

## **UVRS&Mers Take a Train Ride**

Saturday, June 24, 2017, was a gorgeous early summer day — perfect for a group of members and friends from the Unadilla Valley Railway Society & Museum to ride the Cooperstown and Charlotte Valley Railroad Ice Cream Train. The train consisted of the locomotive, 2 passenger cars, a dining car, an open gondola converted for passenger use and a caboose.

Member Mike Holdridge was lucky enough to ride in the locomotive. Member Mark Lazur was the Brakeman on the train crew. Member Harla Lazur was one of the people who served the ice cream. The train traveled from Milford to Cooperstown and back in two and a half hours. A Good

Time was had by all. Maybe this should be an annual event?



Our thanks go out to the Leatherstocking Railway Historical Society, their members and many volunteers for keeping this vintage railroad alive and thriving.

## Up and Down the Tracks

\*\*\* May 13th was a very rainy day, but three people appeared at the spring clean-up day. Thank you to Sandy Kilmer, her daughter, Janine Kilmer, and to Alan Fairbrother for working that day to get the museum cleaned up.

\*\*\* Our Museum is now open each Saturday from 1:00 PM to 4:00 PM through the summer. Thanks to our volunteers who are there to show people around (we'll have a complete list in the next issue).

\*\*\* The Ramp and Roof project is now complete. The roof no longer leaks and our building is now handicapped accessible. The total cost was \$5,428. We paid \$3,500 out of our remodeling fund and funds given in memory of Pat Gifford. We received a grant of \$1,928 from the R. C. Smith Foundation in Norwich for the rest. Terry Brownell was hired to do the work. Many thanks go out to the R. C. Smith Foundation, Ken Wiggins for helping us apply for the grant, Gladly Slentz for all of her work in making this happen, and all of you who have donated to our Roof & Remodeling fund and in memory of Pat Gifford.



\*\*\* The new ramp will be dedicated In Memory of Pat Gifford on Saturday, July 1st, at 2:00 PM, followed by refreshments. This date is the one-year anniversary of Pat's passing. Everyone is invited. We'll have pictures and a complete description in the next issue.

\*\*\* The Board voted at the June meeting to give a 10% discount on merchandise in the UV store for members. This is effective immediately and does not apply to shipping costs.

\*\*\* You won't want to miss "**Another Walkaround of the UV Railroad with New Historic Pictures**" by Paul Straney on Saturday, July 15 at 1:00 at the First United Methodist Church in New Berlin. A tour of the museum will follow.

\*\*\* Birthday wishes go out to Alan Fairbrother on his recent birthday. (We heard that he is 81, but he doesn't look a day over 60).

\*\*\* The UVRS&M Summer picnic will be held at Alan Fairbrother's house, 1096 Co. Hwy 13, New Berlin, on Saturday, August 19th from 2:00 PM until late. Bring your favorite dish or drink to share. Questions? Call 607-847-8142.

\*\*\* Board meetings to conduct the business of the organization take place on the first Tuesday of each month. Check the schedule on the back page or web site ([www.uvrs.org](http://www.uvrs.org)) for specifics. Board members are required to attend. Organization members are welcome to participate for discussion and perhaps an idea or two. Voting is limited to members of the board.

\*\*\* As we approach the autumn months we find there will be officer slots available for the 2018 Board of Directors. We will be hoping for nominations from members for those with Railroad Society experience as well as organizational and leadership skills. Self nominations are also welcome. Please contact Gladly

Slentz to make a nomination.

\*\*\* We now have a new model for funding The Pendragon. Our goal now is to add one full-page 4-issue ad in each issue (to a max of 4). Such an ad covers the cost of both printing and postage to mail it out to our membership. Thank you to the NBT Bank, now in its third year of advertising with us. This month we welcome Stewart's Shops to page 12. Thank you for supporting the UVRS&M. Thank you also to Sandy Kilmer, Gladly Slentz and Tom DeForest for their work on acquiring these ads and to Sandy Kilmer for acquiring all of the other ads.

\*\*\* Be sure to look at the schedule and pencil some items in on your calendar. We look forward to seeing you at a future meeting over the months ahead..

