

'Days Along the Buckwheat & Dandelion' by Fred Pugh

Price Reduction: Was ~~\$45~~, now \$35 for a limited time

If you are interested in the history of the Unadilla Valley Railroad then this book is a 'must have'. Here is a summary of the book contents:

- ◆ Chapter 1 is about the planning, organizing, financing and construction of the UV and the people involved.

- ◆ Chapter 2 is about the operation of the UV when it opened, its first customers, the equipment and the schedules that it ran with many details about the local milk business.

- ◆ Chapter 3 is about the depots and stations on the line, accidents that occurred and the failed gravel plant operation.

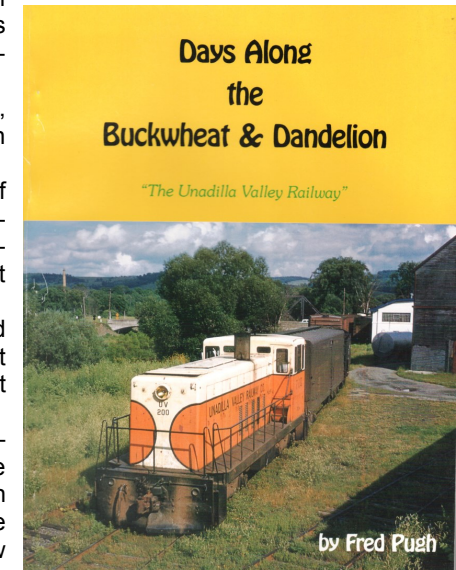
- ◆ Chapter 4 includes some information about other Salzberg lines, the acquisition of the New Berlin Branch from the O&W railroad in 1941, the upgrade from steam to diesel, how business was lost to trucking companies, information about people, and a complete roster of locomotives and motor cars.

- ◆ A 52-page addendum contains information that came to light after the original book was published including lots of pictures, newspaper articles, scrap book notes and maps.

The book was first printed in 1984. The third printing has a number of corrections and many new pages of pictures, 12 of them in full color. The book contains 142 pages plus the 52-page addendum.

Since Mr. Pugh has now passed away, there will not be another printing. What is in the world today is all there will be. Don't miss out. When they're gone, they're really gone. Get your copy today for a reduced price and at the same time support the Unadilla Valley Railway Society & Museum.

For details on how to purchase this book, see page 18 of this newsletter or the UV Store page of our web site at www.uvrs.org.



Up and Down the Tracks

***On July 21st, 2015, a 132-ton NYS&W covered hopper freight car parked near the Susquehanna Railroad Station in Utica was accidentally released by a 13-year old boy. This caused the freight car to travel more than a mile through the city where it caused a minor automobile accident. Then it hit the Utica & Mohawk Valley Chapter's NYC 6721 antique locomotive and tender, which then slammed into the stairway for the station's pedestrian overpass. Only one minor injury was reported, but Utica's Union Station sustained extensive damage.

***No, we really have not moved the museum. The USPS has changed our address from 3 Railroad St. to 10 Railroad St.

***Tom DeForest has compiled a set of 29 topographic maps which show the whole UV system from Bridgewater to New Berlin Junction and New Berlin to Edmeston. A copy is available for reference at the museum. See page 4 for more details. For details on how to order, see page 18 or the UV Store page of our web site www.uvrs.org.

***Our thanks go to the Utica & Mohawk Valley Chapter for the annual picnic in August. About a dozen from the UVRS&M attended. The picnic was, as usual, very good with Harla and Mark Lazur grilling the meat and a large variety of foods from members. We enjoyed an evening of many trains going through, some as long as 221 cars (counted by a couple standing there). After some of us left, the rest reported a beautiful show of lights! Thanks to Dorothy Pierce who recorded the train show and shared it the next day at our monthly guest speaker meeting. Next time we will all stay longer!!!

***We gained two new members at the UVRS&M's annual picnic held at Alan Fairbrother's home on August 22. John O'Brien and his family are from New Berlin and Deanna Tice and her family are from near Morris. Welcome to all our new members.

