

**Join Us on a  
Unadilla Valley Railway Society Event  
An Ice Cream Social Train Ride**

**When: Saturday, June 24th, 2017, 1:00 PM**

**Where: Leave from C&CV Station,  
136 East Main St, Milford NY**

**Cost: Adults \$20, Seniors (62+) \$19, Children (3-12) \$18**

**Reservations are required, 607-427-2853, by June 1st.**

Details:

- On the Cooperstown & Charlotte Valley Railroad —
- 2½-Hour trip along the scenic upper Susquehanna Valley —
- with Ice Cream & all the toppings from Stewart's in Cooperstown —
- Cars available: Coach, Dining Car or Open Car —



## Up and Down the Tracks

\*\*\* The Susquehanna Valley Railway Historical Society is presenting a Rail Symposium, "Railway Memories from the Southern Tier" on Saturday, April 22, 2017, from 9AM to 5PM at the Brothers 2 Restaurant, 2901 Watson Blvd, Endwell, NY 13760. The cost is \$28, cutoff date for registration is April 15. See <http://www.trainweb.org/SVRHS/> or write to Susquehanna Valley Railway Historical Society, PO Box 2415, Binghamton, New York 13902-2415.

\*\*\* The 2017 Erie Lackawanna Historical Society convention will be held at the Hotel Utica, Utica NY, on September 22-24, 2017. Sunday the 24th is a fan trip. They are seeking speakers for Saturday, the 23rd. Contact John Swiecki at [jss3290@fuse.net](mailto:jss3290@fuse.net) for more info.

\*\*\* Thank you to Lance Erickson in Iowa for a one-year gift subscription to the quarterly "Passenger Train Journal". It covers a multitude of passenger train topics and issues. If you are interested in passenger trains and would like to borrow an issue, contact Tom DeForest.

\*\*\* Thank you to Herman "Jim" Carney of California for the donation of a number of railroad-related video tapes.

\*\*\* Many of our members have been under the weather lately, to the point where we postponed the March board meeting from March 1st to March 8th, then March 15th, then March 22nd. We hope everyone is 'beating the bug' and feeling better again.

\*\*\* Thank you to Leigh Eckmair at the Gilbertsville Library for the donation of a 2-drawer filing cabinet.

\*\*\* We are saddened to learn about the passing of Jane Husted Lazur of Oriskany NY. Jane was the mother of Mark Lazur. Mark and his wife, Harla, of Waterville, are life members and have been good friends of the UVRS&M for many years. Our condolences go out to Mark, Harla and the family.

\*\*\* The organization has a new email address: [UVRS@stny.rr.com](mailto:UVRS@stny.rr.com). Thanks to Tom DeForest for setting this up for us.

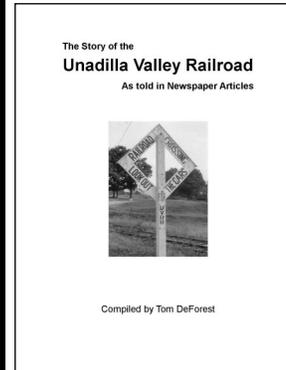
\*\*\* Membership dues were payable during the month of January. If you have not yet sent in your check, don't let it slip by any longer. See page 15.

\*\*\* Peter Iorio, our membership coordinator, reports that we currently have 22 Individual members, 7 Family members and 43 Life Members for a total of 72 members. Recent new members include Robert Kellogg of Orchard Park NY, David Wright of Norwich, Janine Kilmer of Norwich and Douglas Nighswonger of Sammamish WA. Welcome to all of our new members.

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

\*\*\* Quick quiz: What was the name of the UV's first locomotive? Who manufactured it? What was its wheel arrangement? (answers in the next newsletter).

