

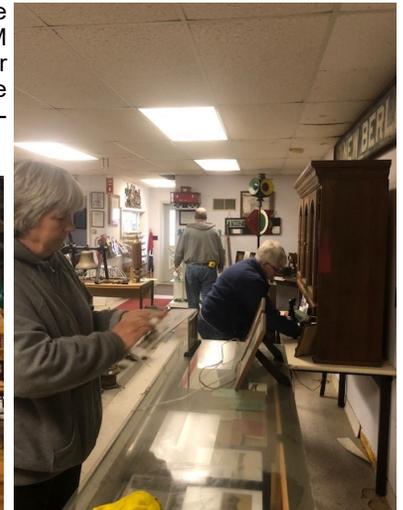
Successful Work Day and Open House

On Saturday, May 12th, ten UVRS&M volunteers gathered at the museum at 10 Railroad Street in New Berlin to get it ready for the upcoming open house and summer season. From cleaning the floors to dusting the ceilings, spiffing up everything from the displays to the bathroom, from being sure the model train still works properly to trimming back the plant growth that has taken place outside, everyone was busy for most of the day. Our thanks go out to Barbara Levenson, Nicole Crane and her daughter, Paul Straney, Edna Straney, Alan Fairbrother, Sandy Price, Jim Gale, Janine Kilmer and Sandy Kilmer for all of the time and effort that they invested in our museum on that work day.



Lots of Weeds to be Cut Back

The following Saturday, May 19th, was the Village Garage Sale and the UVRS&M Open House. Unfortunately, the weather did not cooperate and it rained most of the day, which undoubtedly reduced the attendance at both... (continued on page 3)



Preparing the Display Area



Checking Out the Model Train

Up and Down the Tracks

*** We are saddened to learn that life member, **Harry Rinehart**, passed away recently.

*** We are also saddened to learn that former member and some time presenter at UV meetings, **Ray Adamson**, also passed away recently.

*** The museum will be open for tours the **2nd and 4th Saturdays** from 1-4 through September. We're looking for volunteers to staff it. If you're local, or could be in town for a Saturday or two, please sign up. We'll help you get comfortable with the major exhibits at the museum and while you're here you'll have some time to look at the exhibits at the museum in detail.

*** Our President, Paul Straney, has **donated a large number of UV and UV-related pictures** to the museum. These are currently being sorted, organized and cataloged by Tom DeForest. Paul's objective is to do something with them to provide some good for the organization and the museum. To this end, we will be pursuing making page-sized prints of selected images available to members and the public — for a price, of course. Longer term, we hope to write a new book containing a large number of the pictures of Unadilla Valley Railroad. Watch this space, or our web site at www.uvrs.org, for future announcements. THANK YOU to Paul for donating all of the pictures.

*** We are creating a **"Telephone Tree"** to be used to call people to remind them of upcoming presentation meetings and to notify everyone quickly when there are changes to the meeting schedule. If you would like to be notified, please contact Tom DeForest by email at uvrs@stny.rr.com or call 607-754-1536, leave him your phone number and you will be added to the list.

*** A **Membership Directory** has been prepared and will be included with the mailing of this Pendragon to all members in good standing. If you are not a Life member and have not yet paid your dues for 2018, you are no longer on our Pendragon mailing list.

*** Thank you to Bill Wellman for contacting us and contributing a story about the **UV in South New Berlin**. If you have memories of the UV, please write them down and email them to uvrs@stny.rr.com. Maybe you'll see your name in print also.

*** Our THANKS go out to Lee Stone for **donating a number of old Pendragons** that we did not have on file. They are now in the Newsletter section of our web site.

*** Be safe as you maneuver up & down the tracks this summer.

*** Quick Quiz: Where was the New Berlin Junction depot moved to?

*** Last issue: What railroads did the UV connect with when it was first built? **The Delaware, Lackawanna & Western (DL&W) at Bridgewater and the New York, Ontario & Western (NYO&W or O&W) at New Berlin.**

Work Day and Open House (continued from page 1)

events. With the two signs strategically placed at the main four corners in town, a small number of interested people did find their way to the museum to tour the facility, check out the model train and partake in the refreshments. There were as many (perhaps a couple more) UVRS&M volunteers there for the day as well to guide people on tours and to answer questions.