\*\*\* Be safe as you maneuver up and down the tracks this summer. And stop by some Saturday afternoon between 1 and 4 and see the museum.

## 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.



Rainer Morgan

(The April program was cancelled).

May 20th, **Rainer Morgan** presented "Trains in Africa" at the Museum.

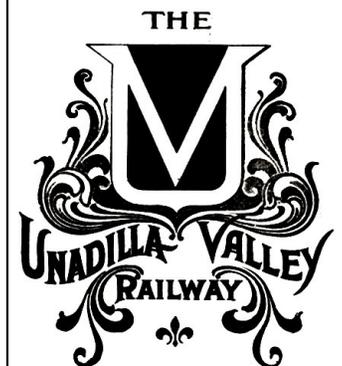
June 24th, we took a ride on the Cooperstown & Charlotte Valley Ice Cream Train (see article and pictures on page 1).



C&CV Locomotive

## Leaders & \*Board Members

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 \*Vice President.....Sam Senn  
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 Hostess.....Laurie Hotaling  
 Website & Publications.....Tom DeForest  
 Website.....[www.uvrs.org](http://www.uvrs.org)



## Remembrances of Raymond Dawson, Agent at Bridgewater NY

(from a copy of the CNY/NHRS material, October, 2016).

I was checked into the Bridgewater Station of the DL&W and UV Railroads Feb. 1st, 1922, and was checked out in Sept. of 1952 when the station was closed.

At that time the UV ran a passenger train up in the morning to wait for the DL&W when they returned from Richfield Springs. Then about 1:30 pm the UV ran a freight train up to Bridgewater to pick up the cars left by the DL&W freight train which came in the middle of the AM. The UV always carried their passenger coach and they would stop anywhere they saw a passenger coming over the fields to ride the train either way.

At that time feed and coal was the largest freight traffic delivered to the UV by the DL&W. Of course there were lots of US Mail and express transferred at this station and every night, from nearly every station, there were lots of eggs, usually about 100 to 125 cases. We had 4 trucks to handle these eggs and a large truck to handle the mail and express.

Now—this is interesting, the Babcock Mfg. Co. at Leonardsville made 90% of the world's supply of tempered steel harrow teeth and for a long time they shipped a carload nearly every day to Ottawa, Canada, one to some place in Texas, Houston I believe, to East Side Lumber Co. in Idaho Falls, Idaho, 1 car to Los Angeles and one car to Miami Fla. as I remember it. This every week.

The UV delivered to us Livestock, Pot Cheese via Express at night. They shipped a carload south on the O&W in the morning. and the excess shipped by express at night, this to New York City.

Another interesting item, all the BROWN eggs shipped by farmers on the UV went to Boston Mass. White eggs did not sell so well down there.

Sometime during 1923 or 1924 the UV purchased their Gasoline propelled motor car and had an accident as per the enclosed notice. Dibble carried his case against the UV from court to court, getting a reversal each time of the previous court's decision. I don't remember just what the final decision was.

While we delivered to the UV lots of cars of cattle and horses going to West Edmeston, Welch Bros., and to Eb. Talbot at Leonardsville they also gave the DL&W plenty of livestock. The time when the gov't was inspecting cattle for TB the UV called up and wanted all the stock cars the DL&W had. (This will make Roy laugh). So we, as the DL&W agent had empty stock cars coming in every day and finally they shipped about 35 cars of TB stock to NY City. Lumber was a big item from the UV.

Bridgewater was half way between New Berlin and Utica and as a short line they were entitled to special advantages such as the passenger fare to New Berlin, from Bridgewater was \$1.00 but the fare to Utica from Bridgewater was only 68¢. And their share of the freight rates was great for the same distance than class A railroads.