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

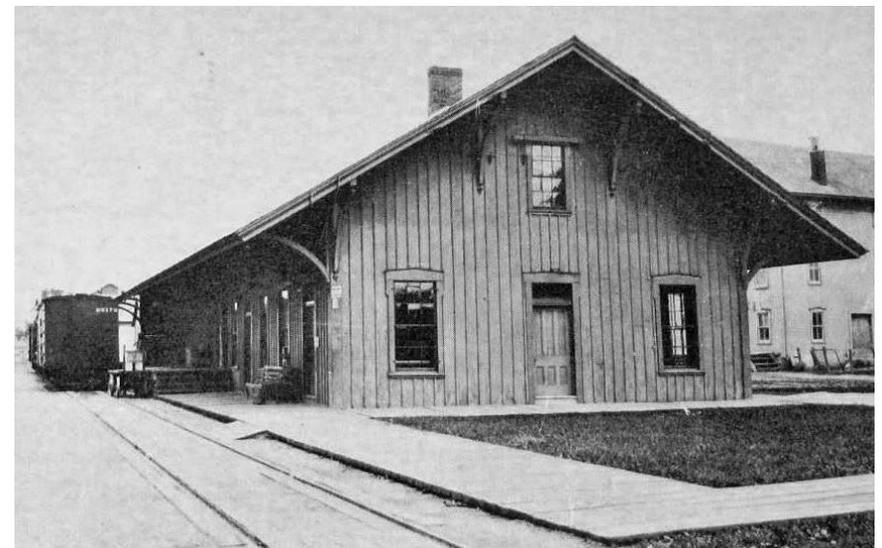


A new and unique reference for local history research.

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

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

Available from the UV Store, **\$25.**



The O&W Depot back when it belonged to the O&W, circa 1920s?

## Thank You for Recent Presentations

Since the winter months are always a problem in predicting the weather, the board made the decision this year to not have programs in January, February or March. Our programs resume in April, normally the 3rd Saturday of the month. We hope to see you at one of them soon. (See the back page for the schedule).

## The Mystery of the UV Branch in Ripon WI

As I was sifting through the UV-related material that we received from the CNY-NHRS for copy, I ran across the 'Pass' for the UV Railway shown at the right. It struck me as odd for a number of reasons. It is signed by 'John Livingston, President & Chief Engineer' and it says 'HO Gauge'. On the back, it includes 'Main Offices, Skyline Circle, Ripon WI'. Later in the same material, I found a ticket for passage stamped 'Unadilla Valley Railway Ripon' (at right). The UV never ran in Wisconsin. It seemed very intriguing...

Still later in the material, I found a newspaper article from the Ripon Commonwealth Press in Ripon WI about a man named John Livingston, a professor at Ripon College, who built a model train layout of the UV railroad. Now all these clues started to fit together. Here is the story from the Ripon paper...

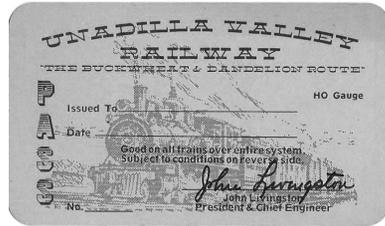
### Does it as hobby — Railroader keeps history alive, by Gene Kemmeter

Railroads and their passenger service have become a passing thing in many areas of the United States; but, thanks to John Livingston and others like him, the era of their importance will not fade from memory.

Livingston, a professor of economics at Ripon College, is a model railroader absorbed in recreating, on a smaller scale, the days when the railroad was king.

Setting up shop in a section of his basement, he has recreated an HO-Gauge model of the Unadilla Valley Railroad of New York, a now defunct railway in New York State. His model will be a replica of the railroad in the 1920s.