One of the first problems encountered was a drip from the ceiling in the main display room of the museum. Paul Straney took the lead in pursuing this problem and found it to probably be a leak in the water line between the water meter and the bathroom. No real damage was done to anything on display, but the leak will have to be pursued and repaired. .

Glady Slentz acquired a beautiful cake for everyone to enjoy. Others brought lemonade, sandwiches and cookies. Edna Straney took the pictures included here from both the work day and the open house.



By 2:30, when we were starting to close up shop, the rain stopped.

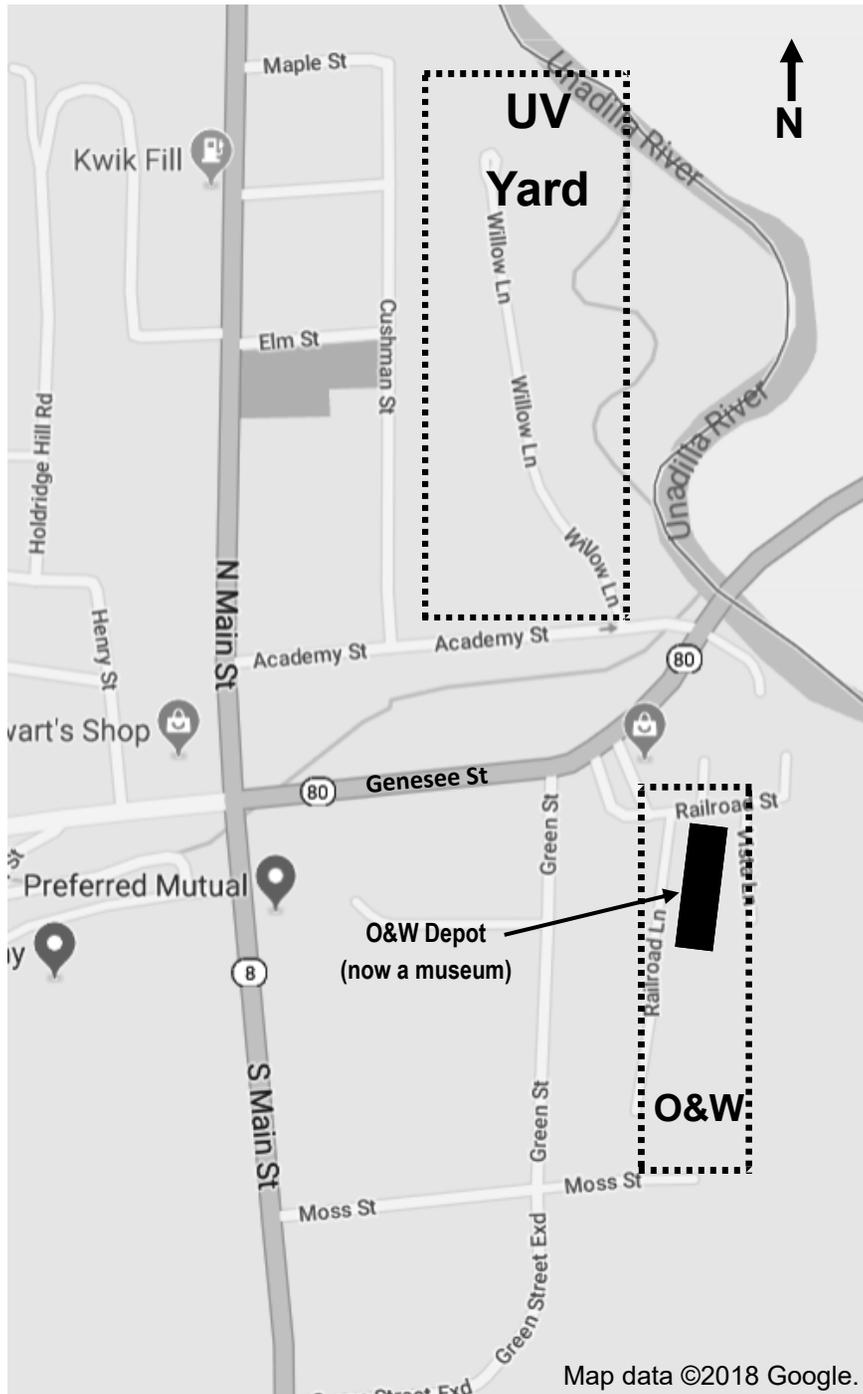
Our thanks go out to everyone who did visit our museum that day. We hope you will come back and visit again when the weather is better.

