

UV Store, Advertising

Through the winter months, our storekeeper, Sandy Kilmer, has been very busy tracking and managing the inventory of items that we have for sale. Since last fall, she and a number of assistants have transported the UV store to two different Model Train shows in Greene and one in Norwich.

In addition, our advertising coordinator, also Sandy Kilmer (she keeps very busy), has been out in the community and area selling ads for the Pendragon to bring in income to help offset the cost of printing the Pendragon.

We thought you'd like to hear some results about what the UV Store and Advertising have brought in. Since the first of the year, we have received \$273 to date for Pendragon ads. And we expect another couple of hundred dollars for ads that have been committed but as yet are unpaid. We have also brought in a bit over \$800 from the three train shows mentioned, another show at the Methodist Church and a number of miscellaneous sales.

Our sincere thanks go out to Sandy Kilmer and her helpers for gathering materials for, transporting, setting up, staffing and tearing down the UV Store at shows. And thanks go out to Pat Gifford for providing transportation and encouragement for Sandy in selling ads for the Pendragon.



Sandy Kilmer and Pat Gifford set up at the fall Train Show in Greene NY.

Up and Down the Tracks

*** Thanks to Pat and Jeff Hilgert for the donation of a booklet entitled "A Brief History of New York City's Milk Traffic and the Milk Business of the New York, Ontario & Western Railway Company" from 1902.

*** Congratulations go out to Alan Fairbrother on his 80th birthday. Over 60 people attended the big celebration recently including many railroad and other friends from near and far and his daughter and husband, Julie and Tony Clift, and grandson Aydan, from England.

*** Thanks to Tom DeForest for the donation of a new display rack that we'll use in the UV Store and to display our wares at train shows.

*** Pat Gifford, our Executive Director, is now home and recuperating following a couple of weeks at Strong Memorial Hospital in Rochester NY. She thanks everyone for prayers, cards, flowers and calls.

*** Peter Iorio, PR/ Membership, reports that new members to the UVRS&M since November include: Bobbie and Annette Sosa, Jesse S. Miller, Timothy Miller, John Nogaret and Louis Kupris. Please introduce yourself, welcome our new members and get to know them.

*** It was nice to see life member Mike Holdridge at our May 21st meeting and picture presentation by Paul Straney. Mike lives in Williamsburg PA, which is nearly five hours away in the middle of Pennsylvania. Thanks for making the trip to visit us.

*** If you'd like to learn more about becoming a life member, please talk with Sam Senn, our President.

*** Our condolences go out to Vince and Bonnie Jean Bauer who recently lost a daughter to cancer. They are both life members and have held many positions of leadership in our organization. We are sorry for their loss.

*** Gladly Slentz, our Recording Secretary, recently had a successful procedure on her back. She is enjoying feeling much better.

*** One of the hits of the Bicentennial Parade on June 11 was the UVRS&M 'Thomas' float. Over the years, hundreds of pictures have been taken of it and our float has won a number of ribbons and trophies at local and regional parades. It was designed and built under the direction of Alan Fairbrother, our Parade Director and Engineer. Many thanks go out to Alan for his continued effort on this project.

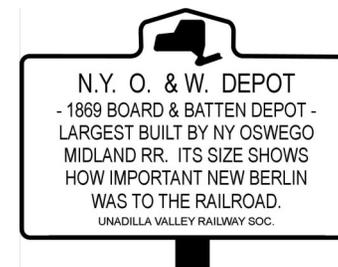
*** Don't forget that the Unadilla Railway Society and Museum depends on your membership dues every year as one of our sources of income. Renewals are due in January. If you have not yet renewed for 2016, now would be a very good time to send in your check. Simply fill out the membership form on page 19 and send it in with your check to UVRS&M, PO Box 751, New Berlin NY 13411. Thank you in advance, Peter Iorio, PR/ Membership.

*** We recently learned from Richard Palmer that the Central New York Chapter, National Railway Historical Society, now has a fairly large collection of Unadilla Valley Railway material, including original company records such as minute books, paperwork, old photographs and timetables that can be seen at their library at Martisco, near Marcellus, N.Y. This is part of the collection of the late William F. Helmer, railroad historian and author.