The railroad was actually 22 miles long and started in New Berlin, traveled through South Edmeston, West Edmeston, Leonardsville and Unadilla Forks (or River Forks as it is also known) to Bridgewater. At Bridgewater the line had a connection with the Lackawanna Railroad and at New Berlin connection was made with the New



Issued by <b>UNADILLA VALLEY RAILWAY</b> RIPON, WISCONSIN 54971					
subject to company regulations					
Date of expiration.....					
<b>Good for One Passage</b>					
The above named carrier is not liable for injuries to passengers or damage to their baggage.					
NOT GOOD FOR PASSAGE	Via Railroad				
From					
To					
Destination	Baggage <input type="checkbox"/>				
No 1332	<table border="1"> <tr> <td style="text-align: center;">VALIDATING AGENT <b>UNADILLA VALLEY RAILWAY RIPON</b></td> <td>If good for specific date punch here ★</td> </tr> <tr> <td style="text-align: center;">STAMP HERE</td> <td>form L</td> </tr> </table>	VALIDATING AGENT <b>UNADILLA VALLEY RAILWAY RIPON</b>	If good for specific date punch here ★	STAMP HERE	form L
VALIDATING AGENT <b>UNADILLA VALLEY RAILWAY RIPON</b>	If good for specific date punch here ★				
STAMP HERE	form L				

No 1332	<b>Coach Travel</b> Agent's Stub
	Issued to: .....
	Date Valid .....
	Baggage <input type="checkbox"/> form L

York, Ontario and Western Railroad.

Livingston got interested in the idea of model railroading as a hobby when Dr. Milton H. Westhagen, another professor of economics at the college, introduced him to it. Livingston built a small layout in his old home but when he moved to Skyline other work kept him occupied until two years ago.

Then he started working on the Unadilla Valley line, inspired by the old railroad because his wife used to live in the area.

So engrossed in authenticity, Livingston is recreating buildings and scenery as much to scale as possible. Although he can't lay out the entire 22 miles of countryside in his basement, his realism is concerned with the immediate surroundings of the railroad tracks.

### Replica of buildings

During the summer of 1962 he visited the area of the old Unadilla Valley Railroad and took pictures and measured many of the old buildings that are still standing. Now he is constructing model replicas of the buildings, using the scale of 1/8-inch equals one foot to coincide with the HO-Gauge scale.

He has also collected newspaper and magazine articles and anything else he can find which relates the history of the railroad, the buildings along the tracks and the types of locomotives and railroad cars from the period.

Admitting his task could be lengthy, Livingston reported his hobby "can be as hard as you want to make it. You can hurry up and put it together or you can do everything piece by piece. There are three ways you can get the buildings or the cars: plastic ones which you just put together, kits that are preprinted or you can get plans and build them with wood."

So far Livingston has a combination of all three on his layout. He built his engine house from a set of plans and cut each board to scale and then glued the building together.

"The whole purpose of this hobby is that it never ends," he reported. "Some people will put their whole line together quickly and then painstakingly go back over it and do each piece by hand. Some model railroaders even go so far as to lay each tie of the track individually."

Livingston hasn't gone that far yet. He bought his track in sections and molded it to fit the design he wanted. Then he put some ballast in between the ties of the track and glued it to the platform which runs around the wall of his basement.

The track is connected to a master control panel which controls movement of the trains and the 42 different switches. The switches allow Livingston to move the train around the board without passing through the same town twice before completing a run.

### 1,200 feet of wire

Each switch calls for a connection of three wires and there is about 1,200 feet of wire underneath the layout. "It's not as complicated as it looks," Livingston

explained. "All the wires are color coded and once one switch is wired, all the others are the same." With the 42 switches connected to the master control panel, he estimated he has soldered about 900 connections so far.

His master control panel has four-position switches and by looking at it he can tell just what position the switch is in because he has diagrammed the entire layout on the facing of the panel. He has two throttles on each side of the panel and can operate two trains at once.

However, his throttles may soon become a thing of the past. "I'm now getting interested in a transistor throttle board," he reported, digging into a drawer to produce a do-it-yourself kit for the board. "With this you can make your engine perform just like a real locomotive. You have to give it a lot of throttle to get it going and then you have to ease up once it starts moving at the speed you want. You also have to slow down and brake it if you want to stop." With his present throttle, the engine reached normal speed quickly and stops when the throttle is cut off.

