

## **Pat Gifford, 1938-2016**

“How do I describe Pat? She was a Force of Nature. Riding her wheel chair or up on her feet or in the command center of her van, she was a ball of flame, chain lightning, a boiling cauldron of rainbow energy, a nuclear power plant of seething holy spirit fire. And that’s when she was relaxing.

She was one of the most intentionally committed Christian warriors I have ever met — completely dedicated to doing the loving thing, what God would want, what Jesus would choose to do — large or small — from helping you feel better because right now you think life stinks to straightening out the rails on the railroad society to improving the weigh-in procedures of the Nifty Club.



There is a statement that’s been on my mind lately: “Jesus doesn’t care how many Bible verses you’ve memorized. He just cares how you treat people.” I think that statement needs a balance, a carpenter’s level, and Pat is a good example of how it should look. She was loving and kind. She did know Jesus was no nit picker, no fuddy duddy focused on dry legalistic judgmental regulations. She knew Jesus cared most about how she treated other people, every person, every animal. That was Pat’s priority. That’s what stuck out. But how did she know that? She knew that because she knew accurately what Jesus taught and what he didn’t teach. She knew how Jesus wants us to live — with faith and humility — loving God totally and our neighbors dynamically. She wasn’t just a super big hearted person who knew instinctively that Jesus wants us to treat everyone with great love and kindness. No, Pat also had an intellect and was a very smart person. She knew what is actually in the Bible, the Old Testament and the New Testament, and what and why Jesus wants us to treat everyone with nonjudgmental, unconditional love.

Some of you may say “Yes, that’s very true. Pat was a Force of Nature. But she had all kinds of extra energy, extra power.” I’m sure that Pat would say to you, “Everything God gave me, he will give to you. If you want to be good for others, for life, for the future, for the planet, God will give you what you need.” Take a fresh look at Jesus, apply what he actually says, and I’m sure He’ll give you more than enough energy to rival Pat on her very best day, and that’s exactly what Pat would want.”

Eulogy for Pat Gifford, given by Pastor Lyle Linder, Friday, July 8, 2016.

## Up and Down the Tracks

\*\*\* What a wonderful tribute to Pat Gifford was experienced by so many at her funeral on July 8, 2016, at the First United Methodist Church in New Berlin. Pastor Lyle Linder shared a eulogy you will find on page 1 of this publication. Pat's son, Hezekiah Welch, saw to it that every detail of the day was exactly as Pat would have wished. And now we continue to mourn and carry out our commitment to those things that were important to her.

\*\*\* Many thanks to the Sixty-Plus group and Railroad Society folks who brought a dish to pass and to the lovely ladies of FUMC who served the food during the post-funeral dinner. Thanks to all who donated food, including some of our advertisers, and to all who came to honor our dear friend.

\*\*\* Special thanks to those who traveled great distances to be with us that day and for your continued support. Sometimes people leave without realizing how many friends they have but Pat was well aware of the deep and abiding friendships she'd established with so many over her years of service in so many organizations and the neighborhood.

\*\*\* Pat was well prepared for this inevitability and shared just prior to her surgery two weeks before that she thought she may have come to the end of her journey. I promised to continue to support UVRS&M as best I am able and also suggested that if she gets to heaven before me she save me one of the good seats. She said she would.

\*\*\* New Berlin Helping Hands, funded by the Smith Foundation, has again been busy sprucing up properties around the village among which one recipient was the UV Railroad Museum at 10 Railroad Street. Thanks again so much to those from the community and local churches who lent a hand (picture on page 4).

\*\*\* Work continues on the project to repair 45.5 miles of track that began last May to aid in the improvement of Chenango County economy. The revitalization project initiated in 2011 centers on putting back into service portions of The New York Susquehanna and Western Railway's Utica Main Line that was inoperable following the 2006 flood. Much debris and overgrowth has been now removed along NYS&W rail right-of-way. When completed this line will be able to provide a transportation route for freight coming and going from our area and help businesses expand as well as attract new ones. Work began in Sherburne and progresses south as washouts will be filled, bridge decks resurfaced and other repairs as necessary and will culminate in the replacement of several thousands of rail cross-ties. Construction is expected to continue through June ,2017.

