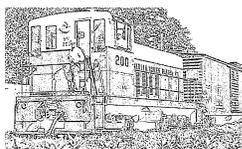
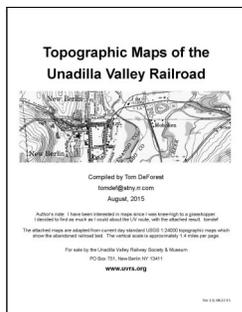
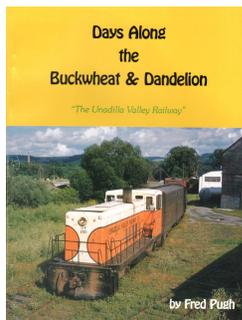
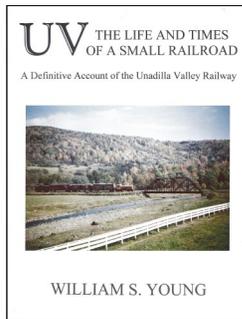
Cat's Meow figure of the UV #200 locomotive. Wood, 7" wide, 3.5" high, brand new, \$20. (NOTE: this is not related to the Cat's Meow store in Sherburne NY).

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

(\$4 shipping additional for most items).

We have a number of articles and reprints for sale: First Thousand Feet, Dr. Lewis Morris, The Hoxie Dispute, The Grand Opening, Extension to Oneonta, The Head On Collision, Sweet Crossing Collision, Lesser Known Accidents, The Gravel Pit. \$3 each. Find details on our web site: www.uvrs.org.

All of these items are available at any meeting of the UVR Society, contact any officer, or call Pat Gifford, director, at 607-847-9484.



Unadilla Valley Railway Society & Museum Membership Form

Name _____

Address _____

City, State, Zip _____

Phone () _____

e-mail address _____

Membership levels:

- Single Member, \$20 / year Life Member (Single), \$225
 Family, \$30 / year Life Member (family), \$250
 Donation Only \$ _____

Make payable to UVRS&M, PO Box 751, New Berlin NY 13411

We now have 189 members on our mailing list, with some Life Members, many Single Members and an increasing number of Family Members.

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 sunshinepat@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.

From:
 Unadilla Valley Railway
 Society & Museum
 PO Box 751
 New Berlin NY 13411

Happy Railing
 ++++++

To:

Timetable — Schedule of upcoming events

| | | | | |
|-----|---------|--------|--|------|
| Sat | Mar 19 | 2:00 | Guest Speaker Meeting | UMC |
| | | | Mike Parsons on the Paleo Indians & Early Archaic Indians of the Unadilla Valley | |
| Tue | Apr 5 | 2:00 | Board Meeting | UMC |
| Sat | Apr 16 | 10-3 | Train Show, Greene NY (no regular meeting) | |
| | | | Berean Baptist Church, NY-12 South of Greene | |
| | | | HELP NEEDED: Sign up for a 2-hr slot at April board meeting | |
| Tue | May 3 | 2:00 | Board Meeting | UMC |
| Sat | May 21 | 2-3:30 | Guest Speaker Meeting | UMC |
| | | | Paul Straney, the UV in pictures, north/south/east of NB | |
| S-S | Jun 4-5 | 10:00 | Work days to open the museum | UVRS |
| | | | HELP NEEDED: plan on attending to help us do clean up, fix up | |
| Tue | Jun 7 | 2:00 | Board Meeting | UMC |
| Sat | Jun 11 | tba | New Berlin Village Bicentennial | UVRS |
| | | | Alan Fairbrother, Invention of Railway Transportation | |
| | | | Also: open house, whole-village Bicentennial Celebration | |
| Sat | Jun 18 | 2:00 | Guest Speaker Meeting, tba | UVRS |

Notes: **UMC:** First United Methodist Church, 51 So Main, **UVRS:** Museum, 10 RR St, **TBA:** to be announced, (all are in New Berlin NY 13411)
 (Check our web site at www.uvrs.org for late changes).