Frank Risley was conductor for a great many years and after the accident in 1924 with their motor driven passenger car, Hilda Jenkins was partially injured in this car and when the ICC investigated the accident, Joe Bromley was the investigator and he recommended that the UV hire Miss Jenkins father, George Jenkins and Joe Bromley had worked together on the DL&W for years in the past and the DL&W had sent George to Chicago to study the Westinghouse Air

Brake when will the RR's adopted this system of braking. He could take one apart and assemble it with his eyes closed. George became engineer and then Supt. and after that accident, he abolished that Turn Table and with his eyes he laid down a Wye. Now after that the DL&W sent their engineers down to check that Wye, in case they had to use it, during a washout or snow drifts and they found it was as near perfect as could be laid down with the latest instruments. And they did have to use it when Shimmel's cut near Richfield Springs became plugged with snow. In fact the DL&W had 7 engines and 5 snowplows there and finally had to send over 2 hogs, that were used to push coal trains over the Pocoson. They succeeded in getting thru but during this time the DL&W was leaving cars at Bridgewater for the UV and also leaving empty cars they were supposed to take in order to get back into Utica within their penalty hours.

Also, their freight train coming north with a carload of milk powder, below West Edmeston, I believe, this car got to rocking and each rock pushed the rails out of line and finally it tipped over and rolled down into the field. Afterwards I took a picture of the track and it looked like a snake coming up the road. Another time I took a picture of their steam engine that split a switch, straddled the frog and it looked like the engine was coming up on 2 different tracks. Guess I gave this picture to Roy.

Paul Stillman worked on the DL&W there in Bridgewater and sometime before I became agent there he had transferred to the UV as agent at Leonardsville and was a very efficient tariff man also. Then after many years he went to New Berlin as Agent there and also train dispatcher.

Lee Crumb was the Agent at New Berlin when I was checked into Bridgewater station. Later he was the Hudson automobile dealer in the city of Cortland and did a big business there. Actually I bought 2 cars from him when cars were very scarce and hard to get.

The Phenix Cheese Co owned the factory at South Edmeston, later became the Kraft Cheese Co. Hubert Spurr was agent there at that time and Ben Adams at West Edmeston. Ben's church had their choir practice there in the waiting room and he had an organ there for them to use.

The UV paid their help in cash and we had to sign a receipt and mail back for the cash. It appears that Ben Adams didn't do this so Roy went up there one day and in Ben's bedroom he had a lot of unopened envelopes with his pay in them. Some fortune I guess.

You mention the trackage. Outside of eliminating the turn table and putting in a Wye the rest of the tracks were all the same during all of my time there.

At one time before my time the snow was so deep there south of the station and down thru what they called a cut that the engine was out of sight, acct of snow being so deep. I believe that Harold C. Pritchard there in Bridgewater has pictures of it and I think he would be glad to let you have them. I was up there in July and I always stop to see Harold and Gladys. They run a store there and are always in, Tell 'em I told you about him and his pictures. Maybe he could give you more information.

I am keeping a copy of this letter and if I can think of anything that isn't covered I'll get it right up to you.

Sincerely, R. Dawson

## My Experience as a Guest Engineer

What is black, red and white, weighs one hundred and fifty tons, and has “CN” and “8223” displayed on each side? The answer is the locomotive on which I was the “Guest Engineer” on a recent Tuesday. I had seen a flyer last year for the program, run by the Cooperstown & Charlotte Valley Railroad out of Milford NY. I decided recently that this was something I wanted to do, and called the number to reserve my date. We set it up for Tuesday, April 25th. You’re allowed to bring along a friend for free, so I invited my friend Steve to tag along and take pictures.

On the appointed day, we arrived at the depot in Milford about 11:30 for the noon appointment. We were greeted by Bruce Hodges, Executive Director and President of the organization, Fran, the office manager, and Tex and Cal, engineer and brakeman, respectively, for our run. I paid the bill of \$350 and picked up my free Engineer’s hat from Fran at the office. Then Tex, Cal, Steve and I climbed into the cab. Tex spent a few minutes going over all the meters and controls with me. Then he explained that the rules required that a “real” engineer be at the controls when going over the two road crossings, but I would be in control for the rest of the trip. While Cal stopped the road traffic, Tex moved the machine across the road crossing in Milford and then I took over.