\*\*\* We may miss the sound of the trains running down the tracks here in New Berlin but many can remember the lovely sound of the whistle and wheels on the tracks still to be heard both in Norwich and Oneonta.

\*\*\* A shout out to those members and friends along the tracks who are or who have been under the weather. Very glad to learn of good progress for Gladly Slenz, Warren Genung, John Ginter, Lou Kupris and Ray Adamson.

\*\*\* Mike Parsons will be the guest speaker at the regular Unadilla Valley Railway Society meeting scheduled for Saturday, October 15, 2016 at FUMC at 2 p.m. He will have with him Rob Tracy who will demonstrate how to make an arrow head from flint. Mike's avocation is everything to do with the archaic period in the Unadilla Valley and the Native American Population 3,000 to 8,000 years ago. He has dedicated himself these past twenty-nine years to sharing knowledge about ten thousand years of American Indian History. Mike has addressed our group in the past, the latest was in March of 2016.

\*\*\* Sandy Kilmer is coordinating a Chinese Auction for the Railway Society & Museum on September 17 at The First United Methodist Church which will be held between 10:00 a.m. and 3:00 p.m. Please call her (548-7007) if you have something you would like to donate for this fund raising project. There will be a number of specialty baskets, gift certificates and treasures you will just have to stop by and see to believe. It is always such fun. Please join us.

\*\*\* Recently the Unadilla Valley Railroad Society met at the home of Alan Fairbrother for the annual "End of Summer Picnic". Members and friends of members gathered August 20<sup>th</sup> for an awesome array of items, some quite exotic, to munch on with beverages for each taste. Hezekiah squeezed in a visit on his way to work with trays full of deviled eggs that his mom, Pat Gifford, always made to be sure they would be on hand. All thanked him for carrying on the tradition. It was the first time in many years that Bonnie Jean Bauer was able to attend and she was so glad to see everyone and everyone was glad that she was feeling that much better. Guests arrived and departed throughout the afternoon and evening and a grand time was had by all.

\*\*\* Activities at the Museum at 10 Railroad Street in New Berlin over the summer were devoted this year to the Village Bicentennial Celebration, June 11, which found our Thomas float in the Parade and many visitors stopping by to see the displays, hear the talks and enjoy refreshments, the model trains and a tour. Alan Fairbrother presented information about Railroad History twice during the day and led tours. Pat Gifford was happy to be in one of her favorite places with friends that day as she witnessed the plans realized. Hezekiah Welch also provided tours by special request during the summer months.

\*\*\* Donations have been received by the UVRS&M in the amount of \$770 with \$380 of that being designated for the remodeling fund. The generosity of so many is appreciated and in particular the recent gifts given in memory of Pat Gifford.

\*\*\* Please feel free to make your requests known for particular programs, projects and events that you would like to see sponsored by the UVR Society. All suggestions are welcome and will be considered.

\*\*\* August 12 found Sam Senn, Rose Jaquay, Jerome and Connie Kupris and Laurie Hotaling at the annual Mohawk Valley Railroad Summer Picnic at the Tracks enjoying a meal of burgers, hot dogs, sausage and salads in their lawn chairs on the platform at the Utica Train Station as the trains coming and going delighted those in attendance. UVRS&M is invited every year. Perhaps you would like to join the group for next year's event.

\*\*\* During August Laurie also visited the Wharton Valley Railroad Museum and gifted each member there with a copy of the summer issue of the Pendragon.

\*\*\* Be sure to have a look at the schedule of meetings and events on the back page of this Pendragon and pencil some in on your calendar. It will be so good to see you then.

## 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.



Alan Fairbrother

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.



Thanks to The New Berlin Helping Hands for their work on 7-23-2016

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## THE CORN POPPER, by Michael Holdridge

From a very young age, I liked cars, trucks, airplanes and trains. Living close to the railroad tracks gave me a natural path to my greatest interest, the Unadilla Valley Railroad. It was a strong part of my young growing up life. Whenever I heard anything that sounded like a train, I stopped what I was doing and headed out to the tracks to see what was happening. If I couldn't make it, I'd get to the store porch, upstairs or down. I lived on the second floor with my family—my mom, dad, and sister—and studied what was happening from there.

