

The UV Engine House

The UV engine house had 4 stalls for storing and protecting engines when they were not in use. The right-most stall was fireproof and was also used as a repair shop when repairs were needed. The shed on the left was used as an office and storage area. The vertical tank on the right was used to store diesel fuel. The picture below shows the engine house as it looked when the railroad shut down in 1960.



Many years later, the shed on the left of the building and the three stalls on the left were dismantled leaving just the fireproof stall on the right. This part of the building still stands today though it is not in very good condition (pictured at the right).



The engine house is located off Academy Street near the entrance to the trailer park (at the arrow below).



Up and Down the Tracks

*** The museum will be open for tours the **2nd and 4th Saturdays** from 1-4 through September, and maybe through October. We're looking for volunteers to staff it. If you're local, or could be in town for a Saturday in October, 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.

*** 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.

*** If you have a change of address, please let us know so we don't send your Pendragon and other mailings to the wrong address.

*** **ANNOUNCING:** we now have 8.5x11 pictures of UV rolling stock, buildings and scenes, suitable for framing, for sale on our web site. Go to www.uvrs.com, then click on the **PHOTOS** button on the left.

*** **IF YOU HAVE A COPY OF THE FRED PUGH BOOK, THEN YOU NEED THIS.** Member Lee Stone put together a very detailed index of the Pugh book and donated it to the UVR&M. We now have it for sale on our web site, www.uvrs.org, then click on UV STORE. The index consists of 11 pages, 2 columns, hundreds of entries that will help you find anything you might be looking for in this book. It applies specifically to the 3rd edition of "Days Along the Buckwheat & Dandelion" but you can also use it for the 1st edition. This would make a great Christmas present for someone.

*** The June, 2017, issue of *Trains* Magazine contains a story about Samuel Pinsley and his Railroad Company. Pinsley married a Salzberg, so was in-law to the Salzbergs that owned the UV railroad from 1938 through 1960.

*** Did you know that you can leave part of your estate to the Unadilla Valley Railway Society & Museum by making your wishes known in your will? Talk with your attorney.

*** Talk to us: send email to UVR@STNY.RR.COM

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

*** Quick Quiz: Why was the corner cut off the New Berlin Junction depot? As it sits now in Mt. Upton, it's the back corner on the right. It was definitely cut off when it was in place at New Berlin Junction, and for a good reason. Do you know what that reason was?

*** Last issue: Where was the New Berlin Junction depot moved to? Mt. Upton. It's now the home of the Mt. Upton Historical Society.

Thank You for Recent Presentations

On July 21st, and again on September 15th, Denny Hoxie and Ron Lloyd presented "Tearing Up The Tracks" at the First United Methodist



Denny Hoxie

Church in New Berlin. Denny used a number of pictures to tell us about various aspects of working on the team that pulled up the rails during the summer of 1960. Ron relayed a number of stories about his work on the 'Tie Team' (picked up the ties after the rails were gone) and his and Denny's experiences as kids near the



Ron Lloyd

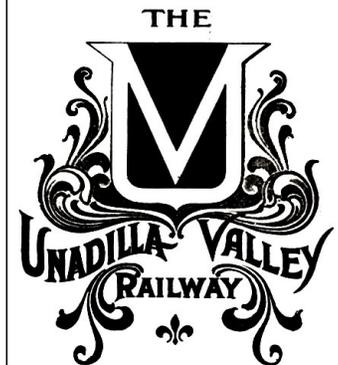
railroad yard in New Berlin. Our thanks go out to you both for very interesting presentations. Thanks also to Paul Straney for his able help with the pictures.

August 18th was the annual summer picnic at the residence of Alan Fairbrother. Our thanks go out to Alan for opening his home to us. A good time was had by all.

If you have pictures, videos, stories or memories of the UV Railroad, we'd like a copy of them. If we could borrow the photos, we'd scan them in and add them to our picture data base. If you have memories, please write them down and send them to our email address: uvrs@stny.rr.com.

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A Road Trip to the Franklin Museum

On June 16th, Susan and I participated in a UVR&M road trip to the Franklin Railroad and Community Museum in Franklin NY. Four other UVR&M members met us there including Paul Straney, Edna Straney, Gerry Schultz and Leslie Schultz.

While we were waiting for others to arrive, we had a chat with the curator. He told us about some of the history of the museum and that they have a \$650,000 endowment, which, of course, comes in very handy for producing income to keep the lights and heat on year round. They offer free tours to the public on the last Sunday of each month or by appointment.

The museum has five major parts: a large passenger coach (shown below), a section of railroad-related exhibits, a set of community-related exhibits (some of which are shown in the picture below), a small research library and a meeting room which can be used for community events.



