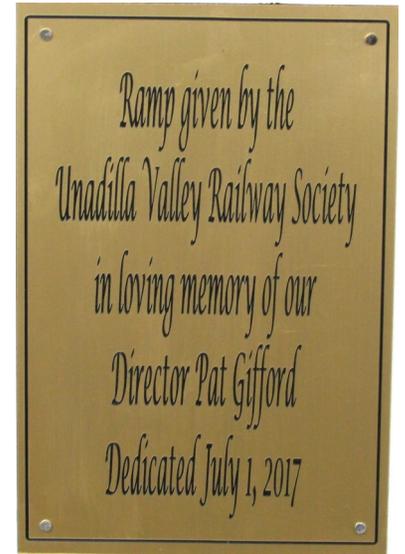


Ramp Dedication

On a day that began with beautiful weather for a July 1st, not too hot, not too cold, the parking lot at the Unadilla Valley Railway Museum at 10 Railroad Street in New Berlin, NY, was filled to capacity and around the sides including Thomas on display for the dedication of the newly installed Ramp Entrance thanks to many memorial donations for this purpose.

Gathered for the occasion in honor of Pat Gifford, past Executive Director and anchor of many years, on the first anniversary of her passing were the Board of Directors, old and new members of the UV Railroad Society, friends and relatives from near and far who spent time reminiscing about years gone by, past accomplishments and plans for the future. Pictures, stories and a poem told of a vital and vibrant person and organization.

When a large truck was unable to pass the parked cars making it necessary for automobiles to be moved, a dark cloud in the western sky was apparent. As those gathered exited the Depot rain drops started falling, umbrellas went up and in the pouring rain the ribbon was cut by Hezekiah Welch, and Alan Fairbrother attached the plaque of dedication to the exterior door frame. Many stayed for more refreshments of sandwiches, purple cake, strawberry punch and memories. Others went home to dry off as the rain continued. (Submitted by Bonnie Jean Bauer with pictures by Sandy Kilmer and Tom DeForest).



Up and Down the Tracks

*** Thanks to Alan Fairbrother for hosting the annual UV summer picnic at his home on August 19th.

*** We are saddened to report the passing of a number of members of our organization: Warren Prentice on June 24th, Warren Genung on July 18th, Rev. Lyle Linder on August 3rd and John Ginter on September 6th. Our condolences go out to their families.

*** Received from William Beardslee: Nancy and I are grateful to you and the society for inclusion of the trail info in the last issue of the Pendragon. FYI. The number of hikers and visitors exceeds 100. I find it incredibly peaceful and serene. And of course Bill loved the wetland.

*** Gladly Slentz was recently in the hospital for a procedure. We're glad to hear that all is going well.

*** THANK YOU (that's a Big Thank You) to all of those members and friends who staffed the museum on Saturday afternoons during the summer. These include: Sandy Kilmer, Jaci Slentz, Gladly Slentz, Barbara Levenson and Alan Fairbrother.

*** Citing personal reasons, Peter Iorio has resigned from his positions as Membership Coordinator, Public Relations Coordinator and Board Member at Large. We thank him for his many years of service to the UVRS&M organization.

*** In addition to Peter's positions (see previous item), we will be looking to fill other committee positions and board positions at elections to take place in December. We need to get some new people involved in this work. It can be very rewarding if you have some time you can spend on it. If you know of someone who would like to volunteer, or could volunteer yourself, please contact Gladly Slentz.

*** 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 fall.



New Berlin Jct—Left: O&W to Norwich, Right: UV to NB

Thank You for Recent Presentations

The Unadilla Valley Railway Society & Museum would like to thank the following people for preparing and presenting at recent meetings. We really appreciate the time and energy that you put into these presentations and we appreciate the knowledge that gets passed along to us.



Paul Straney

July 15th, Paul Straney presented "Another Walkaround of the UV Railroad with New Historic Pictures" at the First United Methodist Church.

July 31st, Paul Straney presented "The UV Railroad" to the Morris Rotary Club at their regular meeting.

(August 19th was our picnic)

September 16th, Tom DeForest presented "Railroading in New Berlin, A Chronology" at the First United Methodist church.