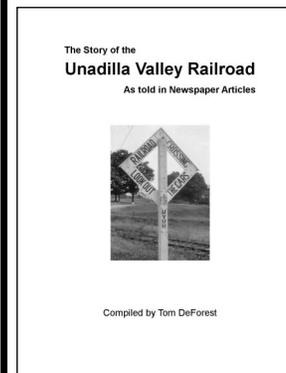
*** Tom DeForest has written a new book, "The Story of the Unadilla Valley Railroad as Told in Newspaper Articles". The book contains copies of 330 newspaper articles from over 50 newspapers dating from 1886 through 1961. The articles cover all aspects of the UV railroad including planning meetings, stock subscription status, construction status, the opening celebration, ownership changes, accidents, lawsuits, fires, natural disasters, purchase of the New Berlin Branch from the O&W, buildings, equipment, the 50s slowdown and 60s shutdown. The index also includes entries for all of the towns along the line and many of the people involved. The 8½x11 softcover book includes 105 pages and a 9-page index. Get your copy from the UV Store for \$35. A loose leaf version in a binder is also available for \$45. See page 19 for ordering instructions.



Our museum at 10 RR St, New Berlin NY



The Story of The Unadilla Valley Railroad as Told in Newspaper Articles



A new and unique reference for local history research.

330 articles from over 50 different newspapers, 1886 to 1961.

by Tom DeForest, 2016, 8½x11, soft cover,
105 pages including 9-page index.

Now available from the UV Store, \$35.

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.



Mike Parsons

Mar 19 at the United Methodist Church, Mike Parsons presented **Paleo Indians & Early Archaic Indians of the Unadilla Valley.**

(The April meeting was replaced by Greene Model Train Show on April 16th.)

May 21 at the United Methodist Church, Paul Straney presented another installment of **The Unadilla Valley Railroad in Pictures.**



Paul Straney

June 11 at the museum, Alan Fairbrother presented **The Invention of Railroad Transportation** (twice) as part of the Village of New Berlin Bicentennial Celebration and open house at the museum.



Alan Fairbrother

**Please patronize our advertisers.
Tell them you saw their ad in The Pendragon.**

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.

Leaders & *Board Members

*President.....Sam Senn
 *Vice President.....Sandy Jones
 *Recording SecretaryGlady Slentz
 *Corresponding Secretary....Marie Dunckel
 *Treasurer.....Barbara Levenson
 Website & Publications.....Tom DeForest
 Website.....www.uvrs.org
 Storekeeper & Advertising.....Sandy Kilmer
 Parade Director/Engineer.Alan Fairbrother
 Advisor.....George Wolfangle
 PR/Membership.....Peter Iorio
 Hostess.....Laurie Hotaling
 PR/Fundraiser.....Dorothy Pierce
 Director & Pendragon.....Pat Gifford
 Chaplains.....Lyle Linder, Mary Ann Linder,
 Ernest Clemens and William Fliedner



The Cass Scenic Railroad

My son-in-law has been talking about the Cass Scenic Railroad since my daughter and family moved to Virginia 4 years ago. Susan and I recently went to visit them and decided it was a good time to go visit the railroad.

After two hours of slow driving over the mountain, we reached the very small, out-in-the-boonies town of Cass, West Virginia. Cass began life just after 1900 as a company town. The town and the railroad were built solely to support the lumber industry. Everything that the mountain loggers and railroad workers needed was found here, including the railroad itself, a large lumber mill, the train station, housing, places to eat, and the company store where you could buy everything else. The railroad brought the logs down off the mountain, the lumber mill cut the logs into lumber and then the railroad hauled the lumber to market. Although the lumber plant burned many years ago, the ruins remain. Many of the other buildings remain in use or have been restored and some have been repurposed. There are a number of free tours of the locomotive shop, the town and the museum. The old company store is now a large souvenir shop and restaurant. The train station is still the train station. The housing for the workers can now be rented as overnight housing for tourists. The train is still the train though it no longer hauls logs.

