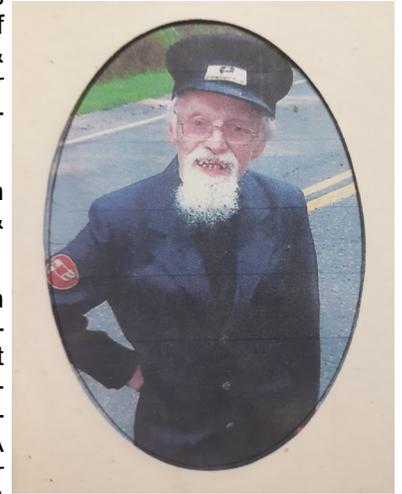


## **George Wolfangle**

George Robert Wolfangle, 87 years old, of New Berlin, NY, the founder of the Unadilla Valley Railway Society & Museum, passed away on November 26, 2020, at Bassett Hospital, Cooperstown, NY.

George was born on June 6, 1933, in Bayonne, NJ, the son of George J. & Gertrude (Olsen) Wolfangle.

He was a graduate of New Berlin High School and was drafted during the Korean Conflict. His basic training was at Sampson Air Base in NY. He was posted to Chaunute Air Base, near Chicago, IL, George Air Force Base in CA and to Texas where he became a jet air mechanic. After the service, he went on to the Baptist Seminary in Texas. Later George moved back to Bayonne, NJ, where he became a P.A.T.H. conductor for 25 years. Following his retirement from P.A.T.H., he returned to New Berlin.



Surviving George are his loving wife of 21½ years Beverly, her son & daughter from a previous marriage, and their children. Also surviving is his sister, Carol Wheeler, of Virginia Beach, VA, and her children, Glenn & Denise, as well as a host of family and friends.

George will be interred in St. Andrew's Cemetery, New Berlin, NY, with his parents.

In 1995, George and a few of his close friends organized the Unadilla Valley Railway Society & Museum. He was the driving force in the organization for many years starting a newsletter, *The Pendragon*, raising funds and acquiring properties, including the former UV Engine House and former O&W Depot. He searched for and acquired artifacts from the UV and other railroads, which were the first exhibits in the museum. George certainly loved his railroads and his legacy at the UVRS&M will live on for a long, long time.

## Up and Down the Tracks

\*\*\* We welcome new member Michael Smith to our group. Michael is a great-grandson of our last engineer, Bruce Harshbarger. He lives in Florida and joins as a conductor. Welcome, Michael.

\*\*\* We heard that Sam Tuttle was in the hospital. We hope he gets well soon.

\*\*\* Talk to us: send email to [UVRS@STNY.RR.COM](mailto:UVRS@STNY.RR.COM)

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

\*\*\* **On the back cover:** From 1915 to 1960 UV operating headquarters at New Berlin were in this former wagon shop on Academy Street (from "UV—The Life and Times of a Small Railroad, A Definitive Account of the Unadilla Valley Railroad, by William S. Young, 2009).

## —ZOOM MEETINGS COMING—

Starting in January, 2021, we will be holding our monthly program meetings via ZOOM. It is an easy-to-use on-line meeting facility in which participants can see and hear a presentation and each other. Our topics will continue to be the UV and other local railroads. Our meetings will be scheduled for the 3rd Saturday of each month at 1:00 PM (Eastern time). You may join us from anywhere in the country (or even outside the country).

To participate, you'll need a computer with optional camera and microphone (as most laptops have nowadays), or a smart phone, internet access and a link (that we'll send you). Send an email to [uvrs@stny.rr.com](mailto:uvrs@stny.rr.com) to let us know you're interested and we'll send you the link a day or so ahead of the meeting. Then at the appointed time, click on the link to join the meeting. We look forward to seeing you at an upcoming meeting.

If you don't have a computer, you may also join us by phone. You'll be able to hear everything, but not see the meeting. Call Tom DeForest for details, 607-754-1536.

See our web site for late breaking changes: [www.uvrs.org](http://www.uvrs.org).