Wow. So much responsibility, so many new things to learn, where to begin? I hope I get everything right. Tex stood at my shoulder initially and coached me on which control to pull and how far and when. Pull the throttle open just a little to go faster. Close the throttle to reduce power. Apply the brakes to slow down. There were quite a few secondary crossings on the route (driveways, farm crossings, cow paths and the like). For each one, it was necessary to start the bell, blow the horn (long, long, short, long), then stop the bell again after we were through the crossing. As we got past the first few crossings, Tex’s job became pointing out the crossings and mine was to run the bell and horn appropri-



That’s me next to the locomotive on which I was the Guest Engineer.

ately. The trick was to end the last long blast just as the locomotive actually reached the crossing. With variables of speed, distance from the crossing and the time it took to blow the horn four times, you have to figure out where to start the sequence. Once I was way too early and Tex told me to run the horn sequence again. On another I got the longs and shorts messed up. It was also necessary to blow the horn (long and short) when approaching a bridge to warn any people that were on it and for the couple of “W” signs (for Whistle) along the track.

On the outbound portion of the trip, we had to look past the long hood over the engine to see the track ahead. When that track turned to the left, the engineer could not see the track at all. In those cases, Cal, the brakeman, looked out the left window and called out ‘track clear’ to indicate that things were OK. I had to call out the same words in return so he would know that I heard them.

The throttle and brake were fairly straightforward in function, but I could not easily tell when the track was going up hill and when it was going down so Tex would tell me that we could coast down this hill or would need some power to get up that one. During the trip, we saw one deer bounding across the tracks, one turkey running along the tracks in front of the locomotive, and one very startled rabbit who was sitting right next to a crossing when I sounded the horn.

We encountered another road crossing on the far end of the run and Tex took over on the fly. That crossing had automatic lights and gates which were on a timer so we could not take the time to stop and swap places or the gates would go up before we had finished going through the crossing. After we got through the crossing, I took over again.

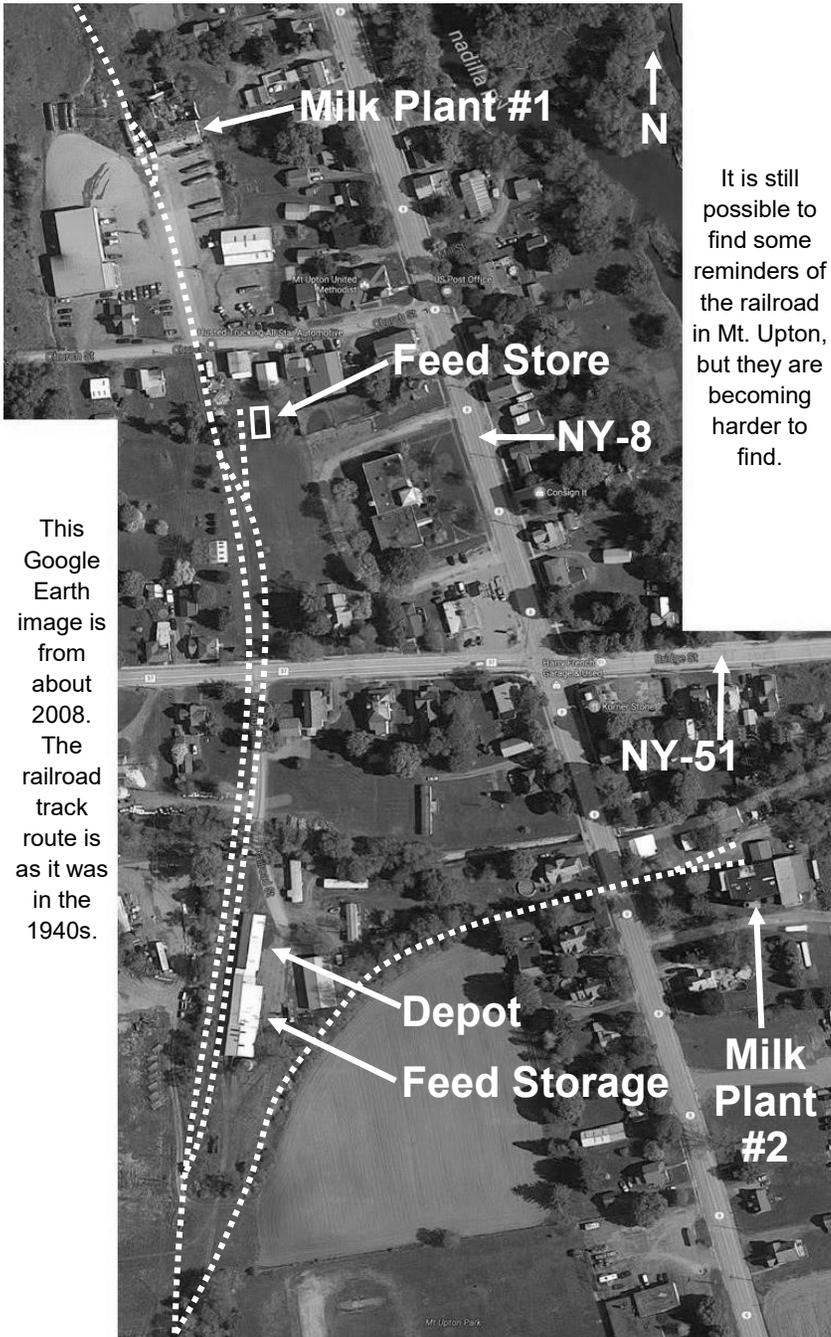
After we reached our destination at the Cooperstown Dreams Park about 8 miles out, I stopped the locomotive. After switching it to reverse and swiveling the seat to face the other direction, Tex said I was on my own for the return trip. Of course he was right there if I needed help, but it was up to me to figure out when to apply throttle or brake and when to sound the bell and the horn for the crossings. After Tex took us through the road crossing on the far end again, we were on our way back.