And a big THANK YOU goes out to all the UVRS&M volunteers for being there and assisting everyone during the open house.

Leaders & *Board Members

*President.....Paul Straney
*Vice President.....Sam Senn
*Recording SecretaryNicole Crane
*Corresponding Secretary.....Nicole Crane
*Treasurer.....Ron Lloyd
*At Large.....Sandy Kilmer
*At Large.....Alan Fairbrother
*At Large.....Glady Slentz
Executive Director (open)
Storekeeper & Advertising.....Sandy Kilmer
Parade Director/Engineer..Alan Fairbrother
Executive Advisor.....George Wolfangle
Public Relations.....(open)
Membership.....Tom DeForest
Membership & Publications.....Tom DeForest
Website.....www.uvrs.org





Two Railroad Yards in One Small Town

Did you know that the small town of New Berlin NY used to have two separate railroad yards? To understand why, it is necessary to understand a little of the history of railroading in New Berlin. Here's the thumb-nail version: Starting in 1868, when railroad fever was running rampant in upstate New York, the New York & Oswego Midland Railroad built a line from Oswego NY southeast to New Jersey (just opposite New York City). They also built a branch line called "The New Berlin Branch" from just north of Sidney to New Berlin along the west side of the Unadilla River. They also built a large depot and a small switching yard on what is now Railroad Street south of Genesee Street in New Berlin (indicated by "O&W Yard" in the map). The depot was built in 1869, the branch opened in 1870.

"The Midland", as it was known, had spent much more money building the railroad than it expected, so it didn't have enough left to run the railroad very well. In 1873, the Midland filed for bankruptcy. It carried on for a few years until it was reorganized as the New York, Ontario & Western Railroad in 1879.

The O&W ran for years hauling coal and milk and agricultural products.

In 1889, the Wharton Valley railroad built a line from the O&W yard to Edmeston, known as the "Edmeston Branch". It was leased to and run by the O&W.

A few years later, in 1895, the Unadilla Valley Railroad built a railroad from Bridgewater NY, where it connected with the Delaware, Lackawanna & Western (DL&W) Railroad, to New Berlin, where it connected with the O&W. The UV and the O&W were competitors in New Berlin. So the UV set up its own yard, shown on the map as "UV Yard". Now the local farmers could ship their products north to Bridgewater on the UV or south on the O&W to points south including New York City. Suffice it to say that the UV, the O&W and the DL&W all coexisted and held their own for many years.

Skip ahead a few decades. The O&W filed for bankruptcy in 1937 and started selling off unprofitable assets. In 1941, the UV bought the 29-mile New Berlin Branch, including all of the track, right of way and depots between New Berlin Junction (at East Guilford, a couple of miles north of Sidney) and New Berlin, as well as the Edmeston Branch.

So the formerly competing UV and O&W roads were now combined into one operating railroad between New Berlin Junction and Bridgewater, still with the Edmeston branch going to Edmeston. With a few customers around the O&W yard (specifically at least a lumber yard and a fuel dealer), it didn't make sense to just uproot the O&W yard. So it remained, along with the larger UV yard a little ways north of it.

The UV chugged along from 1941 until things slowed down during the 50s as trucks took over much of the work that had been done by trains in earlier times. In 1957, the O&W, in bankruptcy since 1937, shut down. Also in 1957, the large milk plant in Mt. Upton, the UV's largest customer, also shut down. The UV continued losing money until 1960, when the UV, itself, shut down as well. The track was ripped up, the rolling stock, buildings and right of way were sold off thus leaving behind the story of why there were two separate railroad yards in New Berlin NY.