One sunny Saturday morning, I heard a train whistle blowing for Yaw Bridge Crossing, about 2 miles south of West Edmeston, where I lived. It really got my attention because even though it was a train whistle, it wasn't what I was used to hearing. It was a single tone, high pitched, "Toot Toot," instead of the full three horn tri-tone sound that would blare out of the horns of the "big" Orange & Cream UV # 200 locomotive.

As the minutes passed, I grew impatient. It's only two miles. Why was it taking so long? It seemed like forever until I could start to hear the sound that a "lumbering" freight train makes... but still, that locomotive sounded very unfamiliar to me. It was as strange and different as the sound its horn was making when it "tooted" its warning at the Yaw Bridge.

I could now hear a distinctive "pop pop pop pop pop" exhaust stack sound with the rest of the "noise" a locomotive makes as it pulls a train. The single fact was... a train was coming, but all the other signs and signals I heard proved there was to be something different to see.

This curiosity had me dropping everything. I left the house in a full gallop, leaving the store, and running down the sidewalk, in front of the parsonage, across the side street, a quick run to the bridge which crossed the Unadilla River, crossing it, then taking my place on the side road which went to the GLF feed store. There, I was standing close to the north end of the old railroad station, looking towards the only railroad grade crossing we had in West Ed. It was located right at the west edge of town, at the foot of the hill. I was now standing in Madison County.

The tracks crossed the county road between that long since closed UV railroad station on the south side of the road, with the old ice house located on the north side of the road. The Sheffield milk station was right across the tracks from the ice house, sitting up on the bank.

I was a bit pooped, and while catching my breath, I continued to wait anxiously to see what was going to appear from behind the UV station. Again, why was this taking so long?

Then finally... the sight that appeared at the North end of the station just stunned me completely. Ever so slowly a small orange, cream and black nose of something, came into view. Inching its way out from behind the station until completely disclosed, was one of the smallest locomotives I'd ever seen! I couldn't believe it, I was familiar with this picture, the setting, the colors, and the train noises, but this "tiny" diesel was something else. It looked like it belonged on a model train layout. It even had the engineer's cab in the middle of the locomotive, with an even smaller engine hood on each end. Just under the engi-

neer's window was a minute number "300", and just under that was Unadilla Valley Ry. Co., printed on a golden wooden plank, trimmed in black, so small that Railway had to be abbreviated with Co. just to fit! It was a sight I'd never seen until just then. Describing it in today's terms would make me think of (the very little in size) Thomas the Tank Engine.

This scene seemed so unreal to me because this little engine was making lots of noise (it sounded like it was at full throttle), working probably harder than it ever had in its operating career, and its train was hardly moving at all.

As UV # 300 ever so slowly crept into view, it started blowing that single tone, high pitched "Toooooot Toot Toooooot," as it crawled towards the road crossing that separated the railroad station from the ice house and milk station on the north side of the county road crossing.

As the activity continued, boxcars were finally coming into view behind this devoted little "critter," when my eyes were suddenly drawn to the locomotive's wheels, and that's where my attention stayed. I could easily see they were turning, but they were turning a bit faster than the whole train was moving. Those wheels were actually spinning on the rails!

It was quite early Saturday morning and things were still damp with some dew on the ground and perhaps some on the rails. At that time it also became apparent there was another nemesis assisting the "crawling train syndrome", which no doubt helped try to bring things to a standstill. As I turned my head and looked south, I saw a long string of freight cars that went on past the feed store and into the curve coupled to this diminutive locomotive that was giving its all. It then started to come together in my mind. I remember the number of freight cars and caboose that keep coming to mind is 12 and that's what that little locomotive had in tow.