The motive power of the railroad is mainly Shay locomotives. They were engineered to be stable and powerful, but they are geared down so they are slow. A Shay is certainly a funny looking beast (picture below). Instead of the normal configuration with a cylinder on each side driving large driver wheels, they have three large cylinders on one side of the engine. The pistons travel up and down to drive the crank shaft at the bottom, which is connected by shafts to both the front and back of the engine and tender where the power is transferred to the wheels with large gears. The six operational Shay locomotives at the Cass Railroad are the largest collection of such machines in the world.

We took the short excursion to Whitaker Station, about 4 miles round trip. The train goes through two switchbacks on the way where it stops, a brakeman has to turn the switch, then the train starts up (or down) the next section of track. The maximum grade is 9%, which is unheard of in more 'normal' flat-land railroads. This \$37 excursion takes a total of about two hours.

The other major run goes to Bald Knob, a 22-mile, 4½ hour round trip for \$59. You can also rent a caboose at Bald Knob to stay overnight.

It was a fun trip. We all enjoyed it and look forward to our next train adventure (submitted by Tom DeForest).



Photo by Tom DeForest

A UV RR Photo Jogged My Memory

This Unadilla Valley Railway original slide (pictured at the right), recently sold on Ebay for \$70 dollars & change. OVER SEVENTY DOLLARS! WOW, someone out there loves (and misses) that neat shortline railroad the ran up and down the valley from 1895 thru Nov of 1960, as much as all we UV RR railfans do.

The photo was taken looking North, at the first bridge South of South New Berlin, with the hamlet of Holmesville NY, a quarter of a mile down the line, and Pat Farley Rd, crossing immediately at the photographers back.

To me, this UV picture is a charm. I can remember the bridge, its location, the dairy farm to the right, and even a piece of farm machinery that sat down in the pasture, between the bridge and Rte 8.

In looking this photo over and thinking about the time era, a special event came to mind from my railroad past, that happened in the lower part of the Unadilla Valley, that I wanted to share.

In *Days Along the Buckwheat and Dandelion*, about the UV RR, A good Jim Shaughnessy shot of that bridge with ex-NYO&W, then UV #113 in the Salzberg orange & cream paint and 2 boxcars that were to be delivered in Mt. Upton, or exchange with the O&W at New Berlin Jct. is shown close by. That B&W photo is shot from Rte 8 giving a pretty good account of the bridge, and that old corn picker, which I believe was horse drawn, sitting in the foreground on the North side of Great Brook.

The rail was taken up in that section in 1960, (the Aug/Sept months I believe), with the bridge itself standing for quite sometime after that, then was dismantled,... and an old corn picker, that remained for many many years, and then was just gone from its site.

I was only 7 yrs old at the time, and never got to ride the rails of the Unadilla Valley Railway's Southern Division to New Berlin Junction, but I was always looking for the UV train as it trundled those tracks, no matter which way it was going, whenever we traveled Rte 8 South of New Berlin.

One mid afternoon, riding with my dad to Sidney, and not seeing any UV RR train along the rails above East Guilford, something Very different happened.

Just a short distance South of East Guilford, where N.B. Junction was, I just happened to catch some movement off to my right, and turning my head, Caught an O&W FT freight train, up on the rise behind the pasture, heading South at a fair speed, which I was able to visually follow



Above is a black & white print of the color slide that sold on Ebay.

that Freight as the tracks came around even closer to the road. Looking at the train as it was traveling, I remember counting the four port holes in the 1st and 2nd locomotive sides. With bug eyed interest, following it for that bit of time, when the tracks turned more towards the road, I then exclaimed to my dad, "It's Getting Closer"! With that those Big grey, yellow and orange locomotives leading the way, and me not even daring to blink..., Crossed Right Over our heads on a concrete highway bridge over Rte 8, as I counted 4 port hole windows in each locomotive side, just as my Dad and Myself went driving under it in our brand new white and black 1957 Chevy Belair station wagon. WOW! What an Exciting few moments I was having witnessing all this, and then turning around looking back to watch that majestic freight cross the valley fill, as it was coming down grade, and slowing down for the Rte 7 hi-way crossing, I was so excited to see all that I could hardly speak! Then farther down track, across the flats for the approach to the crossing diamonds of the Delaware & Hudson rails, that's where the New York Ontario & Western Railroad would then enter its own railroad yard at Sidney, N.Y., before continuing downstate.

