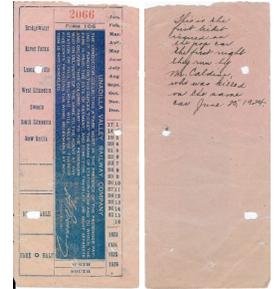


## Recent Donations

Our thanks go out to **Jim Chase** of Newark Valley (formerly of New Berlin), who donated a UV passenger ticket. This not just 'any' ticket. On the back, it indicates that it was the first ticket sold for use on the 'pop car' (the M-1 Brill car) on the first night of its use. The punched date is April 23rd, 1924. It is also noted on the back that this is the same car in which Conductor Harold Caldine lost his life on June 25th when the car was involved in a head-on collision.



The **Central New York chapter of the National Railway Historical Association** in Syracuse recently received a donation of a whole box of material about the Unadilla Valley Railroad. We were fortunate enough to be able to make a copy of this material (two samples are pictured at the right). Contents include a binder full of pictures, old tickets, mortgage bond #1, and other objects, two books containing details about the various segments of the right of way and a large book containing the transcript of a court trial regarding a foreclosure filed on October 23, 1901, brought by the Central Trust Company of New York against the UV. Another book contains the minutes of the executive committee of the UV Board from 1901 to 1923 (this is yet to be copied). The picture binder contains a number of pictures of people, rolling stock and buildings, many of which we have not seen before. Also included are copies of some articles about the UV that will be used in future Pendragons and other publications of the UVRS&M. The Grass Roots Railroad story in this issue came from one of the items in this material. One very interesting story is about the (model) UV Railroad of Ripon WI, but this will have to wait for a future issue.



Our thanks go out to the CNY Chapter of the NRHS for making us aware of the donation, to Tom DeForest for scanning in the material and to the Oneida County Historical Society in Utica for copying the executive minutes book and for their role in bringing us together.



Your donations are always welcome. Contact any board member or send an email to [UVRS@stny.rr.com](mailto:UVRS@stny.rr.com).

## Up and Down the Tracks

\*\*\* Our Chinese Auction in September was very successful and netted \$210 for our treasury. Our thanks go out to Sandy Kilmer for coordinating this effort and to her assistants: Barbara Levenson, April Tiffany, Peter Iorio and Alan Fairbrother. Of course, this could not have happened without donations. So we also send out THANK YOU (that's a big thank you) to the following who donated items or services to the auction: Bonnie Jean Bauer, Anna Bishop, Tom DeForest, Alan Fairbrother, Pat Gifford, Jean Haddon, Hair by Sheila, Homestead Pet and Farm Supply, Barbara Levenson, Tupperware by Vicky Miller, Gail Moore, NAPA Auto Parts, New Berlin Branch of the NBT Bank, New York Pizzeria & Restaurant, Northeast Classic Car Museum, Dorothy Padgett, John Rzucidlo & Rainer Morgan, Ralph & Madeline Scopo, Red Apple Food Mart, South New Berlin Library, Stage's Automotive Services LLC, Stewart's Shop, Paul & Edith Straney and Mason & Raushanna Sutton.

\*\*\* Our thanks go out to Sandy Kilmer for other autumn fund raising efforts at the Greene Train Show on October 16th (\$138) and the Norwich train show on November 26th (\$180).

\*\*\* Also in October Mike Parsons wowed those gathered with all manner of information about the early archaic Native Americans of the Unadilla Valley. Always a very interesting and informative program.

\*\*\* November 19th found quite a few members as well as old and new friends at the UVRS program Honoring Our Vets provided by Laurie Hotaling. In addition to the history of Veteran's Day and the US Flag, a special folding of the Flag of the United States of America was presented by Lou Kupris and Sam Senn. Photos of Veteran family members where displayed and stories of their service were shared, heroes one and all. Present were a number of Veterans thankful to be alive who shared interesting stories of when they had served and names of others yet who were remembered that day who could not attend. One story was shared about an antique flag that had been displayed at 49 South Main Street for many years and was saved from being burned by VFW.