## Timetable — Schedule of upcoming events

Thu	Jan 7	1:00	Board Meeting	Conf Call
Sat	Jan 16	1:00	Program Meeting, The Snow and the UV, The Struggle to Keep the Line Open Throughout the Winter Months — by Paul Straney	ZOOM
Thu	Feb 4	1:00	Board Meeting	Conf Call
Sat	Feb 20	1:00	Program Meeting, topic and speaker TBA	ZOOM
Thu	Mar 4	1:00	Board Meeting	Conf Call
Sat	Mar 20	1:00	Program Meeting, topic and speaker TBA	ZOOM

### Notes:

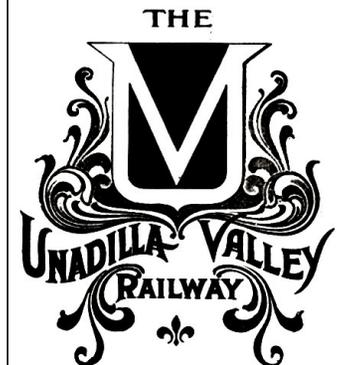
Masks and Social Distancing required at all in-person events  
**UVRS&M:** UVRS&M Museum, 10 Railroad St, New Berlin NY 13411

**TBA:** to be announced

Check our web site at [www.uvrs.org](http://www.uvrs.org) for meeting details and late changes.

## Leaders & \*Board Members

*President.....	Paul Straney
*Vice President.....	Glady Slentz
*Secretary .....	Edna Straney
*Treasurer.....	Paul Straney (acting)
*At Large.....	Sandy Kilmer
*At Large.....	Alan Fairbrother
*At Large.....	Tom DeForest
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## Dr. Lewis Rutherford Morris

Dr. Lewis Morris was the president of the UV board of directors and then owner of the Unadilla Valley Railway Company from 1904 through his death in 1936. But who was he?

### Personal History

The subject is Lewis Rutherford Morris (1862-1936). Unfortunately there were two men with this name in the same family. To keep them straight here, the subject has no designation and the other is designated as Lewis Morris (the signer), the reason for which will become obvious below.

The subject of this article, Lewis Rutherford Morris (Figures 1, 2), was born on September 27, 1862, at the family homestead in Morris, Otsego County, New York, USA, the third and youngest child of James Rutherford Morris (1827-1903) and Ellen Elizabeth (Howe) Morris (1831-1898).

Lewis was a great-great-grandson of Lewis R. Morris (the signer), one of the signers of the Declaration of Independence (Figure 3).

He received his academic education at the Canandaigua Academy, at the time a private boys' school in Canandaigua, New York (which had been previously led by his grandfather), and at St. Paul's School at Concord, New Hampshire. He got his Doctor of Medicine degree in 1884 from the Bellevue Hospital Medical College in New York City. He then spent two years in service at St. Luke's Hospital in New York City before beginning the independent practice of his profession. Dr. Morris was a well known physician of exceptional ability in New York City, and his list of patients included members of the most prominent families of the city.



Figure 1: Dr. Lewis Morris in the 1880s



Figure 2: Dr. Lewis Morris in later years.

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He married Katherine Louise Clark on May 28, 1900, in St. Thomas Episcopal Church, New York, New York, USA.

Katherine was born on May 11, 1875, in Butte, Silver Bow County, Montana, USA, and died on July 2, 1974. She was the daughter of Senator William Andrews Clark (1839-1925) and Katherine Louise Stauffer Clark (1844-1893).

To Lewis and Katherine was born one daughter, Katherine Elizabeth Clark Morris (1902-1968). She married John Hudson Hall, Jr. (1896?-1952), of Scarsdale, NY.

Lewis died of cerebral hemorrhage on Dec 9, 1936, at his apartment in New York City, New York, USA. He was buried in Morris Family Cemetery, Morris, Otsego County, New York, USA.

William Andrews Clark (father-in-law, Figure 4) was from Nevada, Montana and then New York. He was a Montana copper magnate and U.S. Senator. Clark County, Nevada (which includes Las Vegas) was named for him. Clark had a large interest in railroads, was largely responsible for the construction of the Los Angeles and Salt Lake Railroad through the area, a factor that contributed to the region's early development.

### Philanthropy

Dr. Morris was widely known for his generous gifts not only in Morris, which was named for his family, but in Oneonta, to which he donated Neahwa park (Figure 5), and Norwich, where he contributed largely to the remodeling of the hospital there. The central school at Morris (Figures 6, 7), which bears his name, was made possible by the generosity of Dr. and Mrs. Morris, who contributed half of the original cost.