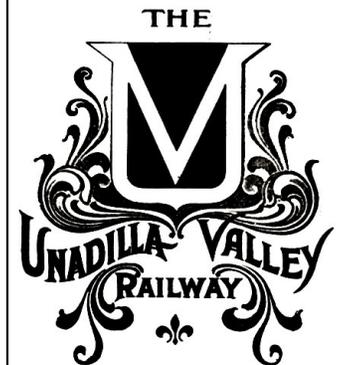
Tom DeForest



(at Left) The River Forks depot in Unadilla Forks, unknown date, found on eBay by Joel Norman. Send us your pictures.

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 *Vice President.....Sam Senn
 *Recording SecretaryBonnie Jean Bauer
 *Corresponding Secretary.....(open)
 *Treasurer.....Barbara Levenson
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 *At Large.....Alan Fairbrother
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 Executive Advisor.....George Wolfangle
 Public Relations.....(open)
 Membership.....(open)
 Website & Publications.....Tom DeForest
 Website.....www.uvrs.org



What's a FLANGER?

A flanger is a railroad car that clears the space between the rails of ice and snow. If the debris between the rails is allowed to build up, it can seriously impede the train motion or even derail it. A flanger car can also have a snow blade attached so it also clears the snow from above the tracks (Fig. 1).

The flanger blade (at the arrow in Figure 1, detail in Figure 2) is lowered below the head of the rail to remove most of the snow and ice to prevent derail accidents,

The flanger blade has to be raised so it does not damage the dirt or pavement where the track crosses a path or road. Flanger signs (Fig. 3) are placed along the tracks to tell the person controlling the flanger that the blade must be pulled up or put down.

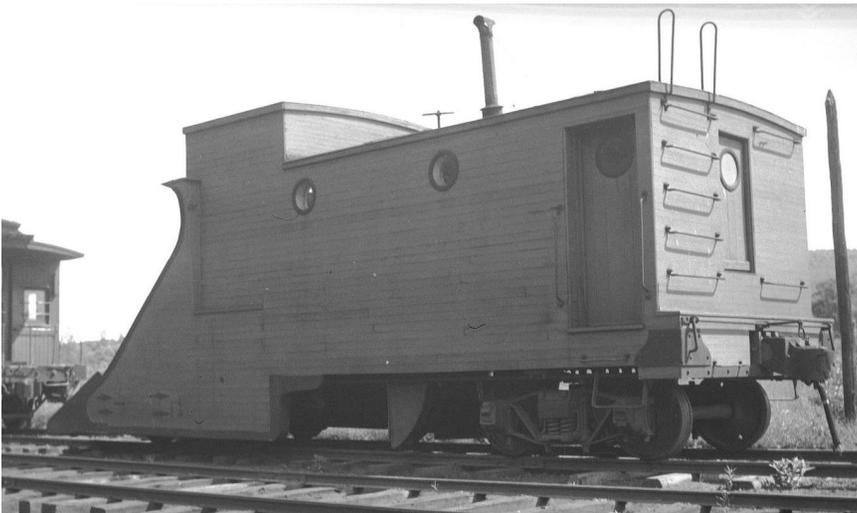


Fig 1: Flanger

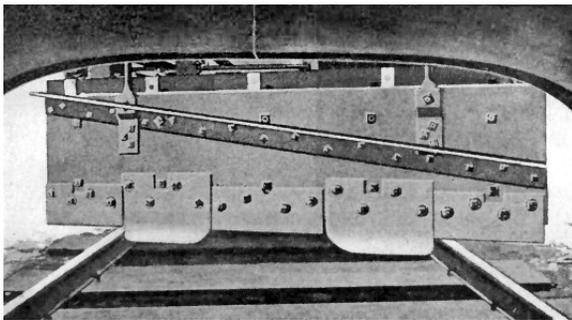


Fig 2: Flanger Blade



Fig 3:
Flanger
Sign

In one snowstorm, a UV snowplow car was derailed and damaged at the crossing on Route 8 just South of Rockdale, and the "Mother Hubbard" UV steamer #272 (similar to Fig. 4) ran off the tracks damaging the front of the locomotive so badly that it was out of service for quite a long time for repairs. That incident happened as the front trucks climbed out of the groves on ice buildup.

In another incident just North of South New Berlin, UV #100 (Fig. 5) derailed because ice had formed inside the rails. The locomotive went into the swamp where it sat for days until they could get it dug out.

When a little railroad like the UV doesn't have a lot of extra money to throw around, sometimes they cut corners, as the usual practice is to send out a maintenance crew with the proper tools, to pick the crossings and clear the ice out of the channels for the wheel flanges. The UV gambled those two days mentioned above, and lost dearly. (Submitted by Mike Holdridge and Tom DeForest).