The restoration of the passenger coach is pretty much complete on the outside, and it really looks great. Some of the inside has been restored, and some of the areas inside are still pretty rough and in need of work. They have a small cadre of people doing the restoration work and it is progressing slowly.

After looking everything over, the Schultz's decided that they had to get on the road to get to their next activity. We and the Straney's made our way to Brook's Barbeque just east of Oneonta and enjoyed a great dinner before making our way back home. It was a fun trip. We hope for more participation next time. (Submitted by Tom DeForest).

The Wayward Button

On May 17th, 2018, I received an email from Myron Tyrell of Little Falls, New York. In this email, he said that while he was out with his metal detector in the Little Falls area recently, he found a button on which the letters **U V RY** appeared. He looked around the internet and found the UVR&M web site. Would the UVR&M like a donation of the button? Of course I said "yes", and he was gracious enough to send it to me. It is pictured at the right.



The button is about 7/8" in diameter, with a loop on the back for attaching it to a piece of clothing.

As you can see in the picture, the U and V are quite clear, but there is a gouge out of the bottom right part of the R in RY. There is a star on each side of the U and V. This is pretty clearly a button associated with the UV Railroad.

But the discovery of this button raises a number of questions:

- What is the button from, a conductor's uniform or such?
- Who would have had this button on his uniform?
- How did the button get separated from the uniform that it was on?
- Little Falls is about 30 miles from Bridgewater and about 50 miles from New Berlin. How did the button get to Little Falls?

So if you want to find out more, where do you go? In the days of the UV, you might go to the library and inquire. Today you go to the internet. So I brought up Google and asked it to search for UNADILLA VALLEY BUTTON. It came up with a number of entries.

One of those entries was for www.worthpoint.com, a web site that contains listings for 425 million items and images from auction houses and online marketplaces. And in there, I found another UV Button, this one for sale:

"Up for auction is a Unadilla Valley Railway railroad uniform button. The domed style button has the letters "UV Ry" on the front and it is manufacturer marked Scovill Mfg. Co. Waterbury on the reverse side. The nickel finish button is in excellent condition with the shank properly intact and measures 7/8 of an inch."



The WorthPoint web site goes on to provide a bit of history of the UV itself, the dates for which it was active and the names of the towns along the line.

Who knows what you'll find or where you'll find it?

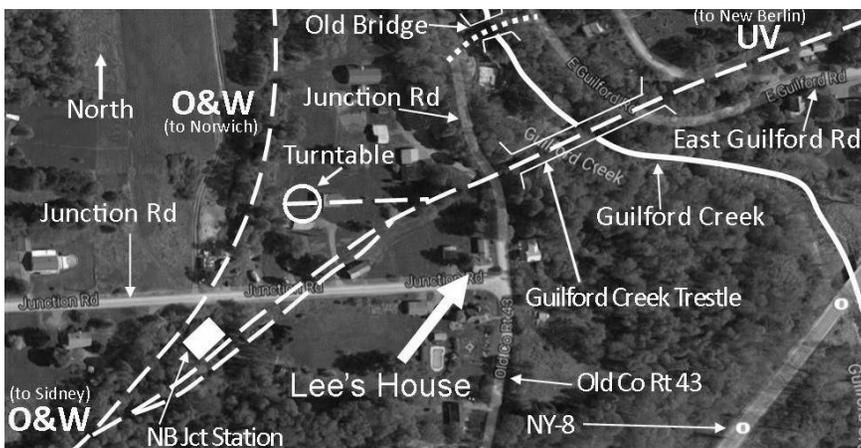
Our thanks go out to Myron Tyrell for finding and donating this UV button.

(Submitted by Tom DeForest).

Memories of New Berlin Junction — By Lee D. Stone

When I was very young, from about three years of age till about five or six, my parents and I shared a house with its owner, my great-aunt, in New Berlin Junction. My father worked as a tool-maker for Scintilla Division of Bendix Aviation in Sidney. My mother was a housewife, and her second child, my sister, was born about the time we moved there. My family attended church, and when I was old enough, I attended school, in Sidney.

My great-aunt's house stood in the northwestern corner of a "T" intersection. A dirt road ran eastward down what we called South Hill, across the tracks of the New York Ontario & Western Railway, and past the O&W's little brown station. That road ended beside our house at the paved road that branched from Route 8, led past our house, and at that time crossed Guilford Creek into East Guilford. Our neighbors across the dirt road to our south were a couple with a son perhaps two or three years older than I. A couple with no children lived across the paved road to our east, and raised flowers—I remember particularly the irises.



Map of New Berlin Junction, Lee's house indicated by the arrow.