Dr. and Mrs. Morris made many gifts to Zion Episcopal church at Morris and the All Saints' Chapel on the Manor estate (Figure 8). He was a member and vestryman of the Zion church. With his wife, he also con-



Figure 3: Lewis Morris (The Signer) (April 8, 1726–January 22, 1798).

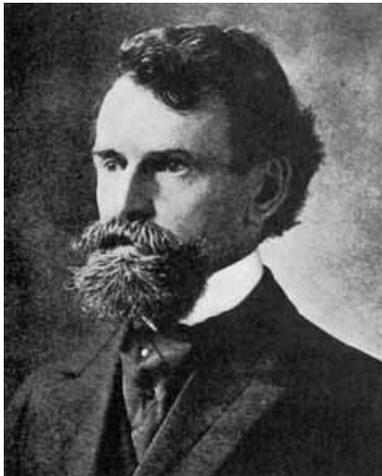


Fig 4: William Andrews Clark



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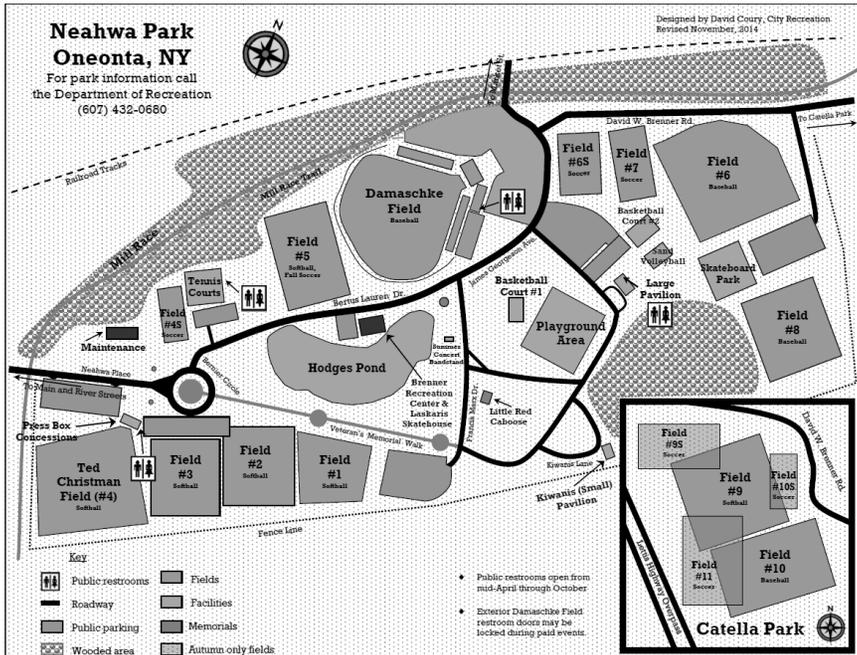


Figure 5: A diagram of Neahwa Park in Oneonta



Figure 6: The Lewis Rutherford Morris School in Morris NY



Figure 7: Above the columns in the center of the school building

tributed to the erection of the chapel at South New Berlin.

In addition to Dr. Morris' many local benefactions, he extended much help to students. His generosity to the Salvation Army, Red Cross and to churches, hospitals and schools in New York and elsewhere were known only to Dr. and Mrs. Morris' intimate friends.

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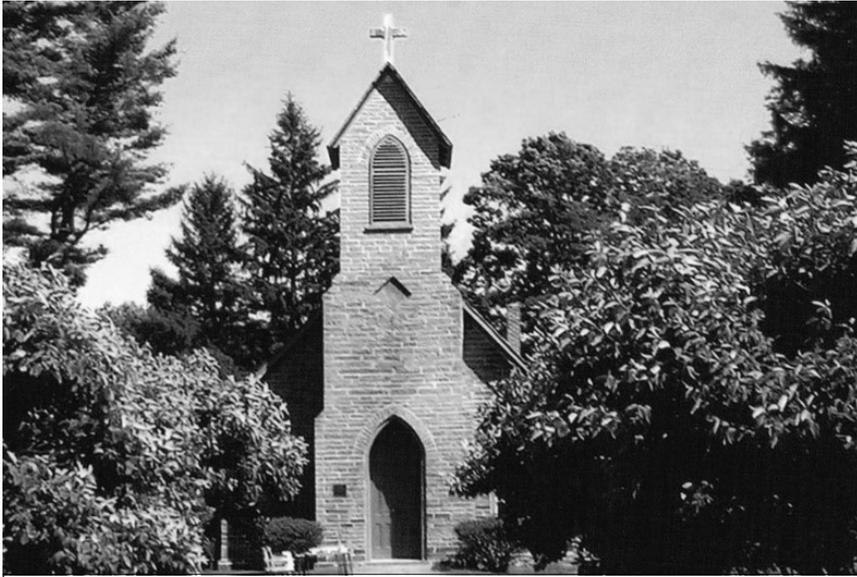