\*\*\* Remembering those members who until recently were among us and those who have lost someone recently; Specifically Pat Gifford, Pastor Ernie Clemens and the wife of Lou Kupris, Roz, who had been very ill and Larry Brill.

\*\*\* Keeping in mind others who are going through health trials just now especially Pastor Lyle Linder.

\*\*\* Most recently the Unadilla Valley Railroad Society met at the brightly decorated home of Alan Fairbrother for the annual "Holiday Celebration". Members and friends of both the UVRS&M and New Berlin Library Board gathered December 17th for a warm afternoon and evening of being merry while enjoying favorite beverages, assorted snacks, quail eggs, smoked oysters and mussels, escargot, lobster tails, sausage and a variety of fondue. Guests arrived and departed throughout the afternoon and for those who can still see well enough to drive after dark until quite late in the evening. A wonderful time was had by all.

\*\*\* Results of the UVRS&M election of Board Members are as follows with anticipation for the year ahead:

\*President — Gladys Slentz

\*Vice President — Sam Senn

\*Recording Secretary — Bonnie Jean Bauer

\*Corresponding Secretary — (open)

\*Treasurer — Barbara Levenson

\*At Large — Sandy Kilmer

\*At Large — Alan Fairbrother

\*At Large — Peter Iorio

\*\*\* We have one board position open, that of Corresponding Secretary. This position entails providing written communication to members of our organization when needed (such as for sickness or a death in the family) and sending out thank-you notes and other communications to people as needed. If you or someone you know would be interested in taking this position, please contact Gladys Slentz.

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

\*\*\*Be sure to have a look at the schedule of meetings and events on the back page of this publication and pencil some in on your calendar. Notice that there will be no regular meetings in January, February or March. It will be so good to see you all again in April as the days lengthen and roads are less slippery for programs as yet to be confirmed and refreshments. By then perhaps there will be news about the replacement of the Museum Roof.

\*\*\*Be safe as you maneuver up and down the tracks this winter.

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

## 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.

(Sept. 17th was our Chinese Auction).



Mike Parsons

October 15, **Mike Parsons** presented more information about "**Paleo Indians & Early Archaic Indians of the Unadilla Valley**" at the First United Methodist Church.



Laurie Hotaling

November 19, **Laurie Hotaling** presented "**UVRS Honors Our Vets**" at the First United Methodist Church.

## Grass Roots Railroad — By Henry P. Eighmey.

(From the May, 1944, issue of Trains Magazine, courtesy of CNY/NRHS)

The home town takes pride in the 49-mile Unadilla Valley, and that helps make the wheels go 'round.

"HAVEN'T ye see'd our railroad? Well sir now, that there is something ye must see!"

That is the answer received when I asked a man on the main street of New Berlin, N. Y., concerning the whereabouts of the Unadilla Valley Railway—and that is the spirit that makes this little railroad a paying proposition, and recently caused it to do an unheard of thing in this day and age: It purchased a branch of a larger railroad system!

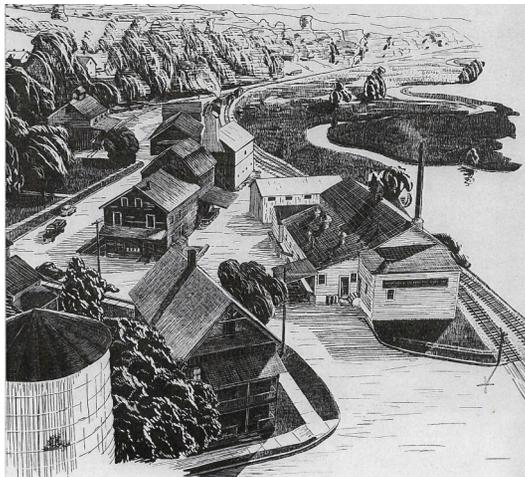
When the short freights of the Unadilla Valley go chuffing up the line to Bridgewater and return, people along the way wave a friendly greeting—and more than that, they see to it that the products of their farms along the valley travel to the outside world over the tracks of the UV. The little pike can well be termed the "Pride of the Valley."

In the present era it has been a common occurrence to have some large railroad system take over a small railroad and either add its trackage as a feeder for the system or junk the entire outfit. But the Unadilla's move is a horse of another color, for here we find one of the little independent lines purchasing a section of a larger system and operating it in conjunction with its original line.