***Laurie Hotaling is recovering from major surgery and sends her regards, telling us she hopes to be back up to speed soon.

***On August 12, Harry Simrell, first cousin of Bill Young, drove from Starrucca PA to New Berlin with something he found among Bill Young's collection of railroad "stuff" — (you'd better sit down for this) — It is the headlight that may have come from the front of the UV #13 steam engine (picture at right). Harry thought the UVRS&M should have it and made a special trip to deliver it to us. Thanks to the late Bill Young for capturing this item and a big thank you to Harry Simrell for recognizing its



value to the UVRS&M and for delivering it to us. Alan Fairbrother will chair a committee to figure out an appropriate way to display this great item. When complete, we'll include all the details in a future Pendragon.

***We have received a donation of two maps of the New Berlin area from Pete Bida. One shows the area before the railroad came through, the other after. Thank you, Pete, for thinking of us.

***A group of UVRS&M members and friends joined Jim Carney of California for lunch at Remember When on August 5. Jim was on vacation visiting his brother, Kenneth, in Norwich. Jim has many friends and memories from this area. Both Jim and Kenneth are life members of the UVRS&M.

***Since the books "Days along the Buckwheat & Dandelion," by Fred Pugh have been on sale we have had several sales and lots of favorable comments. We have only a few left and they will no longer be available as his wife has decided they will not print any more. Fred Pugh passed away several years ago. He and his family are lifetime members of the UVR Society and Museum.

***Henry Sommers, also known as 'Ride With Me Henry' lives in the Binghamton area and has been planning and guiding monthly day trips to ride trains for a long time. A recent trip left Binghamton at 6 AM with rides on various trains and subways in Hoboken and New York City ending up in Wassaucott NY. His next trip is planned for Oct 2, 2015. If you'd like to join a tour with him or get on his mailing list contact him by email at ridewithmehenry@hotmail.com.

***Mark W. Lazur, National Director of the Utica and Mohawk Valley Chapter of the National Railway Historical Society, was featured in an article in the Oneonta Star on August 26th about Franklin Days. Mark had a collection for sale at the event of railroad books, calendars, prints, postcards and other railroad-related memorabilia. Franklin Days was held in Franklin NY on August 29-30.

***After some discussion, it was decided to sell some ads in the Pendragon to allow us to produce a larger newsletter without raising the dues. Our thanks go out to Sandy Kilmer and Pat Gifford for selling the ads and to Tom DeForest for processing them.

***Our thanks go out to Alan Fairbrother for again hosting the annual UVRS&M picnic at his house on August 22.

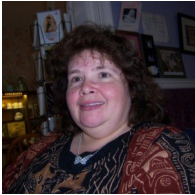
***Our thanks go out to Tom DeForest for being the anonymous donor who matched donations to the renovation and remodeling fund.

***It was nice to see the handiwork of Alan Fairbrother in solving the security problem on the front door of the Museum. We all appreciate the many creative contributions Alan comes up with for the Society.

***Thank you to members who have assisted George Wolfangle in giving tours of the museum on Saturdays. George enjoys this and loves the Museum but needs our assistance now with giving tours.

Thank You for Recent Presentations

The Unadilla Valley Railway Society & Museum would like to thank the following people for preparing and presenting at recent monthly meetings of the Society. We really appreciate the time and energy that you put into these presentations and we appreciate the knowledge that gets passed along to us.



Laurie Hotaling

May 23rd at the Berean Baptist Church: Laurie Hotaling presented **"Remembering Veterans and My Dad"** a real tribute to a real veteran.

June 20 at the Museum: This was a work day at the Museum. Thanks to those who worked. We got a lot done that day.