Figure 8: All Saints Chapel, across from Morris Manor

## Morris Manor

Morris Manor (Figure 9) is a country estate on NY-51 just north of the Morris town line about half way between Morris and Gilbertsville. To understand the history and the significance of Morris Manor, it helps to go way back to the beginning.

The Morris family, originally Morys, is of Welsh descent. Col. Richard Morris, the first to come to America, emigrated to the West Indies, then to the New Netherlands where he purchased a tract of land on the Harlem River, later known as Morrisania. His son, Lewis Morris (the signer), signed the Declaration of Independence. As a result, the beautiful family home at Morrisania was sacked and burned by the English and the family was impoverished.

An appeal was made to the state government of New York to give a grant to the loyal members of the family. So a patent of 35,000 acres of land was granted to Lewis Morris (the signer) and his brother, Richard, as an indemnity for loss of property at Morrisania.

Jacob Morris, born in Morrisania in 1755, was the second son of Lewis Morris (the signer). After the Revolutionary War, Jacob set out to make a home on his father's estate in Montgomery (now Otsego) County. He left New York in the early summer of 1787, proceeded to Albany, Schenectady, Canajoharie, and Otsego Lake. Then he came down the Susquehanna to the Unadilla (then called the Tianderah) and up the creek now known as the Butternut about eight or ten miles to the brook which



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Figure 9: Morris Manor, from a 1950s Postcard

now crosses the highway at Morris Manor. He landed June 17, 1787, and had the distinction of being the first white man to navigate Butternut Creek.

The present Manor House (Figure 9) was built in 1818 for Jacob Morris' eldest son, Lewis Lee. All Saints Chapel (Figure 8) was built across the road from the estate and this picturesque building is still in use today. Behind the chapel are the graves of many of the members of the Morris family.

Dr. Lewis R. Morris, great grandson of Jacob, with his wife and her father, Senator Clark, the copper king of Montana, bought up the adjoining farms, restored the Manor House with gardens at the back, set out a beautiful hedge in front of the house, and had the brook dammed to make an artificial lake and falls.

The Manor House was sold for the first time outside the family in 1995 while family members still own significant adjacent parcels of land. As this is written, it is on the market again. The asking price is \$4.5 Million.

## The UV Years

It is not clear just how Dr. Morris got involved with the UV railroad, though some influence could have come from his father-in-law, Sen. Clark, who was very interested in railroads. The name Lewis Morris first appears on the list of the UV Board of Directors in 1903. He was elected president of the board in September of that year.

Over time, Dr. Morris bought up most of the first-mortgage bonds, and became the largest creditor of the company. That the company could ever earn its way out of debt seemed unlikely. In late 1903, he brought foreclosure proceedings against the UV so he could reorganize it. The

foreclosure sale took place in January of 1904 and for the grand sum of \$10,000, he became sole owner of the railroad. So he went from not being associated with the railroad to being on the board, to being President of the board and then sole owner of the railroad in just a couple of years.

Dr. Morris stepped into the railroad picture at just the right time and the next years were quite prosperous.

The next twenty years were 'normal'. Lots of snow fell during the winter, which caused problems, the line was often hit by flooding in the spring time, which caused other problems. The UV took some losses by fire, and watched as some of its customers did also. But, the UV hauled a lot of milk and other agricultural products, and passengers. In general, times were good and the railroad made enough money to hold its own and see some profit.

