

## News & Notes

### Official Recognition

The Town of New Berlin officially recognized the Unadilla Valley Railway Society by passing a resolution of support on February 8, 1999. This action will add weight to the society's grant applications.

### Hats for Sale

Unadilla Valley Railway Society hats are still available. There are only a few left, so order yours and don't be left out! They are available at regular meetings, or by sending \$6 plus \$2 shipping to UV Railway Hats, P.O. Box 791, New Berlin, NY 13411.

### Membership Report

Since December the following new members have been welcomed aboard: Lee D. Stone of Reston, Va.; James Schaffer of Hayfork, Calif.; David G. Hoffman of Forest Grove, Pa.; and Eugene L. Kingsbury of Greene. Membership now stands at 76.

### Meeting Schedule

Beginning in April, we will be going back to our schedule of speakers. All meetings will be at 7:00 p.m. in the basement of the New Berlin Village Library.

APRIL 5: Bill Wilcox will speak about the O&W wreck he witnessed in Hamilton in Sept. 1955. He will have lots of photos to show.

MAY 3: The speaker will be James Webb.

JUNE 7: The speaker will be William Young.

## Rairoading In the News

Former stockholders of Delaware Otsego Corp. will get an additional 35 cents for every share they sold when the railroad holding company changed hands two years ago, according to a lawsuit settlement plan. A hearing on the settlement is scheduled for April 27. [*Syracuse Herald-American, Feb. 26*]



The Pendragon's next scheduled stop at your station is June 1999.

## Early Chronology of the UV

[*Fred Pugh's archives include a chronology of the Unadilla Valley Railway gleaned by Gerald M. Best of Beverly Hills, Calif., and sent to Mr. Pugh in 1981. Mr. Best extracted the following material from his collection of the railroad records and reports published in Poors Manual of Railroads.—Ed.*]

1893: Twenty-mile line of road projected from Bridgewater to New Berlin. Five miles, Bridgewater to Leonardsville, completed May 15. Road is graded from Leonardsville to West Edmeston, 10 miles, and 12 miles are expected to be completed by Aug. 15, 1893. Officers are: Ralph Brandreth, president; Wm. Forster, vice president; Benjamin W. Appleton, treasurer; and Clarence Goadby, secretary; all of New York, N.Y. Directors are Brandreth, Forster, Appleton, Clarence Goadby, Frederick F. Culver, William L. Skidmore, and Frederic De Coppet, all of New York, N.Y. Principal office is at 80 Broadway, New York, N.Y.

1894: Road opened for business to Leonardsville in November 1893.

1895: Road has been completed to South Edmeston, 15.5 miles. The additional line opened for business October 15, 1894. Brandreth's address now given as Sing Sing, N.Y. Wm. Thorne is now on the list of directors, and Howard P. Frothingham is vice president.

1896: The road was opened to New Berlin July 25, 1895. Equipment: two locomotives (one leased), two passenger cars, 4 boxcars, 6 flatcars, and four other cars. Fiscal agents are DeCoppet & Co. of New York. DeCoppet is now president, Brandreth vice president, and Frederick F. Culver general manager.

1897: The road ended its first full year with a deficit of \$10,978 after paying bond interest. [A cross-check of the two connecting roads shows that no member of the Unadilla Valley Railway board was on the board of either the NYO&W or the DL&W, so its construction was apparently not influenced by either of the trunk lines.]

1898: The deficit has grown to \$22,306. Two new names on the list of directors are G.C. Henry, who is also the treasurer, and August Graf, auditor.

1899: The deficit is up to \$34,205. Wm.

Thorne Lawrence is now a director.

1900: Equipment list has been the same since 1896. [The lease of one locomotive has been dropped, probably because it has been paid for by now.]

1901: The deficit is now \$50,355. Poors reports that the mortgage of \$280,800 was foreclosed during the year; the road will be reorganized and it is proposed to extend the road to Oneonta. Total liabilities including bonds: \$595,589.

1902: Poors now states the foreclosure report in the previous year was erroneous even though it was received in a written statement by Frederick Culver, president and general manager, who now states no foreclosure or reorganization is in progress, and that it is doubtful if the mortgage will be foreclosed.

1903: The UV owes the Short Line Construction Co. \$57,474; matured interest extended is \$50,000; total liabilities are \$600,174. Directors are Brandreth, Henry, Frederic Culver, A.B. White, Goadby, Skidmore, and Lewis R. Morris. Culver is still president and general manager.

1904: Company is completely reorganized January 21, 1904. All the old officers are gone except Morris. Directors are Lewis R. Morris, R. Floyd Clarke, Wm. McNair, Wirt Howe, Wm. G. Lyle, Benj. B. Lawrence, and Frederick S. Young. Morris is president; McNair, vice president; Howe, secretary and treasurer. There is no general manager. The new office is at 137 Broadway, New York, N.Y.

1905: The books show a net surplus of \$4,000 after partial payment of interest on the bonds.

1906: Net surplus is \$12,161. [Obviously, some of the directors owned most of the bonds and waived the interest, which had accrued to \$4,000 in 1896.]

1907: The office has moved to 37 Wall Street. Bonds are now in the hands of Lewis R. Morris, trustee. [It sounds like the bondholders formed a committee. The panic of 1907 was not indicated in the report.]

1908: The road has earned and paid the bond interest, and has left a surplus of \$28,229.

# Now Is the Time To Act: A Message from Your President

It has been my dream, and hopefully yours too, that we would one day not too far in the future put together a notable museum on railroading that many would find exciting. Considering that our ends do not intend any monetary enrichment but rather something much more valuable, I think we are now well on our way.

We have been collecting artifacts of many sorts (all railroad-related, of course) for several years. We have also come to an agreement with the owners of the initial property to locate our museum and have spoken with the owners of other parcels. But our financial status is not exactly such that we could go right out and purchase any of this. We have here a dilemma.

This past summer when I was shopping at the Outback Country Store in New Berlin, the owner remarked that we should get in touch with our legislators—

in particular, with State Senator Seward. After some deliberation, I wrote letters to Senator Seward and U.S. Representative Boehlert. Both responded positively.

Senator Seward informed us that we might be able to receive funding through a "Legislative Initiative." He provided forms which we filled out and returned. We wait for a response.

Representative Boehlert told us we might qualify under the Transportation Enhancement Act known as TEA 21. We attended a workshop, began work on the necessary forms, and sought out a necessary government sponsor. On February 8 the Town of New Berlin proclaimed a resolution of support, for which we are grateful. On March 9 we went before a committee from the Chenango County Board of Supervisors, and we expect similar support from them.

But this is just the beginning. With

both funding sources we cannot receive money *until we have spent it*. They are reimbursement funds for up to 80 percent for approved projects. Fortunately, most of what we intend would be approvable.

I have often said we must "dream big," and we have. Now we must *act* boldly, even a bit daringly. Not blindly, for we know what we want to achieve. We must take courage and have faith in one another and in our cause. We must come up with the needed funds to purchase and develop the needed museum property. With the government money we might be able to wind up with a revolving fund, but at the very least it will help us maintain solvency.

We have a good cause. You all believe in it, or you wouldn't be on board. What do *you* say? Are you ready? Now is the right time. Let us proceed.

GEORGE WOLFANGLE

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