October 21, 1941, marked the date when the last train operated over the "New Berlin Branch of the New York, Ontario & Western system." On that day the Unadilla Valley Railway became the owner of the 29 miles of track stretching from New Berlin Junction to Edmeston, and with the addition of trackage rights over the O&W into Sidney, N. Y., from New Berlin Junction. Not only did the UV buy the line, but it also purchased O&W locomotive No. 272, two cabooses, and one snow flanger.

So much for the purchase. Let us look into the background and see what makes the Unadilla's wheels go 'round.

The Unadilla Valley Railway now boasts approximately 50 miles of track rambling through a sleepy little valley where, as the schoolroom geography books term it, "the principal occupation is agriculture." Farm products, including vegetables, cattle, milk, and chickens, afford a source of income for the railroad, while incoming



commodities needed by the farm folk are another source of revenue. Add to these, several factories, including the large Kraft-Phoenix establishment at South Edmeston and an egg-drying and vegetable-drying plant at New Berlin, and one can readily see that the UV should not have to exist in vain.

About 10,000 tons of anthracite moves over the Unadilla in a year's time, and almost 1000 tons of livestock is hauled behind its little locomotives. Several hundred cars of milk annually furnishes another source of revenue, while cheese from the Kraft-Phoenix plant and car-loads and l.c.l. shipments of every kind of merchandise imaginable roll over its rails.

In close to a half-century of service, the Unadilla has rarely maintained less than two trains per day over its original 20-mile line, and now it operates one train per day over the newly acquired 29-mile line from Edmeston to New Berlin Junction. Only one serious wreck is listed in the little pike's history; close to 50 employees are on the payroll; and a couple of thousand dollars rolls into the treasury of the town of New Berlin in the form of annual taxes.

Usually 10 or 12 cars make up the Unadilla's trains, and four years ago 21 cars were hauled in one freight. The rails run through a picturesque valley and the locomotives have little trouble with their daily tonnage, although at South Edmeston the ramp to the cheese factory climbs about five per cent, causing the little locomotives to churn their drivers in pushing cars into the siding.

To better understand the spirit which keeps the wheels rolling on the Unadilla, let's take a jaunt along the original 20-mile line stretching from New Berlin to Bridgewater.

It isn't hard to find the Unadilla's yards in New Berlin—any of the natives readily point the way down a side street of the town to the small two-story building on Jaquith Avenue where the business of the railroad is transacted. Behind this structure is the original terminal of the road, with a four-stall enginehouse, freight house, and several smaller buildings which adequately take care of the needs of the Unadilla. Several sidings branch off from the main line to serve the various shippers at New Berlin.

If we pay our visit to the yards around noon, we will probably see either locomotive No. 4 or No. 5, 2-6-2 type, resting on the tracks leading into the enginehouse, with smoke lazily rising from its stack. These two Prairies do the bulk of the hauling on the Bridgewater run. Within the enginehouse we catch a glimpse of another boiler front, and upon investigation we find No. 1, an old-time 4-4-0 with a high stack, used as a spare locomotive and for bucking snow in the winter. The snow is a sizable problem at times, according to some of the New Berlin residents. The fourth locomotive on the roster is the former No. 272 of the O&W, a 2-6-0.

On the siding to the right of the enginehouse stands the rolling stock of the UV—a couple of cabooses and a flanger (purchased from the O&W), a snow plow, and several work cars. About 10 years back the Unadilla passenger service was discontinued, and the remains of some old open-end coaches can be seen rotting amid the brush alongside the main line to Bridgewater—mute evidence of the time when the valley people "rode the push."

A rather unique feature of this little independent line is the lack of a time-card. A

question concerning the schedule on the 20-mile Bridgewater run brings a laugh from one of the brakemen, who informs the world at large that "there hasn't been a time-card since we quit hauling passengers 10 years ago." It develops, however, that two trains per day do travel the Bridgewater route one leaving about the time the first rooster sends his call across the sleeping valley, and the other chuffing out of the New Berlin yard in the neighborhood of 4 in the afternoon. One train per day is maintained over the former O&W line.