Now going in reverse, the cab was on the front end instead of the rear and it was much easier to see where the crossings were. Although I never did find a gauge to read out road speed, I got so I could tell when we were going faster and should slow down or going up a hill, slowing down and needing power. I located all the crossings on the way back and managed to get the timing just right on at a least a few of them. Tex even gave me a few compliments on stuff I had done right.

Being a locomotive engineer, even for a short time, may not be for everyone. But I wanted to do it and thoroughly enjoyed the experience. All the players at the Cooperstown & Charlotte Valley Railroad were very friendly and nice. Though their equipment is vintage and the track is a little bumpy, they run a professional organization and are to be commended for keeping the regional heritage shortline railroad alive in the area.

If you have ever had a hankering to learn to be the engineer on a locomotive, or just want to go on a train ride, look up their website at [www.lrhs.com](http://www.lrhs.com) or call them at 607-432-2429 and enjoy the trip. (Submitted by Tom DeForest).

## The Unadilla Valley Railroad in Mt. Upton



This Google Earth image is from about 2008. The railroad track route is as it was in the 1940s.

It is still possible to find some reminders of the railroad in Mt. Upton, but they are becoming harder to find.

Most of the Unadilla Valley Railroad facilities in Mt. Upton were west of NY-8 as shown in the map at the left.

The notable exception was a branch across NY-8 to a milk plant ("Milk Plant #2" on the map) on the east side of the road. The track went right between two houses, crossed NY-8 and ended up on what today is the driveway just north of the building. This building is still in use today by DeForest Enterprises (yes, a remote relative of Tom DeForest).

Fig. 1 is a view from that plant back across NY-8 between the two houses. The arrow indicates where the track was located.

Fig. 2 is #200 moving a car on the siding near the plant (which is to the right in the picture).

Fig. 3 is the original depot and feed storage building and the two sets of track that went by them. The depot was modified over the years and used by various businesses. It appears at the current time that the building is not in use (Fig. 4).

Though the Google Earth image shows a building (marked Milk Plant #1), this building has been torn down since the image was taken and is no longer there. That area is now used as additional parking for the Husted Trucking company, a milk hauler.

I'm not sure just where the 'Feed Store' was, but it is no longer there.

(Submitted by Tom DeForest)



Fig 1: Crossing NY-8 (looking West)



Fig 2: #200 on Siding near plant



Fig 3: Original Depot (looking South)



Fig. 4: Depot at the current time

## Portion of UV Right of Way Repurposed

### William Quinn Beardslee Memorial Conservation Fishing Pond And Trail (Open To Public With Permission)

In honor of William Quinn Beardslee who died on March 25th, 2015, at the age of 44, his family has created a memorial conservation trail and fishing pond in Pittsfield, NY. The trail, gazebo, and fish pond are open with permission to the public, (particularly parents and children) and are located approximately one mile east of New Berlin. Contact persons at the end of this announcement in order to obtain permission. The Memorial Trail and Fish Pond are accessed by a dirt road immediately east of the Town of Pittsfield buildings (see map below). Parking is provided on the area adjacent to the gazebo which is not cultivated..