Now West Edmeston is a pretty small town. I never remember it being over 250 in population, but on a Saturday morning in the early 50's it was a pretty busy place. The Sheffield milk plant was just north of the crossing on the west side of the tracks with NY State Highway 8 just a little farther up the up the hill. The milk station was going strong at this hour, and had quite a string of farmers' trucks lined up to unload their cans of milk. On the east side of the tracks stood the GLF Feed Store, Robert's Hardware Store, Holdridge's Grocery & Dry Goods Store and the US Post Office. Warren Belden's Gas Station, and Shirley Talbot's Restaurant were waiting for the business of those farmers as time marched on. The east became separated from the west as this rather long freight train inched its way onto the grade crossing. Then continuing along it suddenly came to an abrupt stop and there it stayed. As seconds became minutes, and the minutes started mounting, even I, as a small kid, could feel the stress level rapidly rise in the area.

With the grade crossing blocked by the train, the normal operations of unloading your milk cans, having them emptied in the milk plant, picking up your empty milk cans, putting them back on your truck and being quickly on your way, got tied up fast as the farmers got backed up right at the crossing, as that is right where the empty milk cans were picked up and the process was finished. While standing there I remember hearing some of the farmers loudly voicing their displeasure in what had happened to their exit and with those tempers flaring, the air was turning blue. I could hear it all, and I was even on the other side of the

train up by the locomotive! With the length of that train and the still damp rails, that small UV #300 took close to 20 minutes of straining and struggling to get the train moving again and completely across the West Ed crossing. Boy, you should have seen the action. Then there was dust and smoke and speed, just like a Keystone Cops movie!

To me the #300 Corn Popper was really out of place, in that it had the unfortunate task of being in that spot on that particular Saturday morning. I wasn't aware of but heard years later that UV #200 had broken a crankshaft but I don't know if that is the incident that pushed this locomotive into service. Perhaps one of our readers has the answer.

After the train got north of the crossing, it stopped and things again got pretty busy making up for lost time. The train crew took some time off to let things dry up to remove one of the several "demons" that was trying to keep "Junior" from getting to Bridgewater.

Later I found out "The Corn Popper" was one of the names the crew called #300, because of the "pop pop pop" exhaust sound, and the other nickname "Junior" was because of its little size.

Even though Junior was used for other small duties on the UV, such as pulling the weed burner on the line south of New Berlin, which was relayed to me by Bill Young, this story relates the first and only (text continued on page 8)



Several years before his passing I had asked Bill Young in a phone conversation if he had any photos he took of #300 with the UVRy Co placards on its sides and he sent me the print you see here. It's in the UV engine house looking pretty fresh in the paint and sharing the engine house with an unidentified steam locomotive next to it. Photo by William S. Young

time I ever saw or heard of the Corn Popper doing service on the UVRV. I do not know if they ever used #300 before or after this revenue day that I wrote about. Perhaps one of our readers has photos or stories to share about this little historical relic.

**Author's Note:** This article first appeared in an early version in the spring of 2010. Pat Gifford had asked me to republish it for the "New" Pendragon. I was busy and just mildly interested, so it kind of took a place "on the back burner". As time permitted and I realized that the photo of "Junior" by Bill Young had never before been published, I started work. Bill had given this picture to me. I want to share it with the UV community.

I want to dedicate my new Corn Popper Article to two people. First, to the memory of Pat Gifford, for her friendship to me, and her untiring work and commitment to the Unadilla Valley Railway Society & Museum. And to the memory of William S. Young, a man who was a friend to me, loved the Unadilla Valley Railroad, and committed part of his life to photographing and recording it for posterity.

D. Michael Holdridge

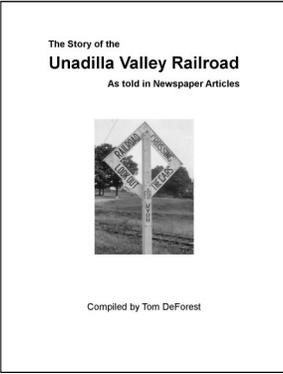
Mike is a life-time member of the UVRV Society and Museum. He lived in West Edmeston until the age of 18, then New Berlin, and now resides in Williamsburg, PA, outside of Altoona.