As I grew old enough to be interested in my wider surroundings, I noted that another railroad, that the adults called simply "the UV", ran right past our back yard. The Unadilla Valley Railway had an old, overgrown turntable not far from our house, but it was seldom used. The usual motive power the UV used to haul a few railcars to New Berlin Junction to interchange with the O&W was a small (though to a child it seemed huge) orange-and-cream diesel locomotive. That locomotive did not use the turntable, but simply departed northward after its work was done, with its hood pointed in the same direction as when it arrived.

On rare occasions, however, when for some reason (to me unknown) the little diesel was not available, a much larger, black, huffing, puffing, whistling steam locomotive took its place. The adults called it "Old Number 7". The train crew would use the turntable before leaving, to point Old Number 7 in the opposite direction to the way it had come. The appearance of that locomotive excited a

small boy beyond anything previously experienced, and the deep impression it made remains vivid to this day.

Old Number 7 excited my mother also, but for a quite different reason. She would come flying out of the house, to snatch off the clothesline her beautifully clean white laundry, lest it be sullied by the smoke and cinders emitted by the black monster. She was a good church-going lady, so no "forbidden" words escaped her lips, but looking back many years from today, I have little doubt that she must have been tempted.

One beautiful warm day when the UV came to town, my rather older playmate and I (playmates were a bit scarce in that tiny hamlet, so we "made do" with one another) were observing, as we often did. A friendly member of the train crew invited us to climb into the caboose. We were totally enraptured! How utterly fascinating, to see the bunks, the kerosene lamps, the tiny sink, the ladders up to the seats in the cupola!

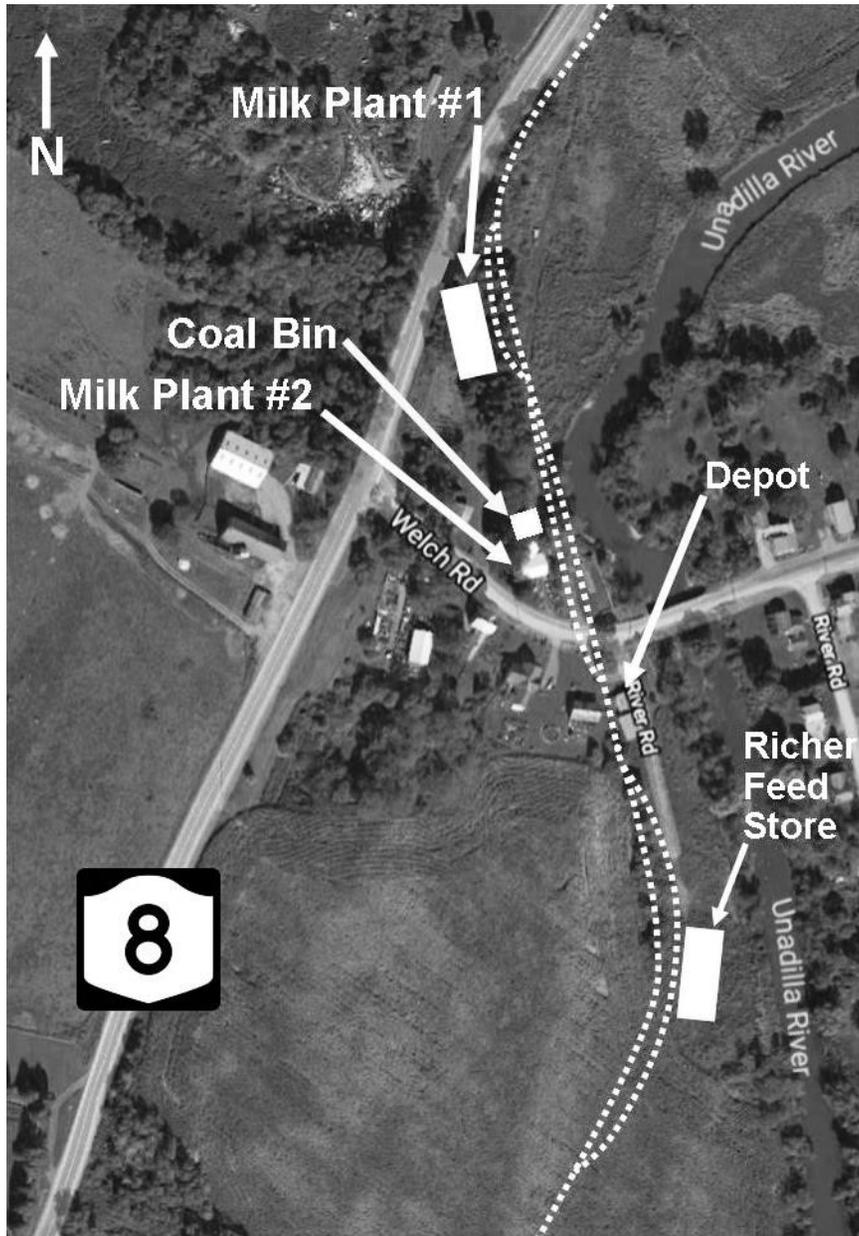
To add the final touch to an already exciting experience, the crewman who had opened to us the secrets of this little house on wheels invited both of us to ride with him to some mysterious location he called "Bridgewater"! There was parental consultation, and to my chagrin, the judgment came down that I was too young to accept that invitation. However, my older playmate was allowed to ride with the train crew that day, while I was left disconsolate in New Berlin Junction.