[Editor's note: I'm always glad to hear from Pendragon readers, particularly when they have something good to say about it. I got this email recently: "Tom: Your fine article about South New Berlin jogged my memory and i made a few notes about SNB in the 40's and 50's. They are attached. Thanks for your efforts to keep the memory of the UV alive. regards, bill." I asked Bill if we could include his thoughts in a future Pendragon, and he agreed. Thanks for the thoughts, Bill. The pictures and map were added].

The Unadilla Valley Railroad in South New Berlin by Bill Wellman

I grew up in South New Berlin during the 40's and 50's, as I was born at home in 1935. I became an early fan of the UV, and vividly remember a trip to the Richer GLF feed store with my father just as the southbound freight arrived. I couldn't have been more than 5 or 6, but I still remember the camelback loco that headed the freight that day. It must have been the one the UV bought from the O & W shortly after buying the New Berlin Junction- New Berlin section.

It was long gone by my teens, when all of us local boys used to gather near the station to ride bikes, wait for the train, and indulge in relatively innocent pastimes.

A few more words about how the yard was laid out, as South New Berlin had a very extensive and busy yard during the 1950's:

Coming from the North, there was a team track that served the GLF store and occasional carload customers, such as frozen cherries in season. At one time it also had a stock pen and a water plug, both gone by the 40's. There was a spur to the Sisson Feed store, which got about the same amount of carload traffic as the GLF did, and also got an occasional tank carload of mo-



Feed Store Today

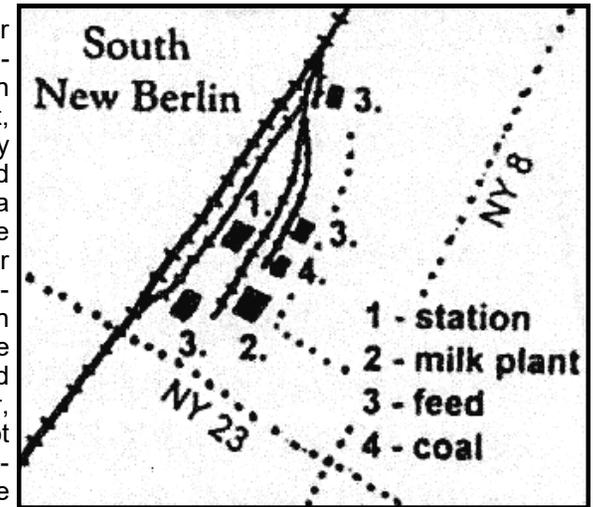


Camelback Loco



South New Berlin Station

lasses. Another spur ran by the then-abandoned Borden Condensed Milk plant, which was occupied by a lumber dealer, and also served a Unadilla Valley John Deere dealer who got flatcar loads of farm equipment, tractors, etc., on occasion. That same spur also served Ed Hovey's coal elevator, which at that time got frequent loads of anthracite for local home heating, and also dealt in cement and fertilizer. Ed was the long-time agent for the O & W. He and his wife were leading citizens in South New Berlin, and he kindly gave me a typewriter before I trundled off as a scholarship kid to St. Lawrence University in 1953.



Just beyond the coal dock was the big Chenango Valley Farms milk plant. It was no longer shipping milk by rail, as the tanker trucks had got their business, but they still needed fuel for their two 600 horsepower Erie Boiler Company boilers that supplied steam and power for the plant, so coal gondolas were often on their track. During World War Two, they also ran a powdered milk plant, as well as making big cheese wheels, which were also shipped out in carloads.