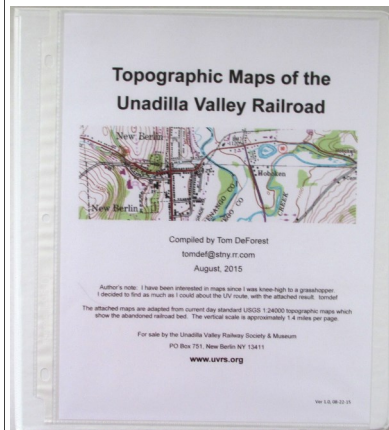
Robert Miller

July 15th at the Museum: Robert Miller presented **"A Short History of the Lincoln Funeral Car"**. Mr Miller presented us with an outstanding framed picture of the Lincoln Funeral Car and the surrounding story about it. You'll find it the UV Storekeeper's room. Our thanks to Robert for this important memory of railroading.



Ray Adamson

August 15th at the Museum: Ray Adamson presented **"All About Train Tracks"**. He led us in singing two railroad songs. As always we could have listened and learned from him for hours.



Topographic Maps of the UV Railroad

- Bridgewater to NB, to NB Junction, to Edmeston
- Current USGS 1:24000 Topo Maps which show routes of former UV track
- With towns, crossings, cuts
- 29 maps in binder with index in full color

\$20 each (\$4 shipping)

(Please see page 18 to order).

Timetable — Schedule of upcoming events

Sat	Sep 19	2:00	Regular Meeting	UVRS
			Jerome Kupris, Train Whistles	
Tue	Oct 6	2:00	Board Meeting	UMC
Sat	Oct 17	2:00	Regular Meeting	UMC
			Alan Fairbrother, Exposé of the Looms Gang	
Tue	Nov 3	2:00	Board Meeting	UMC
Sat	Nov 21	2:00	Regular Meeting	UMC
			Sam Senn & Louie Kupris, Rock & Diamond Prospecting	
Tue	Dec 1	2:00	Board Meeting	UMC
Sat	Dec 19	2:00	Regular Meeting, TBA	UMC

Notes:

UMC: First United Methodist Church, 51 South Main

UVRS: Unadilla Valley Railway Society & Museum, 10 RR St

BB Ch: Berean Baptist Church, 18 Genesee St

TBA: to be announced

(all addresses are in New Berlin NY 13411)

Leaders & *Board Members

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*Vice President: Warren Genung

*Recording Secretary: Margaret Behnke

*Corresponding Secretary: Marie Dunckel

*Treasurer: Sandy Jones

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Executive Advisor: George Wolfangle

PR/ Membership and Donations: Peter Iorio

PR/ Fundraising: Dorothy Pierce

Hostess: Laurie Hotaling

Recorder of Museum Inventory: Wm Fliedner

Parade Director/Engineer: Alan Fairbrother

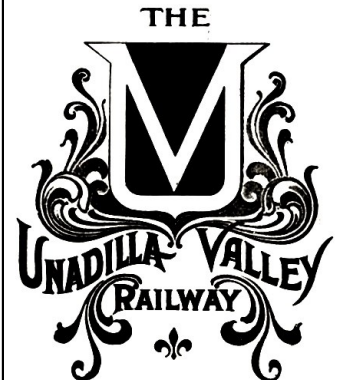
Yard Activities Director: Samuel Senn

Chapter Storekeeper: Sandy Kilmer

Webmaster: Tom DeForest

Web site: www.uvrs.org

Chaplains: Lyle Linder, Mary Ann Linder,
Ernest Clemens and William Fliedner



The UVRS&M Thanks the New Berlin Helping Hands

Recently the New Berlin Helping Hands organization sent a group of people to the UVRS&M Museum. They power-washed the front of the museum building and the nearby shanty, then painted the front of the museum, the shanty and the roof of the shanty. What a great job. We really appreciate all of the effort.

The New Berlin Helping Hands organization was formed last year as an outreach program from St. Theresa's Catholic Church in New Berlin. Volunteers come from many of the local churches, members of the Honor Society at the UV Central School and the Boy Scouts. Funding comes from St. Theresa's Church, the R. T. Smith Foundation in Norwich and individual donors. They have worked on projects for a number of homes in the area and now the railroad museum. If you would like to contribute time or money to this effort, please call 607-847-6851 or send an email to sttheresanewberlinny@gmail.com.



