

# PENDRAGON

Vol. IV · Number 1 The Newsletter of the Unadilla Valley Railway Society & Museum · PO Box 791, New Berlin, NY 13411 September 1999

## Notes from the Minutes

### Election Results

In the elections held during the society's annual meeting in September, George Wolfangle was reelected president, Samuel Senn was elected trustee, and Robert J. Foote was elected membership secretary. All ran unopposed.

### Treasurer's Report

For the fiscal year ending August 31, 1999:

Checking account (current expense)—Balance forward September 1, 1998: \$657.30. Income from dues, books, donations, and hats: \$1362.50. Total: \$2,019.80. Expenses for postage, printing *The Pendragon* and flyers, books, UV wrench, supplies, UV envelopes, and speaker fee: \$670.21. Balance on hand August 31, 1999: \$1349.59.

Savings account (Site Acquisition Fund)—Balance forward Sept. 1, 1998: \$649.87. Donations: \$1087.00. Interest earned: \$33.24. Balance on hand Aug. 31, 1999: \$1770.11.

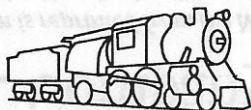
Note: Anyone wishing to receive a detailed report may write to the treasurer and request a copy.

### Membership Report

We began the fiscal year with a total of 66 members. During the year we experienced a net growth of 18. Our membership now totals 84. During the past quarter we welcomed aboard: Mr. Earl Clark of Holland, Penn.; Mr. Jay Duke of Montclair, N.J.; Mr. Joseph Ranker of Cooperstown; and Mr. and Mrs. Henry J. Simmons of Edmeston.

### Items for Publication

If you have an item or photo you would like to submit for publication, write to The Editor, UV Railway Society and Museum, PO Box 791, New Berlin NY 13411.



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

## PRESIDENT'S REPORT

# Where Are We Today?

I can best answer this question by telling you some background. We came into this year already having our charter from the New York State Board of Regents. It is a "provisional" charter, meaning that down the road we will have to "prove" our fulfilling our purpose for existence with the Board, either extending our provisional status or upgrading it to a full, permanent charter.

We also came into this year having our federal tax-exempt status — "501(c)3." No taxes from the federal government. We still do not have our tax exempt number with the State of New York and can still be charged taxes for any purchases. We must pursue this. These taxes can be costly. We do not have property tax exemption. As soon as we acquire our museum sites, it is *imperative* that we have this, as hard as money is to come by. As a society we cannot afford to pay it out in property taxes.

Several fund-raising efforts have been made this year. Certain local concerns have been contacted. Each has shown interest in what we are doing, but has put off contributing for one reason or another. We will continue to follow up with these concerns and will pursue others as well.

We have pursued state and federal funds

with mixed results. The New York State legislature limited the available money, leaving our request unfilled, but they suggested we try again next year. We will.

We went after federal "T21" funds but were stonewalled in attempts to get potential sites registered as historically significant. Just to talk to anything more than a machine became undoable. We will persist and try again.

Attempts to acquire sites imperative to our museum were pursued. While we dallied in our attempts to raise money, I.L. Richer sold the O&W New Berlin depot from under us. Lukey Miller of Homestead Auction and Homestead Supply, who bought it, said we need not give up hope—that he is willing to talk. We are attempting a meeting shortly.

The site of the one remaining UV engine house stall became available, and again another party signed a deal before we could. This time, though, the new owner has agreed to sell us the bulk of this property while retaining the building right on Sophie Street and the oil house behind it. At \$8000, the price is right. It should be ours before this year ends.

GEORGE WOLFANGLE  
President

Unadilla Valley Railway Society



**Acquireable property:** *The train shed in New Berlin*

PHOTO COURTESY PAUL STRANY

# U.V. Company Buys Elting Mill

*[This item is reprinted from the Nov. 3, 1928 issue of the New Berlin Gazette. Thanks to Penny Finnegan for culling this clipping from the Gazette's archives.—Ed.]*

The Unadilla Valley Railway has added more real estate to their already extensive holdings in this village by purchasing the feed store on Genesee Street owned by James S. Elting. The property includes the three-and-a-half-story cement building, the Wilber house on the west, and the land which extends east to the Unadilla tracks. Mr. Elting retains the stock and fixtures in the building which he will dispose of as soon as possible and possession will be given during the month of November.

Negotiations have already been made between the Unadilla Valley Railway Company and Sheffield Farms, Inc., to lease the store building for a shipping and manufacturing plant. The construction of the building will make it an ideal milk station and will provide

plenty of floor space for a fully-equipped manufacturing plant should the company desire it. This would mean employing several men and an added business enterprise to our village.

Sheffield Farms own plants at West Edmeston, Bridgewater, and Edmeston. At the present time the company is trucking surplus milk to their manufacturing plant at Woods Corners. New Berlin would be more centrally located in their territory for manufacturing purposes and it is believed that the company is taking this in consideration in negotiating for the lease of a plant here.

The building was constructed by Floyd I. Whitmore about 15 years ago, to be used principally for cold storage. It is exceptionally well built of tile and cement. Six years ago the property was purchased by James S. Elting, who has since conducted the business.

Work will commence on putting in cement floors and remodeling the interior for the Sheffield company as soon as Mr. Elting has vacated.

## News & Notes

### "Hard Coupling" Injures 26

Twenty-six people were treated for minor injuries at hospitals in the Scranton, Pa., area on July 5 after an apparent "hard coupling" involving a Steamtown excursion train in Monroe County, Pa., the *Scranton Times* reported. No one was admitted to a hospital, and the rolling stock involved was not damaged.

The mishap ruined a day-long 92-mile round-trip outing for Steamtown National Historic Site, an excursion partially sponsored by Railfan & Railroad Magazine. More than 500 people were riding the sold-out train from Scranton to Analomink.

—(*Trains News Wire, July 1999*)

### UV History on the Web

Paul Strany has published a fun-to-read, excellent history of the Unadilla Valley Railway—including photos—on his Web site at [www.norwich.net/~pstrany/row/uvrr/index.htm](http://www.norwich.net/~pstrany/row/uvrr/index.htm). He has lots of information about other upstate railroads as well.

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