Dad continued to zip along, and we got to the Rte 8 & Rte 7 intersection, and quickly turned left heading for Sidney. Me, with just seeing this big O&W freight train on my mind, all the time thinking, "OH BOY", we have to cross those tracks as we go towards the bridge into Sidney, There I will really get a GOOD LOOK at that O&W set of locomotives at

eye level and have a much longer time to do so, as it rumbles into town.

Heading up towards that crossing I looked left up to the area the O&W tracks were..., and saw Nothing. I remember asking Dad to slow down and stop and wait at the crossing, and remembering something like, "that's why I hurried at the intersection, Just so we wouldn't have to wait at this crossing, We're running awfully late".

Yes, I remember being disappointed at that time, but over the years, Really glad I had to opportunity to see the O&W freight train, and MORE important, soak up all that I did When I did see it, Because that was the only O&W FT locomotive set, or any railroad's set of EMD FT locomotive units, for that matter, that I ever did see in person!

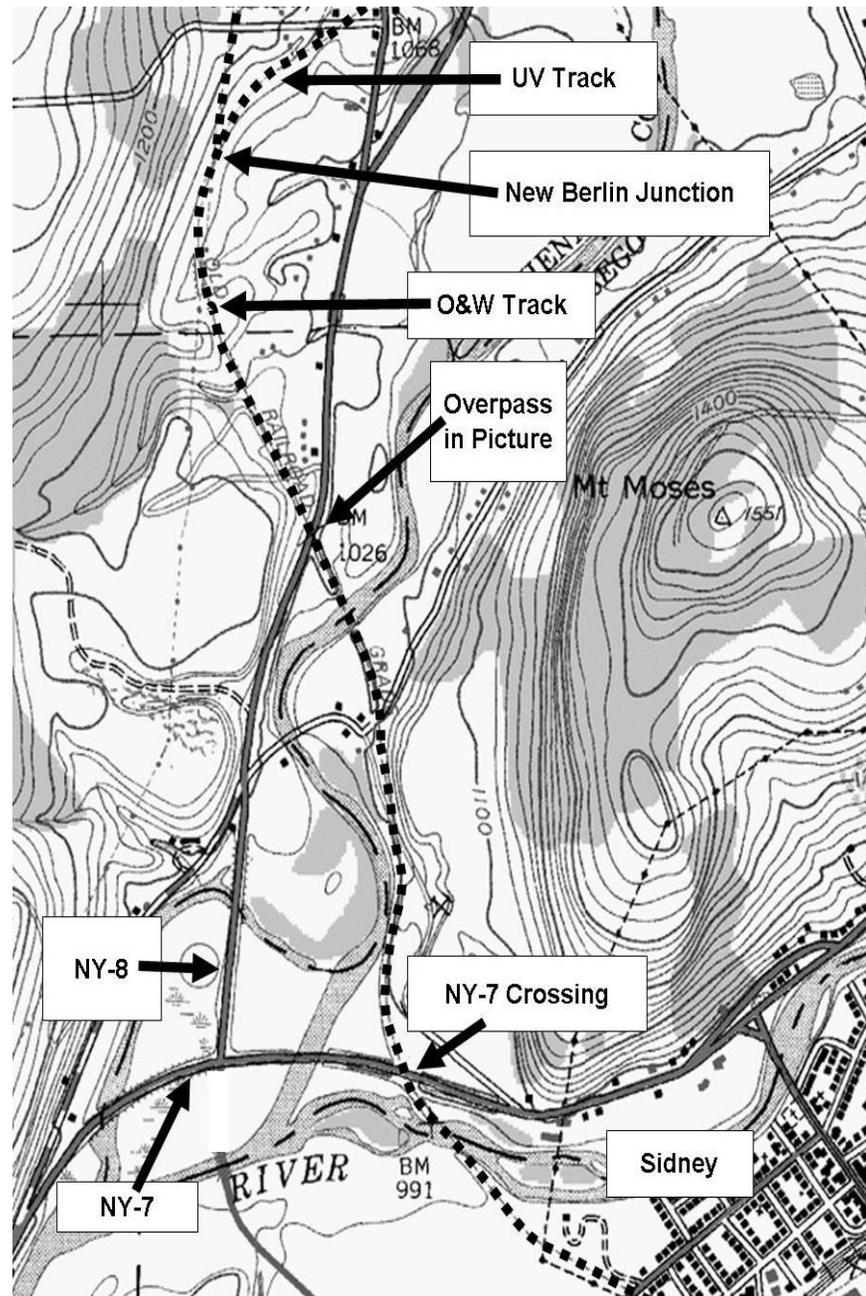
Of course, what I'm able to tell you now, I couldn't have told you then, as some of those details, like Rte 7 crossing the D&H and such, but I did know of the O&W then, and that General Motors Corporation EMD FT locomotive A&B set was different than say the New York Central F unit locomotives I saw, but the more specific details of that type came later when I was learning more about trains.