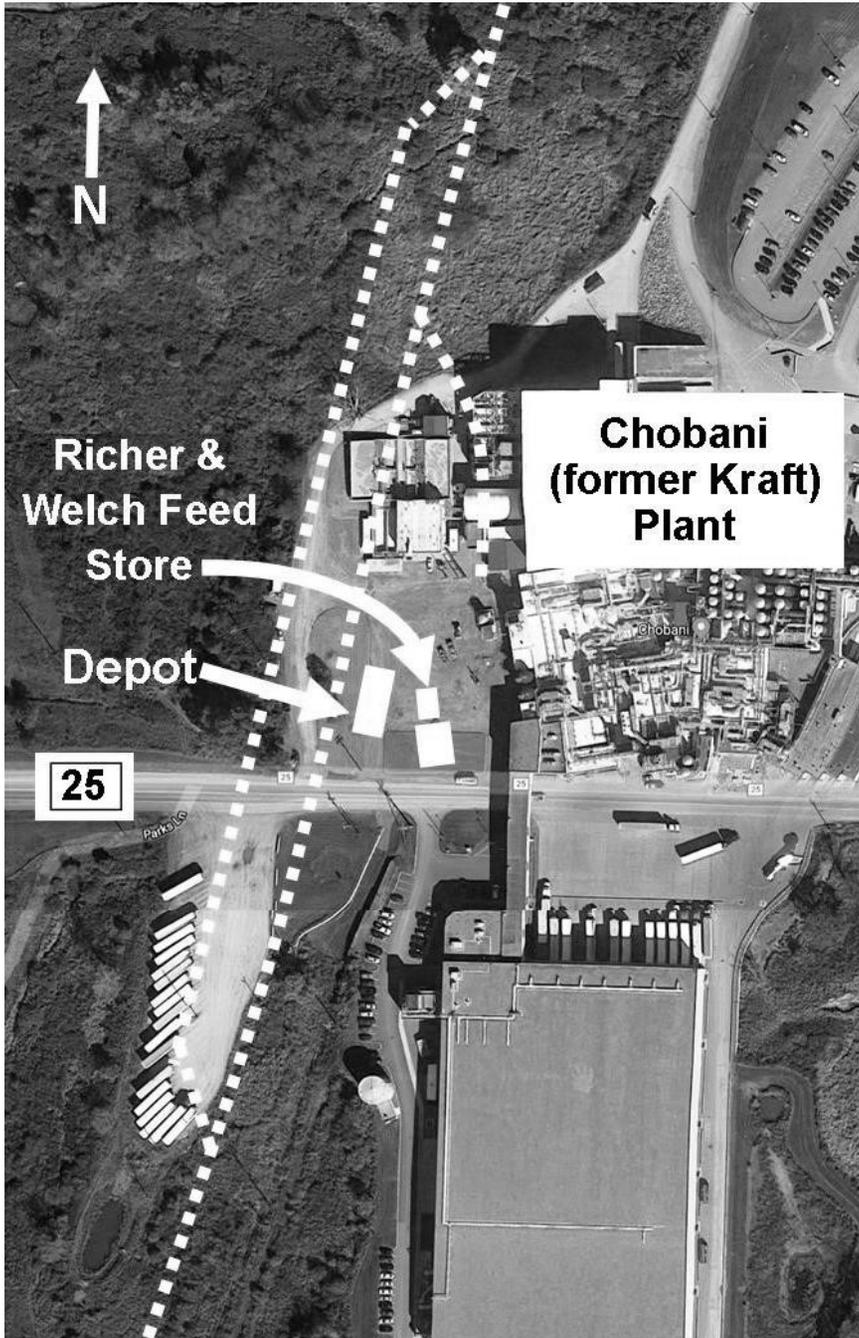
I remember two unusual shipments on the road. When the South New Berlin - New Berlin highway was rebuilt, the contractor sent in a huge power shovel that arrived on a six-wheeled truck flat car. It later worked at Walt Bagg's gravel pit north of town. The other load was the girders for the Morris Road bridge. They arrived on 60-foot drop-end gondolas and took several days to get unloaded and moved.

Traffic on the UV started to dwindle in the late 50's, as more products went by truck and the highways got better. I was stationed at Fort Hood Texas when I learned that the O & W was giving up the ghost, and I figured that without the connection at New Berlin Junction, the UV wouldn't be far behind. It wasn't. I shed a tear for my favorite railroad when they pulled the rails.