He also said a new innovation is a sound system which can be placed in the engines to produce the familiar chugging sound of the old steam engines.

### **Has all Unadilla engines**

Livingston has already collected every type of engine the Unadilla Valley Railroad used before the introduction of the diesel engine. He is slowly adding many of the smaller details to the engines such as hand railings and brass fittings.

The railway cars are a mixture of the three ways cars can be added. Some are plastic, some are kits and others he built. Some bear the title "Unadilla Valley Railroad," a decal Livingston had specially made by a model railroad company. The other cars carry the names of railroads that surrounded the Unadilla Valley line, as the short line carried cars mostly of those railroads.

Many of the cars that Livingston has made were unique to the Unadilla Valley Railroad, but he is working on others. "It takes about three days of steady work to complete a car," he reported.

As for kits, he has about 10 cars yet to build. "You have to order a special car when it comes on the market," he reported. "Otherwise it might be quite a few years before any company makes them again. And once they run out, you have to wait until that car is made again."

### **Landscaping the board**

Livingston is also slowly landscaping his train board to resemble the area. He molds the terrain first, then sprays water on the board and adds a mixture of plaster and dry paint. When the mixture dries, it resembles grass or dirt, depending on the surface he wants.

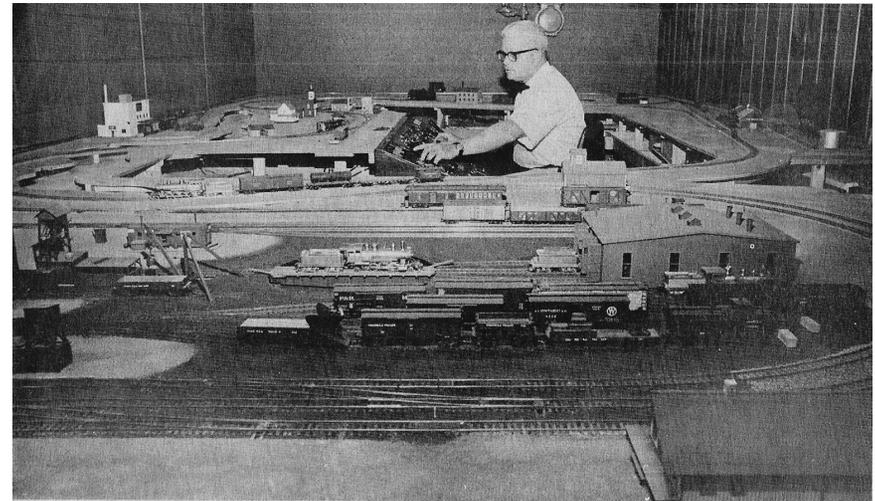
His board has also been structured for a river. Into the crevice for that, he will position a window screen to the form he wants and paint it. After a thin layer of plaster, he will add some regular smooth plaster to depict the river.

His present pride and joy on the line is a cooling station which is in Bridgewater.

"Each board is an individual little board in the building and I soldered the buckets together and added the wire handles," he said.

He built a water tower using an old mailing tube for the form and added small slats to it to make it realistic. He also plans to build a replica of every building along the line, including a mill which graced the bank of the river. He even wants to paint all the rails black to cut down on track maintenance.

Why has he gone into model railroading and why is he building everything with such minute detail? — "I do it because in teaching school you don't use your hands and it also teaches you patience," he said.



### **Scaling down on history**

Seated behind control panel of his model railroad, John Livingston is recreating scale model of Unadilla Valley Railroad of New York State in his basement. From panel Livingston controls 42 different switches to move trains along replica of old 22-mile line which is now defunct. Many of buildings on board are scale models of buildings along old line. Livingston has even collected models of all old locomotives used by railroad, as well as cars that were unique to line. Staff photo. (End of article.)