I guess I've written enough today, but wow. What one picture did...taking me back in time, and remembering my personal brush with an O&W freight train and that big FT A&B set of gray & yellow trim locomotives just North of Sidney, and still in the lower Unadilla Valley. That era is now long gone, which makes remembering that special meet a rarity, to be remembered.

respectively submitted, Michael Holdridge



Here, looking South, is the Rte 8 bridge in its early years. What I remember was a lot more foliage of grass and light bushes on the right, and then some trees that you could easily see thru, on the shoulders of the rise for the railroad grade on the left.



Above is a map of the area that Mike remembered.

The Flood of 1905

The following is from the September 9, 1905, issue of the South New Berlin Bee:

A TERRIBLE FLOOD ! LIVES SACRIFICED— HORSES AND CATTLE DROWNED, PROPERTY DESTROYED AND CROPS SUBMERGED

**Many of the Oldest Inhabitants Say They Never
Can Remember When the Water Was So High.**

**New Berlin Again Suffers Terribly—The O. & W.
Inundated and No Trains Reached Here From
Either Direction on Monday.**



What proved to be one of the worst, if not the worst floods the people living in this valley have ever witnessed occurred on Monday, September 4, 1905.

Sunday was a warm and sultry day and portended a storm, but little did one think or realize of its awful consequences. Towards nightfall dark and threatening clouds gathered to the west and north of us and lightning began to streak across the sky and heavy peals of thunder rent the air. It was evident that our neighbors over the hill to the west and to the north were getting a heavy storm.

About 9 o'clock p. m. a bright light lit up the sky to the north and it proved to be the burning of a large basement barn on the farm belonging to Mrs. Bailey four or five miles north of this village on the east side of the river. The barn and its contents, with the exception of one horse, were burned. We learn there was an insurance of \$800 on the barn and \$250 on the hay. The tenant, Porter Backus, loses everything excepting one horse on which there was no insurance. His loss is \$500.

There were two or three cloudbursts to the north of us and it caused the usually dry brooks at this season of the year, which flow into the Unadilla, to become raging torrents; this in turn had a tendency to cause the Unadilla river to overflow its banks. Several dams on the Wharton creek are reported to have gone out Monday and the river continued to rise all day and well into the evening and the older inhabitants tell us that they can never remember when the water was so high, others say it was fully as high in 1865; be that as it may, it certainly was high enough to suit the majority of us. For once at least the village of South New Berlin was on an island.