**Thank you to New Berlin Helping Hands from
the Unadilla Valley Railway Society & Museum.
This enhances our contribution as an
historic building in the village.
Stop by and take a look.**

Some Thoughts From Gordon Davis

Being older than dirt, I wish to share some Unadilla Valley Railway fond memories of Unadilla Valley Railway experiences.

I grew up in West Winfield with the Lackawanna as my local railroad. However the UV became my favorite although my exposure to it was most limited as it was during WWII. Although my father had an 'A' gasoline allotment, pleasure travel was not encouraged. He was the local veterinarian so pleasure trips were part of making his 'calls'.

Once such 'call' was at a dog kennel in Bridgewater set back from Route 20 by the UV's wye. The engine in service that day was a Prairie (2-6-2) probably #4 or #5. While seeing to the dog's health we stayed in the car watching the engine being wye'd and heading back to New Berlin. A further early experience that brought a bit of discipline was when my friend and I walked the tracks from Winfield to my Uncle's farm (Halbert Hiteman) just south of Scott's cut. No trains until we got to the stream separating the two properties where we encountered a Northbound. We escaped into the streambed as the train rolled overhead. Our rescue resulted in use of rationed gasoline, hence a reprimand.

Visits to the Hiteman farm were regular events so I often saw trains across the fields to the East. My Aunt Alice painted me a watercolor of the 4-6-0 heading towards Bridgewater, a cherished piece that graces my bedroom wall. She also did a wood-cut of the UV for one of their Christmas cards.

Fast forward into the late 1950s and diesels predominated. However the UV remained a favorite and many a trip was made following the trains down the valley. One such was following the Sunday milk car delivery from the O&W to Mount Upton, a single car. However not paying attention it nearly resulted in my car being totaled at a Route 8 crossing.

Ed Cain was the station agent at West Winfield who kept me apace of UV/ Lackawanna interchanges the result was being able to follow the outward bound trips of the three ex-O&W switchers that were purchased in anticipation of the Salzberg purchase of the O&W line from Sidney to Norwich, an acquisition that did not occur. The movement of the ex-GE diesel/battery-electric locomotive enroute to the Southern New York at Oneonta also resulted to my being late for work following the train north. There was also the north-bound being snowed in at Scott's cut, too cold and windy for a close inspection.

Ed once called me to help solve a problem. It was in the transition to mechanical refrigerator cars, in this case one destined to the Kraft-Phoenix plant. One of these cars was awaiting interchange in Bridgewater and was parked next to the local motel and the car's compressor motor ran constantly disturbing the guests. Ed and I went to see what could be done. Nothing, so we beat a hasty retreat.

And then the end came and I followed the scrap train north. Mt. Upton, Leonardsville and my last shot was of the equipment at the southern end of Bridgewater's wye back where this tale began. (Submitted by Gordon Davis).

Bruce Harshbarger — A Real Engineer

If you are familiar with any history of the Unadilla Valley Railway of New Berlin NY, then you probably know that the most widely known locomotive engineer was Bruce Harshbarger. But who was he? Where did he come from? How did he end up being an engineer for the UVRR? Fasten your seat belt, we're about to take a look.

Bruce Calvin Harshbarger was born in 1898 in Bellevue PA, about 70 miles northwest of Harrisburg. He was the oldest of 6 children, the son of William Campbell Harshbarger and Francina Sina Henry Harshbarger. Bruce's father was a railroad man. Years later, his son-in-law, John Hoxie, would also be a railroad man.

After his school years, Bruce left home and also became involved with railroading by securing a job with the Pennsylvania Railroad as a messenger for the Harrisburg—Baltimore Division. In the early 1920s, Bruce moved his wife (the former Laura Dee) and his young family back to Belleville PA. His railroad career was intensifying as he now worked for the Kishacoquillas (Kish-e-kō-kwil'-lis) Valley Railroad for \$65 per month while learning the operating procedures and regulations and gaining actual experience in the cab in steam engines and diesel locomotives at the KVRR.