To better follow the workings of the Unadilla, we might elect to ride the afternoon train from New Berlin. About 3 o'clock the engineer and fireman arrive at the enginehouse and begin poking about No. 5, and shortly thereafter the little 2-6-2 is puffing up and down the small yard in the process of assembling the train.

Two empty "milk cars" are picked up at the siding by the creamery near the former O&W track, three box cars are coupled on from the freight house track, an empty gondola is next, and then the caboose is tied on the rear. As the engineer pokes his head from the cab in search of the conductor's highball, we climb aboard the caboose platform. A slight jerk tells us we are on the way.

We learn from the conductor that we'll have to roll a bit faster than usual this afternoon if connections with the Lackawanna train at Bridgewater are to be made, so it is not very long before the caboose is swaying from side to side as the 2-6-2 picks up speed.

Past the forlorn passenger coaches rising from the weeds, over the switches of the wye used in place of a turntable at the New Berlin yard, we bounce along as the low-wheeled locomotive pitches and rolls to the increased tempo of the exhaust. From the back platform of the caboose we gaze back at the weed-grown right of way and notice that, despite the weeds, the light rail is in good condition with evidence here and there of recent tie replacements and an occasional new concrete culvert.

A short distance from New Berlin we pass the ill-fated gravel pit which the little railroad purchased some years ago with an eye to a thriving business venture. We learn that this enterprise was "a big mistake"—that the large gravel bins have been the source of little output since they were acquired.

The first stop is at South Edmeston, about five miles from New Berlin. Here is located the large cheese plant, a feed and grain dealer, and one of the largest chicken farms in New York State. These three enterprises are all sources of revenue for the Unadilla Valley, with the cheese plant furnishing over 400 carloads per year in shipments of incoming cream and outgoing cheese. We switch a couple of milk cars into the plant's siding and haul out two loaded reefers—all with a great deal of slipping and puffing on the part of the locomotive, due to the five per cent grade on the siding.

Six miles farther we come to West Edmeston, after observing more recent work on the right of way by the section crew. New ties are again in evidence, weeds have been cut and burned, and the fences along the track have been mended to keep the farmers' cattle from an encounter with the "iron horse."

West Edmeston is the location of another feed and grain dealer, a livestock merchant, and a Sheffield milk depot—all Unadilla Valley shippers. No stop is made here on the up-trip. This is to save time, we find out from the conductor.

The next stop is Leonardsville, the site of the water tower where the Unadilla locomotives quench their thirst. Water is pumped into the tower from the river flowing down the valley, and here No. 5 replenishes her supply and also picks up an empty box car from the Babcock Manufacturing Company.

River Forks, the next station, is passed without a stop, and we arrive at the Bridgewater terminal just as the Lackawanna freight pulls in. Our locomotive is turned on the wye at Bridgewater, the train is pushed on the Lackawanna siding, and some loaded cars from the larger road's freight are coupled on the 5-spot.

The switching at Bridgewater, as at New Berlin and all along the line, features some fast and fancy footwork by the Unadilla brakemen. No grass grows under their feet as the entire crew, despite continuous "riding" of one another, cooperates to the fullest extent. The reason for these bursts of energy is explained by the conductor, who points out that the sooner they complete the switching, the sooner they can highball back to New Berlin and to bed! No meets planned for lonely sidings by irate dispatchers can stop the Unadilla's crew!

Nine cars tail behind the 5-spot as we leave Bridgewater on the return trip, and from the caboose platform we are introduced to some really beautiful scenery as the moon sheds its light over the rolling countryside and reflects in the stream that trails the right of way.

A gondola loaded with coal and a loaded box car are dropped off at Leonardsville, and two reefers are pushed into the siding at South Edmeston. We watch the brakemen's winking lanterns and listen to their hoots as they "ride" the engine crew for being "so all-fired slow." Yet the cars are shoved into the sidings with dispatch and the train is soon on its way.

We arrive at New Berlin about 8 o'clock, the locomotive is turned on the wye, the remainder of the train is pushed into the yards, and the 5-spot is backed down to the enginehouse for the night.