Shortly after 8 o'clock a. m. the water began to trickle in places across the road leading to the river bridge, one hour later quite a body of water was flowing over the road and shortly after noon the water was two or three feet in depth and extended from a point near THE BEE office to the bridge. The water also ran across the road on the east side of the bridge. By 3 or 4 o'clock in the afternoon it became unsafe for teams to cross and ropes and poles were placed across the road to prevent them from doing so. About 5:20 a team attached to a canopy top wagon containing four men drove up on the east side, untied the rope and attempted to drive across. The current being so swift they had not proceeded far ere the wagon was carried to the edge of the abutment and the horses became separated from the wagon and were swept over into the river; luckily the current was such they were carried to Wm. Bagg's house and rescued. In the meantime three of the men jumped from the wagon and walked back to shore, the fourth was swept with the wagon a moment later into the stream and

being a good swimmer reached the shore; the wagon and its contents went on down the stream. The horses and wagon were the property of Truman Prentice of Mt. Upton.

It is said that fifteen bridges in the town of New Berlin have been carried away. Great Brook early in the morning became a raging torrent and carried away the iron bridge near the Hickling place. Duncan Baxter who drove Merton Gager's horse and buggy through the stream after the bridge had gone had a narrow escape, both for himself and the horse.

The river up at the Steere farm a half mile or so north of the Village backed up in the clove and little brook which flows into it covering the highway and railroad farther back to a depth of several feet and for a considerable distance. The water then rose high enough so that it flowed down through the lot in front of the depot and across the road, joining the large body of water which covered the Goodnow flat.

The damage to the town in the matter of bridges and gutted and washed highways will be enormous. While the destruction of growing crops and other property will amount to a large amount.

But, while this immediate vicinity has suffered considerable from the flood, as the reports come to us from New Berlin, Sherburne and other places to the north and west of us, we feel that our loss is nothing as compared with theirs. According to reports a terrible condition of affairs exists at New Berlin village and the previous flood which visited them is dwarfed into insignificance by that of Sunday night, when portions of houses were torn away, streets and property destroyed, an old lady by the name of Darrin and three horses killed.

The New Berlin Branch of the O. & W. RR. is tied up and no trains ran north farther than Mt. Upton Monday and Tuesday. Several feet of track is reported to have been washed away and all the bridges between New Berlin and Edmeston are said to have been carried away.

Edmeston is reported to have suffered severely from high water. Ackerman's dam at the north end of the village, containing an immense body of water, went out at about 10 o'clock Sunday night and the streets at once became a mighty torrent of water, down which floated horses, wagons and other property. Merchandise in the stores situate over Mill creek on the main street was badly damaged. Albert Peet had two horses, wagons, etc., carried away in the flood.

The village of New Berlin probably suffered greater loss by the flood than any other in the devastated Unadilla Valley, and in addition, Mrs. J. M. Darrin an aged woman lost her life, the house in which she resided being carried away by the torrent of water.

The rain continued to pour for about 24 hours and Paper Mill creek overflowed its banks and the water poured to the depth of several feet down through the main street. The flood came about 8 o'clock Sunday evening. Services were in progress in all the churches, but were discontinued when the danger became imminent. At the Presbyterian church the congregation could not leave except it waded through water and it was 2 o'clock the next morning before all the worshippers were able to get to their homes. To add to the difficulties, the terror of the night, the electric lighting system became impaired and the village was plunged into darkness. The village water main was also broken and added its force to the torrents. Among those who sustained damage are Morrison Smith, whose blacksmith shop was washed away; Charles Fish, carriage shop carried

some distance; William Clark, shoe shop washed by the water into the dooryard of Geo. B. Dimmock's residence. Several residences were isolated by water for some time and the greatest confusion and inconvenience. No estimate of the damage to the contents of cellars and submerged lower floors can be given.

Mrs. Darrin, who lost her life in the flood, was alone in the house, her son being at church. She is supposed to have been taken unawares. The wing part of the house in which she lived was carried by the water for some distance and then broke in pieces and its aged occupant floated away. She was 70 years of age. Her body was found in front of J. L. Dykes' drug store the following day.