In 1937 on the KVRR, Bruce, as the engineer of a passenger excursion train between Lewiston PA and Belleville PA rather made a name for himself and saved the day on the KVRR. Because of varied delays, the excursion train was running a half-hour late on the return trip on the same track as the Pennsy express that was running on time and was close at hand. The schedule was met by the KVRR train, with credit due to engineer Bruce Harshbarger. As he pulled open the throttle to clear the main line, he made it back to Lewistown in record breaking time and on schedule.

In May, 1940, Bruce Harshbarger rode along as messenger to deliver a locomotive to the Jersey Central shops in Elizabethport, New Jersey. A representative from the H. E. Salzberg Company was also there looking to hire another engineer. Bruce took the job on the spot and lost little time getting himself to New Berlin for work on the Unadilla Valley Railway Company.

Over the next twenty years, Bruce was first 'an', then 'the' and finally 'the last' engineer for the UVRR. During the 1940s, Bruce ran steamer #272 on the former New Berlin Branch of the O&W between New Berlin and New Berlin Junction. Through the 40s, Bruce could often be seen with his hand on the throttle on the steam engines and from the very early 50s, the then brand new GE 70-



ton diesel locomotives.

With the closing of the Mt Upton milk plant in 1957, some UV employees retired, many others added additional jobs at the UV in their spare time to help keep the line going and stay employed. Bruce worked on track when he was not running the engine but also took a side job at the New Berlin Instrument Company.

Bruce was handling the train with locomotive #200 on September 17, 1960, as it made the last revenue run to Bridgewater. On November 21st, Bruce, with the rest of the train crew left UV locomotive #200 at the Erie-Lackawanna interchange and the Unadilla Valley RR was done forever.

Bruce was an avid outdoorsman and a devoted father and grandfather. He passed away in 1970 at the age of 72. He left behind his widow, Laura Harshbarger of New Berlin; a daughter, Mrs. John (Mary) Hoxie of New Berlin; a son, Bruce Harshbarger Jr. of New Berlin and a daughter, Mrs. John (Margaret) Barnett of Wellsville. He is buried in the Fairview Cemetery in New Berlin.

Note: A number of Bruce's descendants are still around, both with the surname Harshbarger as well as Denny Hoxie, John Hoxie and Howard Smith (all grandsons). (Dennison Hoxie and his wife, Linda, are both Life Members of the UVRS&M).

(Sources: www.findagrave.com, Google maps, 1910 US Census, 'Preview of "The Ol' Hook & Eye: A History of the Kishacoquillas Valley Railroad"' at [scribd.com](https://www.scribd.com), "Keystone Crossings, Kishacoquillas Valley Railroad" at pennsyr.com, "UV The Life and Times of a Small Railroad" by William S. Young (including the UV#200 photo), "Town of Pittsfield, A History" by the Pittsfield Historical Society. The photo below was taken by Tom DeForest. Submitted by Tom DeForest).

Note that the William S. Young book is for sale by the UVRS&M. See page 18 or the UV Store page on our web site at www.uvrs.org.



Thumbnail History of Railroad Service in New Berlin

A lot of people think that the railroad came to New Berlin when the UVRR was complete in 1895 and shut down in 1960. The facts are MUCH more complicated and interesting than that. Let me try to summarize it...

Utica & Susquehanna

In 1835, the Utica & Susquehanna Railroad was formed to build a railroad from Utica to Nineveh NY (on the Susquehanna north of Binghamton). A token length of wood track was built in New Berlin on a right of way granted by the Village Board right on the main street through the middle of town. A survey was done and grading was started south of town. Work was delayed and finally the Utica & Susquehanna shut down and all work stopped.

The First Unadilla Valley Railroad

Plans were formulated in 1865 under the name Unadilla Valley Railroad to build a railroad to Sidney, but the effort fell apart and nothing was ever built.

Utica, Chenango & Susquehanna Valley Railroad

The UC&SV RR had been building rails through many towns all around New Berlin. In 1868, it was awarded a charter to build a line down the Unadilla Valley from Bridgewater to Sidney. But it didn't happen.

New York & Oswego Midland Railroad

The NY & Oswego Midland Railroad was formed in 1866 to build a railroad line from New York City to Oswego NY. The route would take the line through the Catskills, Sidney and Norwich, then north of Oneida Lake on to Fulton and Oswego. This one actually happened.