With cheery good-nights the crew members leave for their homes and a night's rest—to be up at dawn for the morning run so that shippers will have the service which is founded on that loyalty portrayed in one native-son's remark:

"Yes, sir, we have a mighty fine little rail-road up here—we wouldn't want to do without her."

Sketches, by Linn H. Westcott, based on photographs by Otto Hagel, courtesy Fortune.

## The Arcade & Attica Railroad

They claim to be the only remaining steam excursion train in New York state and to be one of the few common carriers remaining in the state which still hauls both freight and passengers. So on a gorgeous summer Sunday, Susan and I took a drive to Arcade NY to ride on the Arcade & Attica Railroad. Arcade is located about 50 miles southeast of Buffalo (see map). It took us about three hours to get there from Vestal NY (it would take about four hours from New Berlin). We arrived at noon so we had time to check in at the ticket office, pick up the tickets I had reserved a couple of days prior and go across the street for some pizza lunch before boarding the train for a 1:00 PM departure.

Like many other short lines, the Arcade & Attica has a varied and colorful history. It was first formed in 1870 as the narrow gauge Buffalo, Attica & Arcade to link between Buffalo and the Pennsylvania Railroad to Pittsburg. The line was upgraded to standard gauge in 1895. The Arcade & Attica, per se, was formed in 1917 to keep that section of the line alive as other sections were being sold off or shut down. In the late 1950s the freight business entered a serious decline so steam excursions were added in 1962 to perk up the balance sheet and have been in continuous operation since then. But don't let the Arcade & Attica name fool you. Although the railroad originally went from Arcade to Attica (about 30 miles), flooding in 1957 caused some major washout damage so the northern section of the right of way was abandoned. The line now runs from Arcade to North Java (about 14 miles). They still do actually run freight to North Java three days per week. The steam excursion runs from Arcade to Currier Station, a one-way distance of about 7 miles.

The depot is right on Main Street in Arcade. The depot contains a store which has many souvenir items, some museum-type displays of artifacts from years past in the ticket and waiting area and a refreshment area and some tables back in the old freight house (think ball park menu without the beer). There are a couple of restaurants nearby as alternatives for lunch.

The locomotive pulling our train was #18, a 2-8-0 built by the American Locomotive Works in 1920 in Patterson NJ. It was purchased from the Boyne City Railroad in Michigan in 1962. Many of the coaches were purchased from the Delaware, Lackawanna & Western Railroad and refurbished.

Our train had 4 enclosed passenger coaches along with one open converted gondola car. The coaches were not air conditioned, but the windows opened. A recording was played before we left the station which reviewed much of the history of the line. The run was about 1/3 full and included a number of families with kids having a good time.

The conductors and flagman were decked out in conductor-style garb. The engineer and fireman were in bib overalls. The refreshment stand and ticket personnel were in normal street attire. There were no signals where the track left the station and crossed Main Street. The flagman was there to stop traffic both for the train and for people crossing the street (see depot picture).

The line runs through backyards and behind a few factories until it gets out of town when the landscape becomes mostly farm land. I could not help but wonder what the neighbors think of a steam engine leaving smoke and sound in the

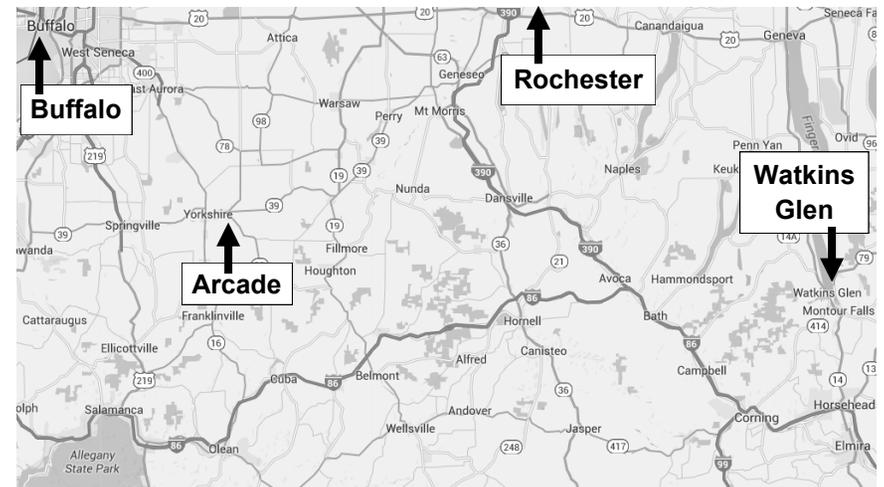
air and producing soot to land on vehicles, driveways and houses every time the train runs. When the line was built, it was a step up from horses and stage coaches. I suspect the NIMBY (Not In My Back Yard) principle would prevent such a line from being built at all in these times.