(This is Tom speaking, again). I still had some questions, so I went digging for more information. I contacted the Ripon Commonwealth Press to try to put a date on the article, but they could not help. I called Ripon College and found that John retired and had passed away some years ago. I found an obituary for his spouse, Nancy Livingston, and found that she was originally Nancy Wilcox, daughter of Henry and Aleen (Hollenbeck) Wilcox of Plainfield NY (which is in northwest corner of Otsego County across the river from Leonardsville and Bridgewater). So her home area of Plainfield was probably the inspiration for John's UV layout. Nancy has also passed away. I have tried to locate their daughter, Elizabeth, to see if I could find out more about the family and John's model train layout, but without success. But it has been an interesting journey... (Submitted by Tom DeForest)

### East Guilford / New Berlin Junction and Vicinity



Imagery © 2017 Google, map data © 2017 Google, annotations © 2017 Tom DeForest.

If you know me at all, then you know that I'm a "map nut" and New Berlin Junction is one of my favorite areas. I found a diagram of the tracks at New Berlin Junction in the CNY-NRHS material and overlaid that information onto a current "Google Earth" image, with the result shown above. You can see above where the turntable, New Berlin Junction station and the Guilford Creek trestle were.

The 'Old Bridge' at the top is no longer there. That portion of Junction Road is now a driveway to a private residence with signs 'private, do not enter'.

The main road from NY-8 to Guilford used to be East Guilford road, which ended at the blinker with NY-8 (at the top right corner of the picture). After the UV was pulled up, the new County Route 35 was installed in 1972 and became the main road to Guilford. East Guilford Road was rerouted to end at Co. Rt. 35.

Both abutments for the Guilford Creek Trestle are still there and can be seen from East Guilford Road. One is right next to the road, the other is across the gorge.

The barn just south east across 2 sets of tracks from the turntable is still there and you can see above why it set at such a funny angle to the road.

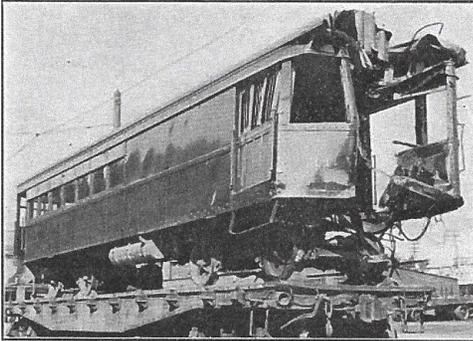
The area where the NB Junction Station was located is now overgrown so you really can't tell exactly where it was. The building itself has been moved to NY-8 in Mt. Upton and serves as a small museum.

You can still see parts of the UV right of way through back yards in the area between Junction Road and the trestle. (Submitted by Tom DeForest.)

## Collision at Bridgewater, N. Y.

The following story is reprinted from the August 9, 1924, issue of *Railway Age*. Courtesy of CNY-NHRS.

THE BUREAU OF SAFETY of the Interstate Commerce Commission has been called upon to investigate a collision, killing one passenger and one employee, which occurred on a railroad where there was no book of rules, no train sheet and no superiority of trains either by class or direction. There was no train dispatcher, the issuance of orders, giving to trains rights other than those conferred by the time table, being attended to, when necessary, by the general passenger agent.



Car Wrecked at Bridgewater, N. Y.

The road is the Unadilla Valley, 20 miles long, extending from Bridgewater, N. Y., southward to New Berlin. It operates four trains in each direction each week day; three passenger trains and one milk train.

Southbound passenger train No. 2, consisting of a single gasoline motor car, arrived at Bridgewater on June 20 (having begun its trip on the Delaware, Lackawanna & Western) at 8:12 a.m. where it should meet northbound freight train No. 15. After a stop of about two minutes it proceeded and collided with the freight about a quarter mile south, each train traveling at about 20 miles an hour. The locomotive of the freight penetrated the motor car about three feet; one passenger and the conductor of the passenger train were killed, and three passengers and one employee were injured.