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## How the 'Utica' Got Dropped from the Utica & UV

# The Hoxie Right of Way Dispute

With subscriptions for 100% of the capital stock and the required 10% payments in hand, the Utica & Unadilla Valley Railroad was officially organized on September 12, 1888. Albert C. Couch and Delos E. Culver were chosen President and Treasurer, respectively. The object of the organization was to build some 20 miles of new railroad between Bridgewater on the Delaware, Lackawanna and Western, to New Berlin on the New York, Ontario & Western. With incorporation, the railroad gained the ability to condemn property to be used for the right of way for the railroad.

In November, 1888, the railroad said that it would first obtain the right of way and not start construction until that was complete. Railroad representatives went up and down the valley to obtain the right of way for the railroad from land owners from Bridgewater to New Berlin. By May of 1889, they had obtained most of the right of way, most of it donated. With most — but not all — of the right of way secured, construction started with a celebration in Bridgewater.

By September, 1889, they had obtained all the right of way between Leonardsville and West Edmeston except for two properties. A commission was appointed to determine the value of the right of way across the Willard J. Scott property and that dispute was settled.

Soon thereafter, construction had come to a standstill because of the one missing right of way. Work would not resume until more than a year later in early in 1891.

The one holdout was Samuel L. Hoxie of the Town of Brookfield. He refused to donate the right of way through his farm, or to sell it at what the railroad considered a reasonable price. Hoxie alleged that the company had never been legally incorporated and that the promoters were not acting in good faith. The Utica & Unadilla Valley filed an Application for Acquiring Right of Way through the Hoxie farm. The court sent the case to a referee.

The November 6, 1889, issue of the Rome Daily Sentinel reports: The evidence in the case of the Utica & Unadilla Valley Railroad Company against Samuel L. Hoxie, which has been taken before a referee in Leonardsville and Bridgewater, is all in, and the attorneys will appear for a final hearing before Judge Walter Lloyd Smith at Elmira on Saturday.

The December 13, 1889, issue of the Rome Daily Sentinel reports: The Unadilla Valley Railroad case was argued before Judge W. L. Smith at Elmira on Wednesday. R. Floyd Clark of New York, and H. M. Aylesworth of Leonardsville appeared for the railroad company, and Charles H. Searle of Utica represented the defendant, Mr. Hoxie. The summing up commenced at 10 a. m. and continued until 10 p. m. Judge Smith will hand down a decision before January 1.

The January 16, 1890, issue of the Buffalo Courier reported (excerpts): The Court finds that when D. E. Culver subscribed for \$100,000 worth of stock of

the Unadilla Valley and that when A. C. Couch in like manner subscribed for \$50,000 worth that they were both insolvent, and that the subscriptions were not made in good faith, inasmuch as they never paid in the 10 per cent, required by law, and inasmuch also, as the subscriptions were made as agents for their respective wives, in order that the husbands might become directors or other officers of the Company, and the wives at the same time be relieved from liability as stockholders.

Justice Smith's finding of facts concluded with this scathing arraignment:

The evidence in this case has impressed upon my mind the firm belief that this is a scheme on the part of two adventurers to procure \$50,000 from the residents of the Unadilla Valley, and give them stock which shall be worth a very small percentage of the amount paid. The claims made by the petitioners that the money in fact expended in the enterprise are conclusive evidence of their good faith cannot be accepted. The expenditure was necessary in the prosecution of their fraudulent purposes, and the law cares little for money lost in the attempted consummation of the wrong.

The Court finds as conclusions of law that the Unadilla Valley was never legally incorporated; that the subscriptions of Couch and Culver to the articles of association were an invasion of the law and illegal.

The Court therefore gives judgement for Hoxie with costs. (end of article).

On January 27, 1890, the Rome Daily Sentinel reported that The Unadilla Valley railway company (without the Utica) filed a certificate of incorporation with the Secretary of State for constructing a railroad 19½ miles in length, from Bridgewater to New Berlin. The capital of the company is \$200,000. Two prominent names were missing from the list of directors: D. E. Culver and A. C. Couch.