Currier Station was about 45 minutes up the line. It has a small depot, a newer building containing a refreshment stand (same hot dog and ice cream novelties menu as the depot), some tables and a couple of porta-johns. The engine was unhooked and moved over to a siding with two portable stairways so any interested folks could walk through the cab. The engineer was there to answer questions. There was no wye or turntable at Currier Station, so the engine actually ran in reverse for the return trip.

Part way through the return trip, just as I was thinking that it was getting a bit boring, a young lady of late high school or college age with a violin set up and played a number of songs. She was pretty good and people seemed to enjoy the mini-concert.

We returned to Arcade, shopped in the depot store and started home. It was a good train ride and a good trip. Admission was \$17 for adults. Reservations are recommended. Their phone number is 585-492-3100. Watch their web site — [www.arcadeandatticarr.com](http://www.arcadeandatticarr.com) — for special events such as Civil War Days, Murder Mystery Rides, Fall Foliage Tours, Halloween Rides, and Santa Express Trains.

Sources: [www.wikipedia.com](http://www.wikipedia.com), the Arcade & Attica website and brochure. (Submitted by Tom DeForest)



(There are also pictures of the Arcade & Attica Railroad on the next page)



The Arcade & Attica Railroad depot in Arcade NY.



The Arcade & Attica Railroad Passenger Car that we rode in.



The Arcade & Attica Locomotive #18.

Join us if you want  
**MORE  
PASSENGER TRAINS**



[www.narprail.org](http://www.narprail.org)

  LIKE US

**202.408.8362**

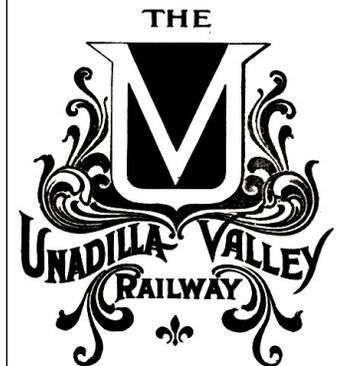
NATIONAL ASSOCIATION of  
**RAILROAD PASSENGERS**

**JOIN TODAY** AND GET  
AMTRAK GUEST REWARDS®  
POINTS **PLUS SAVE 10%**  
**ON AMTRAK.**

**The Story of the Unadilla Valley Railroad As Told in Newspaper Articles**  
is now **ON SALE**. It was \$35, now **\$25**. Get your copy today. See page 14.

**Leaders & \*Board Members**

- \*President.....Glady Slentz
- \*Vice President.....Sam Senn
- \*Recording Secretary ...Bonnie Jean Bauer
- \*Corresponding Secretary.....(open)
- \*Treasurer.....Barbara Levenson
- \*At Large.....Sandy Kilmer
- \*At Large.....Alan Fairbrother
- \*At Large.....Peter Iorio
- Executive Director ..... (open)
- Storekeeper & Advertising.....Sandy Kilmer
- Parade Director/Engineer..Alan Fairbrother
- Executive Advisor.....George Wolfangle
- Public Relations.....Peter Iorio
- Membership.....Peter Iorio
- Hostess.....Laurie Hotaling
- Website & Publications.....Tom DeForest
- Website.....www.uvrs.org





# Norwich Dodge Chrysler Jeep

158 County Rd 32A  
Norwich NY 13815  
607-336-2277 (local)  
877-860-8280 (toll free)

**New & Used Cars & Trucks**  
**Parts ♦ Service ♦ Body Shop**

Visit us also at Oneonta Ford  
Rt 23 Southside , Oneonta NY 13820  
607-432-7300 or 888-842-0808