Over in the Chenango valley come reports equally as bad and in some cases worse.

At Wood's Corners Monday morning a train ran into a washout and an engineer was killed.

Over at Sherburne thirteen buildings are said to have been demolished and several persons killed; of course this report may be an exaggeration.

The Unadilla Valley railroad, extending from New Berlin to Bridgewater as well as the towns through which it passes is said to have suffered severely. Several houses are reported to have been destroyed at Bridgewater.

To again return to our own community: The water reached to the third clapboard on the house occupied by Wm. Bagg on the east side of the river. Of course their cellar was filled with water and canned goods and other produce more less injured.

People living near the river took up their carpets and some vacated temporarily.

No mail was received here from either direction until 9:15 Wednesday morning, when a mail train arrived from the south.

Will Thompson who resides in the Nelson Sage tenant house, near Holmesville, sustained quite a loss. He had 64 hens and chickens, some full blood. The water carried away the hen house with all of them in it. The water reached to the threshold of the door. All that saved the house was the railroad embankment to the west of it.

There is quite a stench arising from the low lands that were covered during the flood, and it will be surprising if much sickness does not take place as the result. People whose cellars were flooded should use plenty of disinfectants,

No less than eight row-boats that were moored along the river in this vicinity were carried away by the high water and only two of them have been recovered.

We heard one man say the water rose eight feet in twelve hours. That's coming up some.

Brother Willard of the New Berlin Gazette will please accept our sympathy for the unfortunate condition of affairs at his place, as we learn the water greatly damaged his property.

The loss at Edmeston is estimated at \$100,000.

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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. \$30.

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.

—New—New—New—New—New—New—
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. Now \$35. Loose leaf version available, \$45.

Topographic Maps of the UV, 29 pages of maps of the whole UV system in full color with a binder, \$20.

Leatherstocking Rails (not pictured), 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.

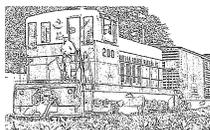
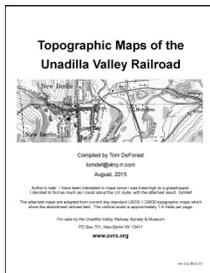
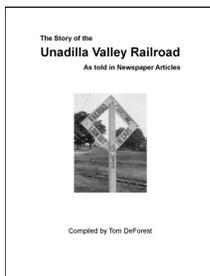
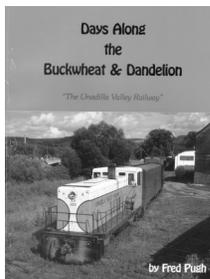
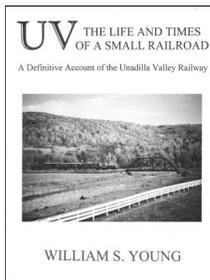
Cat's Meow figure of the UV #200 locomotive. Wood, 7" wide, 3.5" high, brand new, \$20. (NOTE: this is not related to the Cat's Meow store in Sherburne NY).

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. Most are \$3 each. Details will be available soon 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 Sandy Kilmer, UV Storekeeper, at 607-548-7007.



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 have a number of Life Members, many Single Members and an increasing number of Family Members.

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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
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To:

Three vertical lines for an address.

Timetable — Schedule of upcoming events

Sat Jun 11 10-5 New Berlin Village Bicentennial UVRS
11 AM, 4 PM: Alan Fairbrother, Invention of Railway Transportation
Also: open house, whole-village Bicentennial Celebration

Saturdays from June 11 thru Labor Day, Museum Open, 1:00-4:00

Tue	Jul 5	2:00	Board Meeting	UMC
Sat	Jul 16	2:00	Guest Speaker Meeting, tba	UVRS
Tue	Aug 2	2:00	Board Meeting	UMC
Sat	Aug 20	2:00-??	UV Picnic, Alan Fairbrother's house	
Tue	Sep 6	2:00	Board Meeting	UMC
Sat	Sep 17	10-3	Chinese Auction Fundraiser	UMC

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 July meeting details and late changes).