William Q. Beardslee was an avid hunter and fisherman. The trail and fishing pond were his idea and project. Upon his death the family decided a memorial fishing pond and trail were a suitable memorial to him. The fish pond and gazebo are designed for families and children. The pond contains trout, bass, catfish, sunfish, and perch. Fishing is strictly on a "catch and release." basis. Visitors can fish off the gazebo or at other locations around the pond. Obtain permission before use.

Immediately adjacent to the gazebo and pond is the memorial conservation trail. Signs direct hikers to the trail which was originally the Unadilla Valley RR rail line to Edmeston. During the first half of the 20th century the "UV" operated a daily "milk run" to Edmeston. The railway was abandoned in 1960 including removal of the railroad ties. What remained was the original railroad bed. The trail first enters into a beautiful and peaceful grove of hemlock, pine, and swamp maple forest. It then transverses the impressive Wharton Creek Wetland. The wetlands contain bear, deer, coyote, beaver, muskrat, various ducks, and Canadian geese. No fishing, hunting, or trespassing on adjacent properties allows the trail to remain a hiking and wildlife refuge.

The Memorial Conservation Fishing Pond and Trail were created in his memory. He was an avid turkey hunter and fisherman. On numerous hikes through the wetlands he expressed the need to protect both the trail and wetlands. Please use the property in his memory and enjoy the fishing and chance to explore the Wharton Creek wetlands. For questions and to obtain permission to use the pond or trail contact, Shawn Patrick: 226-1211, Bill Beardslee: 970-215-5568 or email at Puritan13@prodigy.net



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\*\*\* Quick quiz: When was the building built that now houses our museum? What railroad company was it built for?

\*\*\* Last month: What was the name of the UV's first locomotive? Who manufactured it? What was its wheel arrangement? Answers: The Pendragon, Rhode Island Locomotive Works, 4-4-0 (per Wm. S. Young book, pg 33).

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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 \$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).

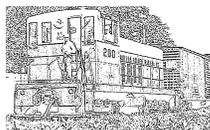
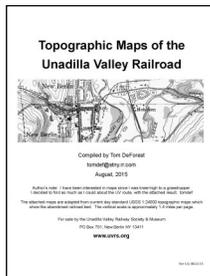
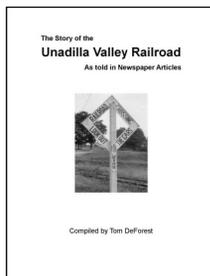
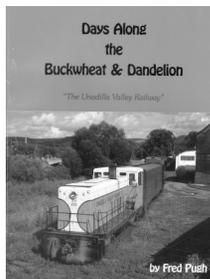
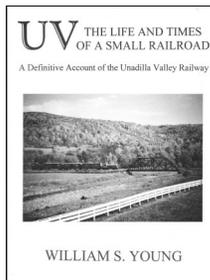
**Note Cards** of UV Rolling Stock and buildings. \$5 for set of 5 different images. 4 different sets available (20 different images total).

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

Family, \$30 / year

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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### 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.

## Timetable — Schedule of upcoming events

Tue	Jul 11	2:00	Board Meeting	FUMC
Sat	Jul 15	1:00	Regular Meeting	FUMC
			"Another Walkaround of the UV Railroad with New Historic Pictures" by Paul Straney To be followed by a tour at the museum	
Tue	Aug 1	2:00	Board Meeting	FUMC
Sat	Aug 19	2-??	UVRS&M Annual Picnic	Home of Alan F.
			Bring a dish or drink to share	
Tue	Sep 5	2:00	Board Meeting	FUMC
Sat	Sep 16	2:00	Regular Meeting	FUMC
			Topic & Speaker TBD	

### Notes:

**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).