At some point in the mid-1950s we moved to a house my dad built for us, on the county road northwest from East Guilford, and I lost close touch with the UV. By the time the UV folded, my dad was working for IBM in Endicott and we were living in Apalachin. I didn't even find out that the UV shut down till many years later. But that little short line abides in my earliest memories, and I'm happy to be a member of the Unadilla Valley Railway Society today.



"Old Number 7"

The Unadilla Valley Railroad in West Edmeston NY



Imagery ©2018 Google, map data ©2018 Google, annotations ©2018 Tom DeForest.

The hamlet of West Edmeston, New York, straddles the Unadilla River about nine miles south of Bridgewater. The UV track and related buildings are all on the west side of the river. West Edmeston is the third stop below Bridgewater after River Forks and Leonardsville.

The small West Edmeston depot still stands and is now a private home. It sits a bit back from the road behind some trees just south of Welch Road, the main drag between NY-8 and the center of town on the east side of the river.

Milk Plant #1 (Borden's) was a good UV customer. It was situated west of a siding near NY-8. The building is gone but the foundation is still visible.

Milk Plant #2 (Sheffield), another UV patron, was further south on another siding. The building is still there, but in bad shape.

Th I. L. Richer Company was also a good customer of the UV in West Edmeston with a large feed building to the south of the depot between the UV tracks and the Unadilla river. The Richer buildings are now gone.

[Editor's note: West Edmeston is the home town to member Mike Holdridge. And the DeForest's found in town *are* distant relatives of mine. Submitted by Tom DeForest.]



West Edmeston Depot 'back when'



The Depot is now a private home.



Borden's Condensed Milk Plant (#1)



The Sheffield Plant today (#2)



I. L. Richer Feed Plant at West Ed.

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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.

Index to Fred Pugh's "Days Along the Buckwheat & Dandelion", by Lee Stone. 11 pages, hundreds of entries. \$6, free shipping.

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).

UV & Related Photos. We have put together a set of 32 photos of UV rolling stock, buildings and scenes. These are beautiful, suitable for framing, available for purchase at \$5 each. Find details on our web site: www.uvrs.org, then click on PHOTOS.

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).

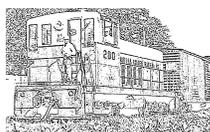
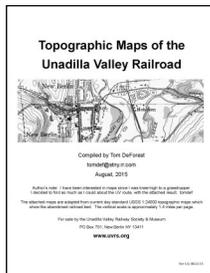
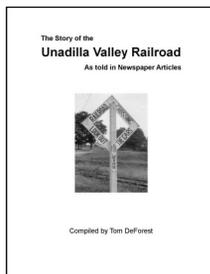
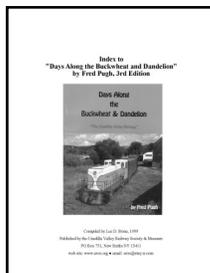
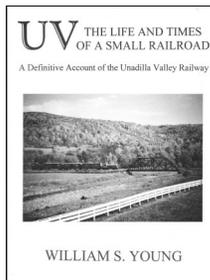
Note Cards of UV Rolling Stock and buildings. \$5 for set of 5 different images. 4 different sets are available (20 different images total).

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

Copyright 2018 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.

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.

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



To:

Three vertical lines representing a blank address field for the recipient.

Timetable — Schedule of upcoming events

Tue	Oct 2	1:00	Board Meeting (note change)	FUMC
Sat	Oct 20	1:00	Regular Meeting Speaker and Topic TBA	FUMC
Thu	Nov 1	1:00	Board Meeting	FUMC
Sat	Nov 17	1:00	Regular Meeting Speaker and Topic TBA	FUMC
Thu	Dec 6	1:00	Board Meeting	FUMC
Sat	Dec 15	2-??	UV Christmas Party	TBA

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).