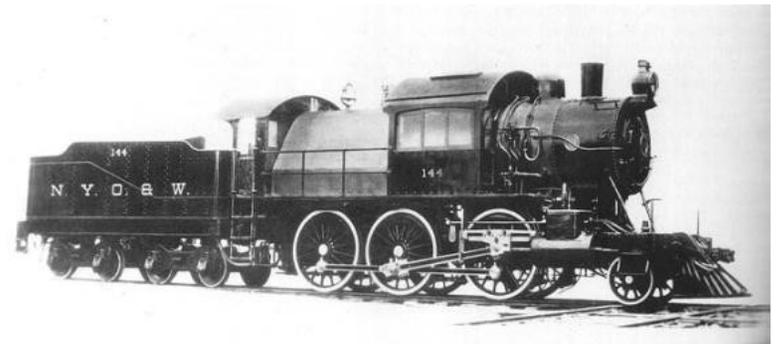


Fig 4: A Mother Hubbard Locomotive



Fig 5: Locomotive #100

The Good Samaritan of Rockwell's Mills

By Richard Palmer

It was a typical late winter day, that April 1, 1874. It had been bright throughout the day and the sun had turned the roads into deep mud, churning more than usual by the teams of horses and oxen which had been hauling logs to a local sawmill all day.

Along in the late afternoon dark clouds had appeared in the west, foretelling snow, and by late afternoon a sharp wind came up, bringing with it a late winter blizzard that froze the ruts into semi-soft mud, making roads practically impassable.

A dozen miles down on the New Berlin branch of the New York & Oswego Midland Railroad tracks at Rockwell's Mills in the town of Guilford in Chenango County the following incident took place. Thirty-five people fretted as they sat in a coach at Guilford Junction, waiting for the connecting through train to arrive so they could have a clear track. The through train was late and it was getting darker all the time, and snow was coming down in large flakes, filling the roads and piling up alarmingly on the tracks.

"Number 5" Overdue

As the passengers sat they begged the stationmaster to allow the train proceed. But old Jim Foley refused to listen. Number 5 coming from the opposite direction on the single track was overdue and might even be snowed in somewhere on the line. It was too dangerous. There was nothing to do but wait.

It was pitch dark when No. 5 came thundering by with sparks shooting from the stack and firebox of the wood burning locomotive. Snow was piled over the pilot and smokebox. But it did not stop at the small station and disappeared into the night towards Sidney.

Then the regular train chuffed slowly back out onto the main line. But instead of picking up speed, it only crawled along unable to go more than a few miles an hour. Sometimes it almost stopped, but each time it managed to push away the barricades of snow and crawl painfully along, finally halting at the small station at Rockwell's Mills, a small community in the Unadilla Valley. There the station agent came out waving his lantern.

The plow was working up ahead, and the train crew and passengers we're told they would have to lay up there for several hours at that station. The passengers buttoned up their coats and settled back for a long wait in the fast-chilling coach.

In a large mansion-like house near the station, Chester Rockwell, owner of Rockwell's Mills, a prosperous woolen factory, looked out the window. At his back a bright log fire lighted the room and two long tables were set, replete with silverware. In the kitchen several turkeys, large roasts of beef and lamb, gallons of oysters, huge pies, and pots of steaming coffee awaited the arrival of guests.

Great Idea

Chester Rockwell knew, as he looked out into the blizzard, no one would be

foolish enough to venture out into such a night to attend a party at his home. Horses would break their legs in the frozen ruts, and the snow was rapidly piling up on the dark roads.

He had watched the train struggling pitifully up the valley and watched it as it halted at the depot behind his house. He saw the dimly-lighted coach, its windows frosted over. He knew that the cut a few miles north would be filled and no train could get through. Then he got an idea.

Pulling on his boots and heavy overcoat, Rockwell made his way to the depot. The passengers were still huddled in the single coach. Babies were crying and patience was wearing thin. Climbing aboard he told the shivering passengers he had expected guests that night but no one was going to brave the storm to come to a party. So instead he invited the cold and hungry passengers, along with the train crew, to be his guests. It was a happy and cheery crowd which, a few moments later, waded through the fast-falling snow to the big house with the lights shining a welcome on the snow.