In the 1920s, passengers started to tail off and the railroad invested in a self-propelled conveyance manufactured by the Brill Company (Figure 10). Just a couple of months later, on June 24, 1924, this car was involved in a very serious head-on collision with a freight train that killed two people and injured four others at Scott's Cut just south of Bridgewater. This and declining passenger traffic caused the discontinuance of passenger service later that year. The collision also resulted in a number of lawsuits—one of which went all the way to the US Supreme Court—which also undoubtedly consumed Dr. Morris for a number of years.



Figure 10: The "Brill" car, before the accident

A second event took place a few years later and wasted a LOT of money. The idea was to open a gravel processing plant around a large gravel bank just south of South Edmeston in 1930 and ship out the material on the UV. The major customer was to be the State of New York and the building of NY-8 north and south through the Unadilla Valley. The thought was if they could not defeat automobile and truck traffic, then they should join them and make money on it however they could.

Unfortunately for the UV, and for reasons not completely understood, the state changed the specifications for gravel needed for the large construction project, and the UV gravel no longer qualified to be purchased. The gravel pit operation was built at high cost in 1930 and closed almost immediately (Figure 11).

The failure of the gravel pit affected Dr. Morris significantly. It is said that he reduced his involvement with the railroad after that and left operation to the UV pretty much to local management.



Figure 11: The gravel pit operation, south of South Edmeston

### The UV Is Sold

Dr. Morris died on Dec 9, 1936. His heirs did not want to run a railroad, so they looked for a buyer for the UV. The H. E. Salzberg Company of New York City took over ownership and management of the UV effective February 1. Local folks were pleased to learn that the Salzberg's purchased the railroad with the idea of continuing its operation, instead of for the purpose of salvaging it, as has been feared.

The story of the UV under the Salzberg company is left for another issue...

— Tom DeForest

## Join Us

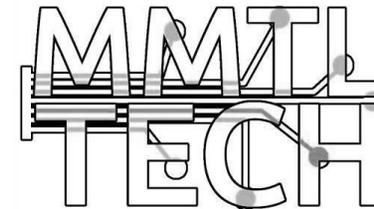
We'd love to have you participate in one of our upcoming program meetings, held online via ZOOM.

ZOOM is very easy to use. Simply send an email to [uvrs@stny.rr.com](mailto:uvrs@stny.rr.com) and let us know you're interested. We'll send you the instructions to access the meeting a few days ahead of it. Use your laptop computer or smart phone to be part of it.

Our program meetings are normally held on the 3rd Saturday of the month at 1:00 PM. The 3rd Saturday of January is the 16th.

Our January meeting will be  
**“The Snow and the UV, The Struggle to Keep  
the Line Open Throughout the Winter Months”**  
and will be hosted by our own Paul Straney.

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## Ask The Expert

Member Michael Fay has submitted the following questions about passenger service on the UV:

- When the UV provided passenger service was the service scheduled or was the coach(s) added to a freight run to Bridgewater and return?
- Did the Midland/O&W provide passenger service to and from New Berlin?
- Was the UV passenger service coordinated with any DL&W passenger service?

The Bill Young book "UV: The Life and Times of a Small Railroad", page 31, states that passenger service started on the UV on October 15, 1894.

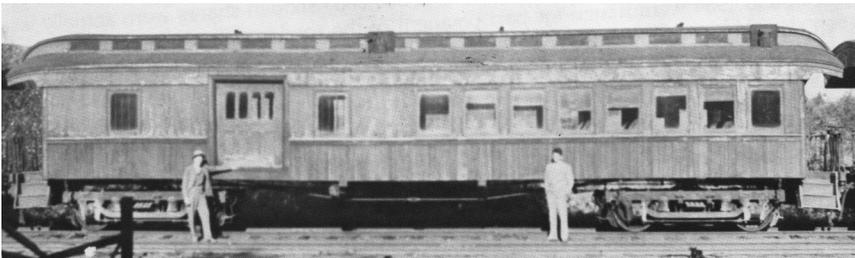
"On October 15th regular passenger service was inaugurated under UV management, and the first trains ran to West Ed. The schedule called for a morning and an evening round trip."

It goes on to say that the locomotive was a 4-4-0, Number 1, along with a single baggage and passenger coach borrowed from the Lackawanna. That same locomotive was used during the day on construction trains which continued to push south toward New Berlin.