## Tuller Septic & Excavation

New Septic Installations , Septic Repair,  
Septic Pumping,  
Excavation



607-316-6737  
607-847-8494

Mark Tuller, Owner      [www.tullerseptic.com](http://www.tullerseptic.com)

## *Dakin Funeral Home*

Traditional Funerals  
Pre-Arrangements ♦ Cremations  
Monument Sales ♦ Pet Burials

17 No Main St, New Berlin NY 13411  
607-847-6231  
[www.dakinfuneralhome.com](http://www.dakinfuneralhome.com)  
Over 125 Years of  
Community Service

## SRT Construction

Sam Tuttle  
New Berlin NY 13411  
607-226-4763

No Job Too Big or Too Small

HERE'S WHAT COUNTS



## SUPPORTING THE COMMUNITY.

Belonging to a strong community counts to you and that counts to us.  
That's why we support organizations that  
build our community's future each and every day.



for everything that counts®

800.NBT.BANK [nbtbank.com](http://nbtbank.com)

## 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.

### NOW ON SALE.....

**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. Was \$35, now \$25. Loose leaf version available, now \$35.

**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.

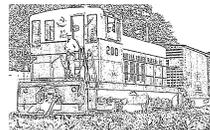
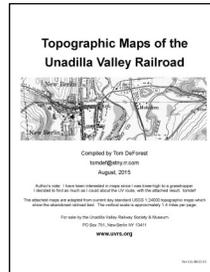
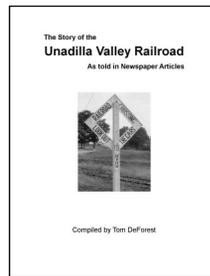
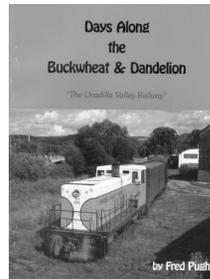
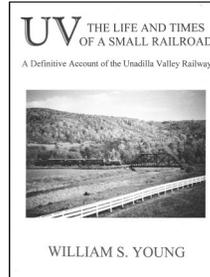
**Cat's Meow** figure of the UV #200 locomotive. Wood, 7" wide, 3.5" high, brand new, \$20. (NOTE: this is not related to the Cat's Meow store in Sherburne NY).

**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. Check 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.

++++  
**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.**  
 +++++

### Copyright 2017 by The Unadilla Valley Railway Society & Museum

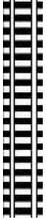
**The Pendragon** is the official publication of the Unadilla Valley Railway Society and Museum. This newsletter is published quarterly by and for the membership. Correspondence on regional railroad history is welcomed. Articles will be considered for future publication in these pages. If you have received 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 [UVRS@stny.rr.com](mailto:UVRS@stny.rr.com).

The Unadilla Valley Railway Society & Museum was founded in 1995 with headquarters in New Berlin, New York. Since 1995 the organization has held a provisional charter under the New York State Education Department. The Society is a non-profit organization under 501(c)(3) of the United States Internal Revenue Code. Contributions of funds and items, as well as volunteer mileage, may be deductible on your income tax depending on your tax situation.

The Unadilla Valley Railway Society and Museum depends on your support as members, contributors and helpers in other ways. We very much appreciate all of your contributions.

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

**Happy Railing**



To:

---



---



---

### Timetable — Schedule of upcoming events

Tue	Jan 3	2:00	Board Meeting	FUMC
Tue	Feb 7	2:00	Board Meeting	FUMC
Tue	Mar 7	2:00	Board Meeting	FUMC
Tue	Apr 4	2:00	Board Meeting	FUMC
Sat	Apr 15	2:00	Regular Meeting, topic TBA	FUMC

Notes:

There will be no regular programs during January, February and March. We look forward to seeing you all again at the program in April.

**FUMC:** First United Methodist Church, 51 So Main, New Berlin NY 13411  
(the FUMC is handicapped accessible)

**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).

**On Sale: The Story of the Unadilla Valley Railroad  
as Told in Newspaper Articles.**

**Was \$35, now \$25. See page 14...**