The July 18, 1890, issue of the Farmer's Journal reported: A. C. Couch and the Unadilla Valley Railroad Company have appealed the decision of Judge Smith in favor Samuel L. Hoxie, handed down some time ago. The appeal carries the case to the General Term. We do not think there is much doubt entertained to the final result of this case.

In fact, I could find no further newspaper documentation on the topic. So we have to assume that Mr. Hoxie came to terms with the railroad because the railroad was built. Service to West Edmeston commenced about October 1, 1894.

One question that I've never found an answer to is how Samuel L. Hoxie or his lawyer, Charles H. Searle of Utica, knew that the U&UV incorporation was flawed? They were certainly proven right, but it's still fun to think about who knew what and when they knew it. In 20-20 hindsight, maybe it should have been called "Unadilla-Gate".

(Sources: newspapers listed plus a number of others for details and background. A list of specifics is available). (Submitted by Tom DeForest)

## O&W Asks Permission to Sell N. B. Branch

From the May 1, 1941, issue of the New Berlin Gazette

Definite plans of the New York, Ontario and Western Railway Company to discontinue operation of the New Berlin branch and sell the property was revealed in United States district court in New York city last Wednesday in a Show Cause Order signed by Judge Murray Hulbert. The line is in process of reorganization.

The order followed a petition by Frederick E. Lyford, trustee of the O&W, for permission to sell the 29.24-mile section which runs from a point on the main line at New Berlin Junction in Chenango County to Edmeston in Otsego county.

Mr. Lyford told the court that he has an offer of the Unadilla Valley Railway Company, to purchase the branch, under certain conditions, for \$25,000. The purchaser would operate it for five years at least.

The Unadilla Company wants included in its purchase agreement an option to purchase, for an additional \$2,000, a spur between the southerly end of the line and Sidney, N. Y., connecting with the Delaware and Hudson line. The sale would include industrial track, yard track, sidings, station and accessory buildings, but would not include motive power and rolling stock.

The trustee recommends that the offer be accepted. He says the annual cost to the present owners of maintaining and operating the branch is \$60,000. There is practically no out-bound traffic except milk for New York. In February of this year there were 42 milk cars and eight cars of miscellaneous products out-bound. The in-bound traffic is principally coal and fertilizers. There were 121 cars of these materials in February. The total gross income from the branch last year \$40,000, resulting in a loss of \$20,000.

The so-called New Berlin branch for 22.40 miles of its route, or from New Berlin Junction to the village of New Berlin, is owned by the O&W. The remaining 6.85 miles belongs to the Wharton Valley Railway Co., a wholly-owned subsidiary.

Judge Hulbert signed an order to show cause on another matter brought up by Mr. Lyford. The trustee told the court that the line has received bills for taxes from the village of New Berlin, the county of Chenango and the county of Otsego which are "discriminatory, arbitrary and disproportionate." He says the taxes sought for the period 1937 to 1941 total \$38,717 and should be only \$3,929. The village asks \$3,651, he says, and is entitled to \$71, Chenango county wants \$29,196 and should get only \$3,086, and Otsego county asks \$5,869 and should get \$768.

Following the hearing in New York, a meeting of representatives from this county, and other nearby counties in which the O&W operates, was held in Roscoe on Friday. Mayor Frank Zuber, City Chamberlain J. B. Williams, City Attorney Lynn N. Peterson, Supervisor D. C. Carncross of Smyrna and Supervisor Frank Hovey of Oxford attended.

Attorney William Birmingham, representing Sullivan county, presided at the hearing and discussed the purpose of the meeting.

A partial plan to aid in solving the financial problems of the railroad was adopted. This calls for a delegate from each city and town in each county to meet and select one delegate to represent that county as a committee to investigate and determine the facts and figures with an idea of seeing if some payment cannot be made out of the revenues of the road on back taxes in the respective communities.

Under this plan there would be a special nine-man committee named to attempt to iron out the financial troubles of the road. This committee would have no authority to act but would simply be a fact-finding group.

Trustee F. E. Lyford reported that the railroad would have a net profit of \$100,000 which could be applied to pay interest on the investment or back taxes. He said the railroad's taxes for a year reached \$330,000.