The New Berlin Branch

As part of the above Midland effort, the 'New Berlin Branch' was built from East Guilford to New Berlin. The first railroad service to New Berlin started in August of 1870. At the right is part of a hand-drawn map from 1869 found in the Library of Congress which shows the route of the New Berlin Branch up the west side of the Unadilla River from East Guilford to New Berlin.



NY Ontario & Western

The NY & Oswego Midland planned its route to go through those towns which had passed bonds (borrowed money) and invested that money in the railroad. So the route was both illogical and expensive, which helped cause the Midland to go bankrupt in 1873. It remained under the control of a receiver until 1880 when it was reorganized as the New York, Ontario & Western Railway Company. The new company inherited all assets of the Midland, including the New

Berlin Branch.

Edmeston Extension

In 1889, a seven-mile extension to the New Berlin Branch from Edmeston to New Berlin was built by the Wharton Valley Railway and leased to the O&W for 99 years.

[Utica &] Unadilla Valley Railway

The Utica & Unadilla Railway Company was formed in 1886. Construction on a line down the Unadilla Valley started in 1889. Six years later, after a large number of problems and reorganization to the Unadilla Valley Railway Company, the track was finally completed from Bridgewater to New Berlin.

In 1904, Dr. Lewis Morris became the owner of the UV. After his death, the H. E. Salzberg Company of New York City bought the UV in 1936. And the UV just kept plugging away. The loads were mostly dairy products with a large portion of that being raw milk from the farm on the way to milk plants and consumers.

O&W Bankruptcy

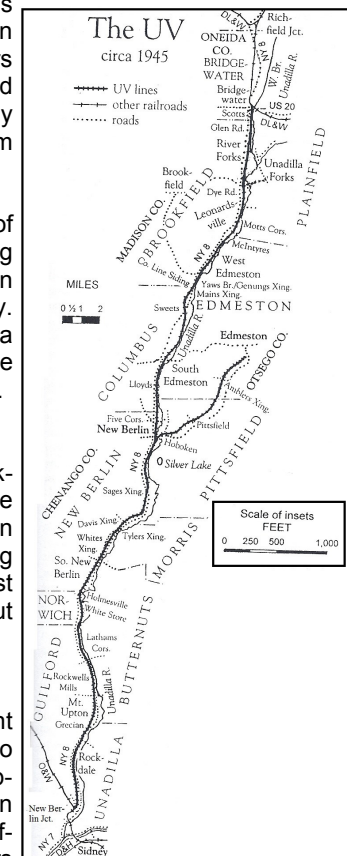
In 1937, the NY O&W railroad went into bankruptcy, never again to exit. The UV bought the New Berlin branch from the O&W receiver in 1941. The O&W actually kept on operating until March, 1957, when it became the first large railroad company in the country to go out of business.

UV Slowdown and Shutdown

The exit of the O&W from the picture meant that the UV had no interchange to the south so track was torn up from East Guilford to Mt. Upton. When the milk plant in Mt. Upton closed in 1957, that took away a large portion of UV traffic. The UV itself hung on for three more years but shut down in 1960 and the rest of the tracks were torn up.

So there were 90 years of railroading in New Berlin, from 1870 through 1960.

(Sources: "Days Along the Buckwheat & Dandelion" by Fred Pugh, "UV, The Life and Times of a Small Railroad" by William S. Young, "O&W, The Long Life and Slow Death of the New York, Ontario and Western Railway" by William F. Helmer. The Pugh and Young books can be purchased from the UVRS&M. See page 18 or the UV Store page of our web site at www.uvrs.org. Submitted by Tom DeForest).



The Brookfield Railroad

Did you know that at one time a railroad was planned to serve the hamlet of Brookfield NY? A real shortline, no less, and one that was never finished, but evidence of it remains to this day.