The UV took delivery of its first passenger coach — a similar combination baggage and passenger car — in mid-November of 1894 and it was immediately put to work. On November 28th, construction had progressed so service was extended south to Sweet's Crossing. On December 24th, service was extended again to South Edmeston. February and March brought some bad snow storms which would hold up both passengers and the mail which the UV had started carrying. It would take until July 25th, 1895 — Grand Opening Day — for UV passenger service to reach New Berlin.

So it does appear from this vantage point that the UV ran scheduled passenger service when it first opened.

The time table from 1898 on the next page provides answers to Michael's 2nd and 3rd questions. On the top half, it does appear that schedules were coordinated with the DL&W because it shows connecting trains to Utica, Binghamton and New York City.



A Combination freight and passenger car.

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| Time-Table No. 19.          |             |                     |                     |                     | In Effect Oct. 30, 1898           |                         |                     |                     |             |             |
| READ DOWN                   |             |                     |                     |                     | Subject to Change Without Notice. |                         |                     |                     |             |             |
| 10                          | 8           | 6                   | 4                   | 2                   | STATIONS.                         | 1                       | 3                   | 5                   | 7           | 9           |
| Sunday Only                 | Sunday Only | Daily Except Sunday | Daily Except Sunday | Daily Except Sunday |                                   | Daily Except Sunday     | Daily Except Sunday | Daily Except Sunday | Sunday Only | Sunday Only |
|                             |             | A. M. 10.00         |                     | P. M. 9.30          | Lv. D. L. & W. R. R. NEW YORK     | P. M. 7.30              |                     | A. M. 7.30          |             |             |
|                             |             | P. M. 3.30          |                     | A. M. 3.30          | BINGHAMTON                        | 1.50                    |                     | 12.40               |             |             |
|                             |             | 5.20                |                     | 6.30                | UTICA                             | 11.10                   |                     | P. M. 6.40          |             |             |
| P. M. 5.15                  | A. M. 9.55  | 6.20                | P. M. 1.45          | 9.55                | Lv. Bridgewater                   | 9.45                    | P. M. 1.22          | 5.25                | A. M. 9.45  | P. M. 5.05  |
| 5.24                        | 10.07       | 6.29                | 1.55                | 10.07               | River Forks                       | 9.36                    | 1.13                | 5.16                | 9.36        | 4.56        |
| 5.31                        | 10.20       | 6.36                | 2.12                | 10.20               | Leonardsville                     | 9.29                    | 1.05                | 5.02                | 9.29        | 4.42        |
| 5.40                        | 10.35       | 6.45                | 2.27                | 10.35               | West Edmeston                     | 9.20                    | 12.45               | 4.50                | 9.20        | 4.30        |
| f 5.48                      | f 10.48     | f 6.58              | 2.36                | f 10.48             | Sweet's                           | f 9.12                  | 12.33               | f 4.42              | f 9.12      | f 4.28      |
| 5.55                        | 10.50       | 7.00                | 2.48                | 10.50               | South Edmeston                    | 9.05                    | 12.25               | 4.35                | 9.05        | 4.15        |
| 6.05                        | 11.00       | 7.10                | 3.00                | 11.00               | Arr. NEW BERLIN                   | 8.55                    | 12.10               | 4.25                | 8.55        | 4.05        |
| P. M.                       |             | 9.05                | 4.25                | 12.30               | Arr. N. Y. O. & W. R. R. Edmeston | Lv. 7.20                | 10.30               | 1.30                | A. M.       |             |
|                             | f 11.10     |                     |                     | f 11.10             | Sage's Corners                    | A. M.                   | 11.41               | f 8.45              |             | f 8.45      |
|                             | f 11.18     |                     |                     | f 11.18             | New Berlin Center                 |                         | 11.37               | f 8.40              |             | f 8.40      |
|                             | f 11.18     |                     |                     | f 11.18             | Davis' Crossing                   |                         | 11.33               | f 8.37              |             | f 8.37      |
|                             | 11.26       |                     |                     | 11.26               | South New Berlin                  |                         | 11.26               | 3.27                |             | 3.27        |
|                             | 11.31       |                     |                     | 11.31               | Holmesville                       |                         | 11.10               | 3.22                |             | 3.22        |
|                             | f 11.88     |                     |                     | f 11.88             | White Store                       |                         | 11.02               | f 8.15              |             | f 8.15      |
|                             | f 11.40     |                     |                     | f 11.40             | Latham's Corners                  |                         | 10.55               | f 8.09              |             | f 8.09      |
|                             | 11.49       |                     |                     | 11.49               | Rockwell's Mills                  |                         | 10.49               | 3.05                |             | 3.05        |
|                             | 11.56       |                     |                     | 11.56               | Mt. Upton                         |                         | 10.40               | 3.00                |             | 3.00        |
|                             | 12.09       |                     |                     | 12.09               | Rockdale                          |                         | 10.20               | 2.49                |             | 2.49        |
|                             | 12.19       |                     |                     | 12.19               | New Berlin Junction               |                         | 10.10               | 2.40                |             | 2.40        |
|                             | 12.26       |                     |                     | 12.26               | Arr. Sidney                       | Lv. 10.00               | 2.30                |                     |             | 2.30        |
|                             | 8.55        |                     |                     | 8.55                | Arr. NEW YORK                     | Lv. N. Y. O. & W. R. R. |                     | A. M. 3.31          |             | 3.30        |
|                             | P. M.       |                     |                     | P. M.               |                                   |                         |                     | A. M.               |             | A. M.       |