The motorman was severely injured and all he could say was that the conductor gave the signal to proceed; and he proceeded; and he did not again think of train No. 15 until he heard its whistle. The conductor of No. 15 had telephoned from River Forks to the agent at Bridgewater that No. 15 was just starting northward; and the agent says that he gave the information to Motorman Dibble; Dibble made no reply but the agent took it for granted that his word was understood; and he was not alarmed when the conductor ordered his train to proceed, as the two trains usually met at the south end of the yard.

The conductor of No. 15 said that he had telephoned to Agent Dawson as an extra precaution, and that Dawson replied "All right, come ahead."

The regulation for the meeting of these two trains at the south end of Bridgewater yard is in the shape of a note printed on the time table, and the inspector finds that all of the employees involved were certainly familiar with this note.

The general manager of the road said that a book of operating rules had not been adopted because it would have been confusing; as, until April 27 last, one crew operated all of the scheduled trains. Since then, however, the gasoline motor car has been placed in service, the additional train necessitating the mak-

ing of one schedule meeting point.

The inspector does not accept the argument about confusion, as train No. 2 runs over the tracks of the Delaware, Lackawanna & Western and the men had passed an examination on the rules of that road. It is suggested that in addition to the simple instructions printed on the time table there should be a provision that trains should not leave a meeting point without receiving a clearance card.

The photograph of the wrecked gasoline car [at left] has been supplied by the J. G. Brill Company, Philadelphia, by whom the car was manufactured.



A close-up of the damaged car in the UV Engine House.

Join us for an  
**Ice Cream Social Train Ride**  
Saturday, June 24, 2017, 1:00 PM  
C&CV RR, Milford <> Cooperstown  
**Reservations Are Required**  
Call 607-427-2853

*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  
Over 125 Years of  
Community Service

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



NATIONAL ASSOCIATION of  
 RAILROAD PASSENGERS

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



LIKE US

202.408.8362

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

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

**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](http://www.uvrs.org)



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.

**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 \$25.

**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).

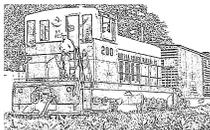
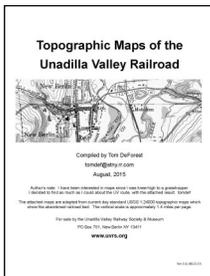
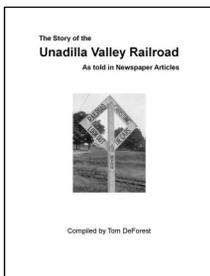
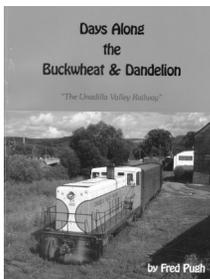
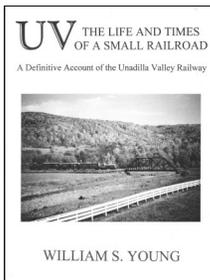
**Note Cards** of UV Rolling Stock and buildings. \$5 for set of 5 different images. 4 different sets available (20 different images total).

Orange **UV Hat with logo**, one size fits all, \$12.

(\$4 shipping additional for most items, see web site for details).

**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



To:

Three vertical lines for an address, currently blank.

## Timetable — Schedule of upcoming events

Wed	Apr 5	10:00	Board Meeting	Slentz Home
Sat	Apr 15	2:00	Regular Meeting, topic TBA	FUMC
Sat	Apr 22	9-5	Sus Valley RHS Rail Symposium	Endwell NY
Wed	May 3	10:00	Board Meeting	Slentz Home
Sat	May 13	10-3	Work day at the Museum	UVRS&M
Sat	May 20	2:00	Regular Meeting	FUMC
			Rainer Morgan, Trains in Africa	
Wed	Jun 7	10:00	Board Meeting	Slentz Home
Sat	Jun 24	1:00	Ice Cream Social Train Ride	C&CV RR Milford NY

### Notes:

Regular programs resume in April. We look forward to seeing you soon.

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

**Slentz Home:** Home of Gladys Slentz, South Edmeston, call for directions.

**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).