

PENDRAGON

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The Newsletter of the Unadilla Valley Railway Society & Museum · PO Box 751, New Berlin, NY 13411

Fall 2004

RAILWAY HISTORY

New Berlin Celebrates Arrival of the Iron Horse

[The following articles are reprinted from the June 29, 1870 edition of the Chenango Union newspaper —Ed.]

New Berlin—Tuesday the 11th inst. was a proud day for New Berlin. The track being completed to the depot, the "iron horse" made its first visit to the village, decorated with banners and flags. The Firemen and Band turned out in force; and after partaking of refreshments at the depot, Wm. F. Jenks, Esq., in behalf of the citizens in a brief speech presented to F.C. Whitlock, track-master, an elaborate silver castor. Hon. C.A. Church responded. Clark Scruton, the engineer, was also presented with beautiful and substantial cushions for his engine, the "New Berlin." Mr. S. responded.

After these exercises, an excursion to Sages Cheese Factory and back concluded the doings of the day. The Pioneer pronounces the entire affair a success, and Fox is a judge in such matters.

At South New Berlin, Engineer Scruton was presented with a suitable clock for his engine; and John Williams introduced the hands on the road to a half barrel of beer, upon their arrival at that place.

The Hoboken Factory in New Berlin, with fixtures, has been purchased by Mr. Russel Leonard, of Morris. The machinery is now

being put through repair and when in working order will once more be put in motion.

There is now a movement on foot in this village to procure a telegraph on the line of the Branch Railroad, for which a subscription paper for stock is now being circulated.

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Accidents on the Midland—Edward Osborn, of the town of Ira, while driving down Cayuga Street, in Fulton, on Thursday last, in company with a friend, was thrown from the carriage upon the Midland track—the horse becoming frightened—and the wheels of the car passed over his right arm, cutting it off between the shoulder and elbow. His companion was not much injured. Dr. L.C. Humphrey, from New York, who was on the train, stopped off and dressed the wound, doing it up in the most scientific manner.

Robert Larabie, of Hulls Corners, was badly injured at Penningtonville, on Thursday, on the Midland. It appears that they were moving some cars by hand and that the injured man was walking between two and pushing, when the brake caught his heel, threw him down, and the car passed over the right side of his body from foot to shoulder.

FROM THE CONDUCTOR

Grant Application Process Under Way

Dear partners in the UVRS:

These past few weeks have been exciting times, and those that follow promise to be the same. Working with this museum that we have is in itself cause for excitement, but this, now, is a bonus.

When I attended a workshop for trustees recently, we were told, among other things, that if we had not yet applied for a grant from the Upstate History Alliance we should by all means do so. Well, we have now requested their "Get Ready" grant and have had our request accepted. We will be meeting with our facilitator Oct. 4th and things will begin to happen. I am not sure what, but I am sure it will.

Recently I went with a group of senior citizens to the New York State Fair. Of course, there was too much to see in the time we had, but I saw what I could and enjoyed myself.

One exhibit stood out. It was a train consist belonging to the Central New York Railroad Historical Society. The exhibit is a museum in itself, and it is well done. We should emulate them in what they have done. But while they have much that we do not have, we have something that they don't—our railroad buildings and land. For this we should be proud.

The next day I went with a different group of senior citizens to a museum called Hanford Mills. This is an excellent museum using antique equipment, much of it over 100 years old and all powered by water power. On site they also have a boxcar of the Cooperstown & Charlotte Valley Railroad sitting on an Ulster & Delaware siding, the road that once took their goods to market. This is an excellent museum, and we should do well to emulate the sort of things they have done.

As a sidelight I find the millwright at the Hanford may be able to provide some specially made wooden parts we badly need for when we restore our own depot. We plan to follow up on this.

Recently I read in a local publication about a wooden D&H caboose for sale. The asking price was \$4,000 or best offer. I called and offered \$2,500. The owner wanted more, but said he could take the balance as a tax write-off as an acceptable alternative. He already had an offer from an earlier enquirer, so our chance of getting the caboose depends on whether the other deal falls through.

And so it goes. Remember, we are always looking for material for the Pendragon. If you have anything that you think may be of interest to our readers, please send it in and our editor will gladly consider it.

—YOUR CONDUCTOR

A Note to Contributors

The Unadilla Valley Railway Museum & Society is a 501(c)3 tax-exempt organization chartered by the New York State Board of Regents.

UV Book Still Available

We still have some copies of Fred Pugh's book *Days Along the Buckwheat & Dandelion: The Unadilla Valley Railway*. The cost remains \$45. When they run out, they run out.

Hats On!

If you haven't yet purchased your UVRS hat, now's a great time to catch up. These

"Salzberg Orange" beauties are sold at every Society meeting for \$6.00 each, or you can send \$6.00 plus \$1.00 postage to UVRS Hats, P.O. Box 751, New Berlin NY 13411.



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 751, New Berlin NY 13411.

Unadilla Valley Railway Society
PO Box 751
New Berlin, NY 13411

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The next day I went with a different group of senior citizens to a museum called Ithaca Mills. This is an excellent museum using antique equipment, much of it over 100 years old and all powered by water power. On site they also have a basket of the Cooperstown & Delaware riding the road that once took their goods to market. This is an excellent museum, and we should do well to emulate the sort of things they have done.

These past few weeks have been exciting. I once and a while that follow picture to be the same. Working with the museum staff we have a lot of time for excitement, but this now is a chance.

When I attended a workshop for trustees, recently, we were told among other things, that if we had not yet applied for a grant from the National History Alliance we should by all means do so. Well, we have now requested a grant from the "Old Glory" grant and have had our request accepted. We will be meeting with the facilitator Gail and things will begin to happen. I am not sure what, but I am sure it will.

Recently I went with a group of senior citizens to the New York State Fair. Of course, there was too much to see in the time we had, but I saw what I could and enjoyed myself.

As a volunteer I find the highlight at the Unadilla Valley Railway Museum & Society. I have been able to provide some specialty trade wooden parts we badly need for when we restore our own depot. We plan to follow up on this.

Recently I read in a local publication about a wooden D&H caboose for sale. The asking price was \$4,000 or best offer. I called and offered \$3,000. The owner wanted more, but said he could take the balance as a tax write-off as an acceptable alternative. He already had an offer from an earlier engineer, so our chance of getting the caboose depends on whether the other deal falls through.

And so it goes. Remember, we are always looking for markets for the Foundation. If you have anything that you think may be of interest to our readers, please send it in and our editor will gladly consider it.

—Your Coeditor