CONNECTIONS—AT SIDNEY WITH D. & H. R. R.—Trains 2 and 5 connect with train leaving Albany at 9.45 a. m., Sidney 1.17 p. m. arriving at Binghamton 2.35 p. m.; and train leaving Binghamton at 1.05 p. m., Sidney 2.38 p. m., arriving at Albany 6.10 p. m.  
 AT UTICA WITH N. Y. C. & H. R. R.—Train 1 connects with trains going east; 11.20 a. m., local for Albany; 12.17 p. m., express for New York. Going west: 12.55 p. m., Empire State Express; 1.05 p. m., local for Syracuse. Train 5 connects with trains going west: 7.08 p. m., Chicago Special; 8.15 p. m., local for Syracuse; 10.37 p. m., Lake Shore Limited; trains going east: 7.10 p. m., Local for Albany; 10.40 p. m., Express for New York.  
 STAGE CONNECTIONS—At Leonardsville with stage for Brookfield. At West Edmeston with stage for Edmeston. At New Berlin with stages for Morris and Columbus.

The bottom half of the timetable above shows the O&W schedule for service between Sidney and New Berlin with connecting service to New York City. So the O&W also ran scheduled passenger trains.

As passenger demand dropped during the 1920s, the UV purchased a 'Brill Car', which was pretty much a passenger car on a truck frame with its own engine and transmission and flanged wheels that rode on the tracks. This was used only a couple of months when the worst accident that ever happened on the UV occurred on June 25, 1924. The Brill car ran head-on into a freight train in 'Scott's Cut' just south of Bridgewater and killed 2 people. Passenger service was halted immediately after the accident, but restarted after a couple of weeks. Passenger service was terminated permanently a couple of months later. — Tom DeForest

## 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. \$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. \$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).

**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).

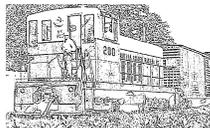
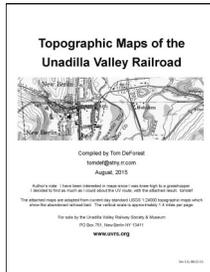
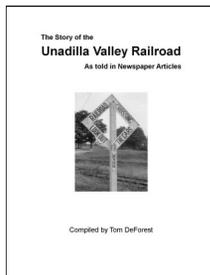
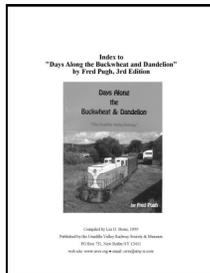
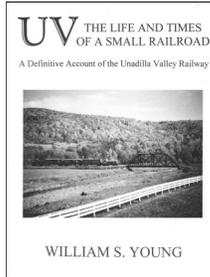
**Note Cards** of UV Rolling Stock and buildings. \$5 for set of 5 different images. 4 different sets are available (20 different images total).

Orange **UV Hat with logo**, one size fits all, \$12.

(\$4 shipping additional for most items. Add 8% NY sales tax if shipped to a NY address. See our 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 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](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.