It is said that never in the history of Rockwell's Mills and its large mansion had there been such a party. Maids brought in the turkeys, the steaming dishes of scalloped oysters, and other food which filled both tables. Forgotten was the snow, the impatience and delay.

The guests, many of whom turned out to be "down-the-track" neighbors of the Rockwell's, had a grand old time in lively conversation and singing.

It was long after midnight when the station agent came up and announced that the plow had cleared the line. By that time the skies had cleared and scattered clouds raced by a large "winter moon." Continued singing and many "thank-yous" were made as the guests waded back to the station and on to the chilly coach.

Chester Rockwell watched the laughing guests as they approached the tiny station and climbed aboard the coach. Such is the way things once were in the early days of railroading. *

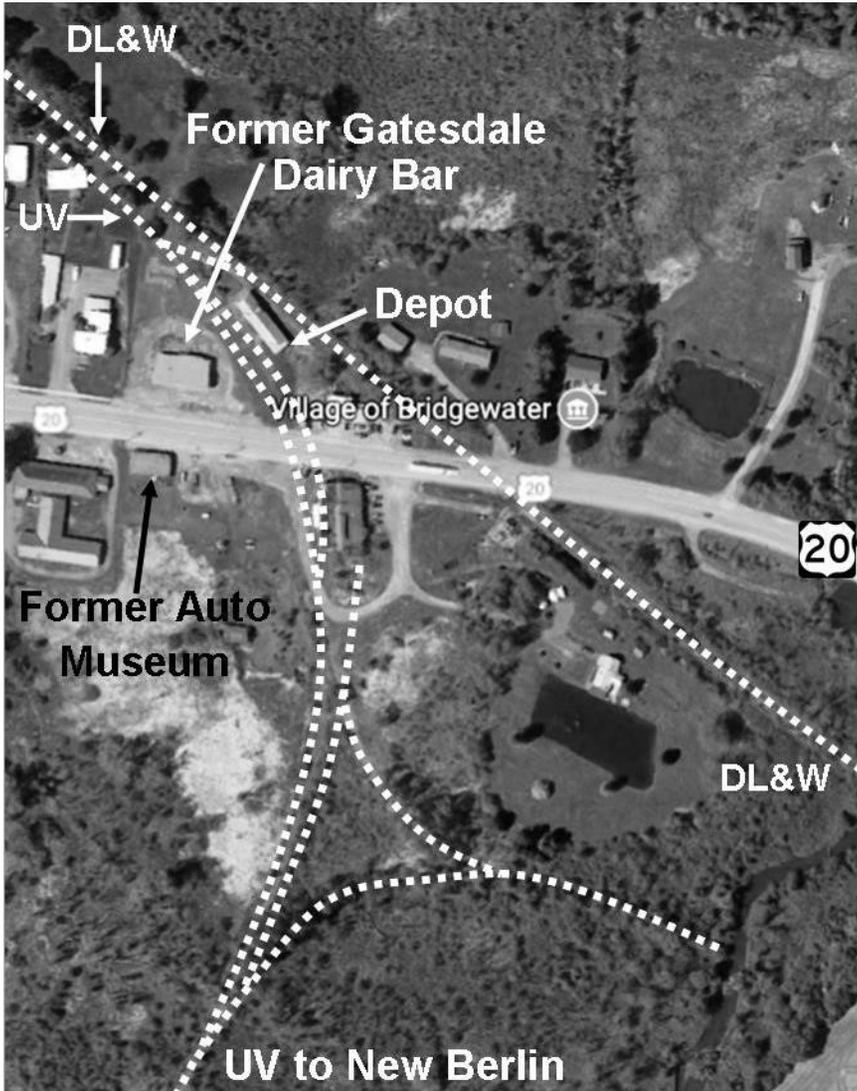
*Rockwell's Mills was the name of a post-office and station on the New York & Oswego Midland and later the New York, Ontario & Western Railroad. This branch was sold to the Unadilla Valley Railroad in 1941. The hamlet is about a mile north of Mt. Upton. The name comes from the mills of Chester W. Rockwell which were located there. The settlements of Rockwell's Mills and Latham Corners were less than a half mile apart so it was treated as one community.

The hamlet was also called "Union" until 1895 when Urastus Rockwell bought the large mill. Howard Rockwell was the first postmaster in 1874 when the railroad came through.