Bill Wellman

24 May 2018

The UV Railroad in South Edmeston



Imagery ©2018 Google, Map data ©2018 Google, Annotations ©2018 Tom DeForest

South Edmeston is the first stop on the UV going north, about five miles north of New Berlin.

In 1920, the Phenix Cheese plant opened, which became a large market for milk produced by local farmers. Phenix, later Kraft, produced Philadelphia brand cream cheese and later Breyers Yogurt. The plant closed in 2005.

South Edmeston was also the home of a Richer & Welch feed store, which supplied feed and supplies to local farmers. Both the cheese plant and the feed store were customers of the UV Railroad, which went right by both facilities (see map at left).

While the railroad shut down in 1960, the South Edmeston depot still was standing in 2007 when Chobani started producing Greek yogurt in the former Kraft plant. After a few months, Chobani was growing fast and needed the space where the station stood. Instead of tearing it down, someone had the idea of moving it. In October of 2011, the building was moved from South Edmeston to Norton Park in the Town of Columbus. The move is recorded at www.YouTube.com. Simply search for UNADILLA VALLEY RAILROAD SOUTH EDMESTON NY.

Though the railroad is now gone, the South Edmeston Depot lives on at Norton Park.



Kraft-Phenix Cheese Plant



So Ed Station and Feed Store



So Ed Station Before the Move



So Ed Station at Norton Park, 2011

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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.

— **Out Of Stock** — **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. (Shipping for this item is \$14).

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).

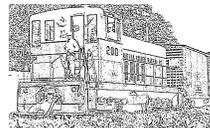
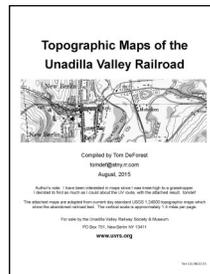
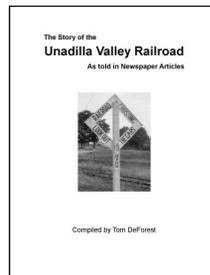
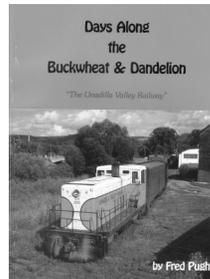
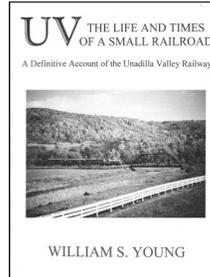
Note Cards of UV Rolling Stock and buildings. \$5 for set of 5 different images. 4 different sets available (20 different images total).

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 can be available at any meeting of the UVR Society, 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 Categories:

- Conductor, \$250 / year Fireman, \$50 / year
 Engineer, \$100 / year Brakeman, \$20 / year
 ___ Add'l family members at same address, \$5 each / yr
 Donation \$ _____ **Total enclosed:** \$ _____

A list of member names and categories will be published annually. If you would prefer **not** to be included, please check here:

Dues for new members who join after July 1st cover all of the following calendar year.

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.

Make payable to UVRS&M, PO Box 751, New Berlin NY 13411

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The Pendragon is the official publication of the Unadilla Valley Railway Society and Museum. This newsletter is published quarterly by and for the membership. Correspondence on regional railroad history is welcomed. Articles will be considered for future publication in these pages. If you have received this newsletter as a courtesy, please consider joining. Inquiries should be sent to the UVRS&M, PO Box 751, New Berlin NY 13411 or by e-mail to 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:

Timetable — Schedule of upcoming events

Thu	Jul 5	1:00	Board Meeting	FUMC
Sat	Jul 21	1:00	Program Meeting "Tearing up the Track" by Ron Lloyd	FUMC
Thu	Aug 2	1:00	Board Meeting	FUMC
Sat	Aug 18	2:00-??	UV Summer Picnic	Home of Alan Fairbrother
Thu	Sep 6	1:00	Board Meeting	FUMC
Sat	Sep 15	1:00	Program Meeting Speaker and Topic TBA	FUMC
Thu	Oct 4	1:00	Board Meeting	FUMC

Notes:

FUMC: First United Methodist Church, 51 So Main, New Berlin NY 13411
 (park in back. 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).