The proposition was mentioned at the meeting that if the branch of the O&W between Sidney and New Berlin would be sold to the Unadilla Valley Railroad, that the back taxes and current taxes would be based on the sale value of the railroad property instead of the assessment. This sale has not yet been sanctioned in federal court.

**U. V. Railroad Adds to Line  
Buys Line to Edmeston and N. Berlin Junction From O. & W. R. R.**  
(from the October 15, 1941, issue of the Brookfield Courier)

A \$25,000 cash purchase, salvage value, of approximately 29 miles of unprofitable railroad line in Otsego and Chenango counties has been approved by the Interstate Commerce Commission, Washington. D. C.

The properties are 22.29 miles of line of the New York, Ontario & Western Railway Company, now in reorganization, extending from New Berlin Junction to New Berlin and commonly known as the New Berlin branch, the entire line of the Wharton Valley Railway Company, extending from New Berlin to Edmeston, 6.83 miles, and the lease-hold interest of the first company in the second.

Buyer of the properties is the Unadilla Valley Railway Company, incorporated in 1904 and operating a line of steam railroad extending from Bridgewater, a point of connection with the Lackawanna, about 20 miles south to New Berlin.

"It is one of an affiliated group of corporations;" the ICC finding states, in referring to the Unadilla Valley Company, "consisting of. H. E. Salzberg Company Inc.; Southern New York Railway Inc., and the Arkansas Valley Railway Inc. The Salzberg Company is engaged in the business of purchasing abandoned railroads and salvaging material therefrom. All the railroads mentioned, including the applicant (Unadilla Company) are controlled either directly or indirectly through stock ownership by H. E. Salzberg."

Apparently, however, it is the buyer's intention not to salvage but to operate its new purchase. Acquisition of the properties, states ICC, gives the applicant "a continuous line of railroad with trunk line connections at both ends."

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### New York Pizzeria

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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.

**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.

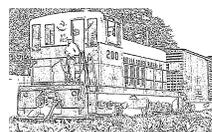
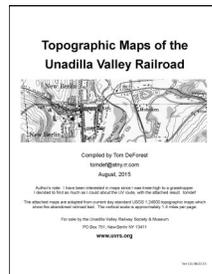
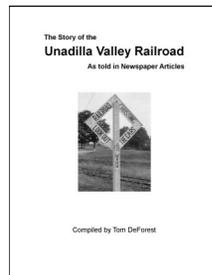
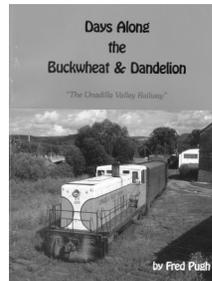
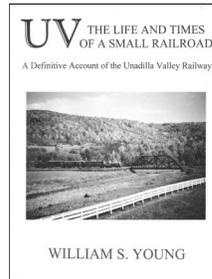
**Cat's Meow** figure of the UV #200 locomotive. Wood, 7" wide, 3.5" high, brand new, \$20. (NOTE: this is not related to the Cat's Meow store in Sherburne NY).

**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](http://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](mailto: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

|     |        |       |  |      |
|-----|--------|-------|--|------|
| Wed | Sep 14 | 10:00 | Board Meeting — At Gladys Slentz' home<br>(reschedule of Sep board meeting)                        |      |
| Sat | Sep 17 | 10-3  | Chinese Auction Fundraiser   | FUMC |
| Tue | Oct 4  | 2:00  | Board Meeting  | FUMC |
| Sat | Oct 15 | 2:00  | Speaker Meeting<br>Mike Parsons, "Paleo Indians & Early Archaic<br>Indians of the Unadilla Valley" | FUMC |
| Tue | Nov 1  | 2:00  | Board Meeting  | FUMC |
| Sat | Nov 19 | 2:09  | Speaker Meeting<br>Speaker and topic TBA   | FUMC |
| Tue | Dec 6  | 2:00  | Board Meeting  | FUMC |
| Sat | Dec 17 | 2:00  | Holiday Party  | TBA  |

Notes:

**FUMC:** First United Methodist Church, 51 So Main, New Berlin NY 13411

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

**TBA:** to be announced

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