The mill was burned in 1870 and rebuilt under the name of C. W. Rockwell & Co. The woolen mill was made partly of stone and partly of wood. Part of it remains today as "The Old Mill Restaurant."



The Unadilla Valley Railroad in Bridgewater



Imagery © Google, 2017 — Map data © Google, 2017 — Annotations © Tom DeForest, 2017



Fig 1 (above), UV, DL&W in Bridgewater

Fig 2 (left), shows above map in relation to the rest of Bridgewater.

Bridgewater was the northern terminus of the UV, where it connected and interchanged with the Delaware, Lackawanna & Western railroad. The UV track was pulled up in 1960. The DL&W track was pulled up a number of years later.



Fig 3. Bridgewater Depot "back in the day"

Figure 1 shows the relationship of UV and DL&W track and the depot, just north of US-20, very near the former Gatesdale Dairy Bar and across the street from the former Classic Car Museum.

Figure 2 shows how the Figure 1 map relates to the village of Bridgewater, basically to the east of the village center.



Fig 4. Bridgewater Depot today

Figure 3 shows the depot from the north with the DL&W track on the left, UV on the right with the UV water tower. The depot was shared between the two roads with the DL&W paying 2/3 of the cost and the UV paying 1/3.

Figure 4 shows the depot as it exists today, as the home of the Bridgewater Historical Society. I believe the picture was taken on the DL&W side.



Fig 5. Gatesdale Dairy Bar

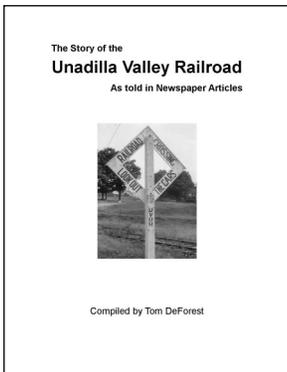
Figure 5 is a picture of the Gatesdale Dairy Bar as shown on a postcard from the mid-1950s. I remember going there when I was a kid. The building still stands, but is not in use. The sign has been removed.

Figure 6 is a picture of the former Classic Car Museum. This was owned and run by Walter Meyer. It was closed after his death in the early 90s and the cars were sold off. It was later used as a used car lot and then a bar. The building still stands. (Submitted by Tom DeForest)



Fig 6. Classic Car Museum

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



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Please patronize our advertisers.
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*** Quick quiz: Who was Dr. Lewis Rutherford Morris?

*** Last month: When was the building built that now houses our museum? What railroad company was it built for? Answer (see Historical Marker below): 1869, The New York & Oswego Midland Railroad...

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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).

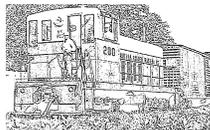
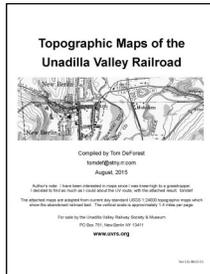
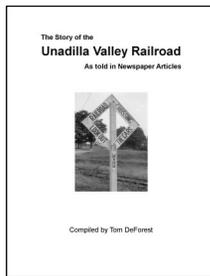
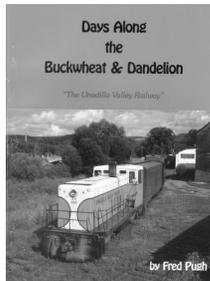
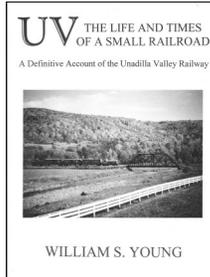
Note Cards of UV Rolling Stock and buildings. \$5 for set of 5 different images. 4 different sets available (20 different images total).

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.

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

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Membership levels:

Single Member, \$20 / year

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Donation Only \$ _____

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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.
 +++++

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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 UVR&M, PO Box 751, New Berlin NY 13411 or by e-mail to 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 or recipient information.

Timetable — Schedule of upcoming events

Tue	Oct 3	1:00	Board Meeting	FUMC
Sat	Oct 21	1:00	Regular Meeting	FUMC
			Topic and Speaker TBA	
Tue	Nov 7	1:00	Board Meeting	FUMC
Sat	Nov 18	1:00	Regular Meeting	FUMC
			Laurie Hotaling, Veteran's Day Program	
Tue	Dec 5	1:00	Board Meeting	FUMC
Sat	Dec 16	2:00	UV Christmas Party	TBA

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 for meeting details and late changes).