The discussion started around April, 1888, about the same time that detailed plans for the Unadilla Valley Railway were being formalized. Plans centered around a line to connect with the Delaware, Lackawanna & Western Railroad at North Brookfield, go east from the Chenango Valley over the ridge less than seven miles to Brookfield, then continue about four miles south following Beaver Creek, where it would connect with the UV RR just north of Sweet's Crossing in the Unadilla Valley. In eight brief months the Brookfield railroad set something of a record for the birth, active life, and death of a rail project.

Isaac G. Griffith of Utica, NY, took the construction contract, and in July a force of Italian immigrants began grading the roadbed for the right of way. By October, when Griffith had promised to complete the work, much remained to be done. There was a fiscal impasse, with each of the three factions—rail company, contractor, and laborers—blaming the others. Unpaid, the laborers had stopped work and, fearing a labor riot, Brookfielders armed themselves and sent for the sheriff. Later the rail company announced that it would pay off the workers and finish the line itself. But by December the Brookfield Railway was out of funds and facing several lawsuits. Its life was over. No grading was ever done south of Brookfield, and not one rail was ever laid.

Below is a photograph of a section of the graded right of way, now part of a hiking and horse trail in the Brookfield Railroad State Forest trail system.

(Sources: “**The UV, The Life and Times of a Small Railroad**”, by William S. Young and “**Days along the Buckwheat and Dandelion**” by Fred Pugh. The photograph is from www.russnelson.com/unfinished-railroads.html, Unfinished Railroads of New York State, used with permission. Note that both books are for sale by the UVRS&M. Please see page 18 or the UV Store page of our web site at www.uvrs.org. Submitted by Tom DeForest).



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The UV Store

—BEST— BUY OF THE YEAR

UV—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 . Was \$30, **REDUCED FURTHER TO \$15.** Only while they last.

Days Along the Buckwheat & Dandelion The Unadilla Valley Railway, by Fred Pugh, 3rd Printing (1997), 142 pages plus 44-page addendum. Includes a number of color pictures, only a few left, ~~was \$45.00~~, **on sale for \$35** for a limited time.

New: Topographic Maps of the UV, 29 pages of maps of the whole UV system. Introductory price of \$20.

Leatherstocking Rails, a History of Railing along the Upper Susquehanna, by Jim Loudon, 1st Edition (2005), 258 pages. A detailed book about every railroad and trolley line that was ever built -- or planned -- in Otsego County NY. Only a few left, \$39.95.

The Oneonta Roundhouse, a definitive account of the birth, life, and death of the world's largest railroad roundhouse, by Jim Loudon, 1st Edition, 1993, 100 pages. Only a few left, \$19.95.

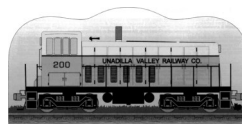
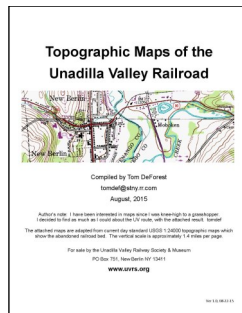
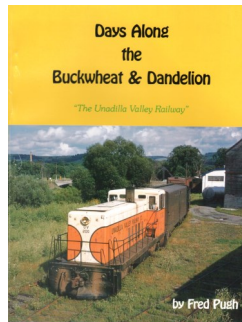
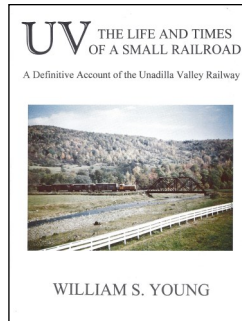
Cat's Meow figure of the UV #200 locomotive. Wood, 7" wide, 3.5" high, brand new, \$20. (NOTE: this is not related to the Cat's Meow store in Sherburne).

(\$4 shipping additional for most items).

Reprints, \$5 each

Baby Railroad from Fortune, August, 1938.
Milk Run, from the Observer, date unknown.
Excerpts from **Mixed Train Daily**, 1947.

All of these items are available at any meeting of the UVR Society, contact any officer, or call Pat at 607-847-9484.



Unadilla Valley Society & Museum Membership Form

Name _____

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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 email to sunshinepat@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.

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