

Bachmann Models in Salzberg Colors

For our members who are interested in model trains, did you know that in the last few years the Bachmann company has created three models with the Salzberg colors of orange and cream? All three models are painted in the appropriate colors but are unlettered so the name of any Salzberg line can be added.

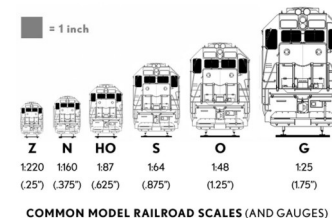
The first, Bachmann 60611, was created about 5 years ago of the GE 70-ton locomotive, which is the same model as #200 on the Unadilla Valley Railway. It was built to HO scale, 1/87 of actual size. The real unit is 38' long and 13' high. The model is about 5" long and 1-4/5" high. It runs on HO track, which is 5/8" wide. This model long ago sold out, but it can sometimes be found on eBay or other auction sites, often for a price in the ballpark of \$75.



GE 70-Ton Model

The second to be created was the Bachmann 82058, an N-scale version of the same GE 70-Ton locomotive at 1/220 of actual size. This was introduced a couple of years ago. Of course this is the same locomotive as that pictured above. N-scale is quite small with this locomotive only about 2" long. The track is only about 3/8" wide. These units are available from many commercial sources at a price a bit over \$100.

The third unit is the Bachmann 29202, an On30-scale model of the Whitcomb 50-Ton locomotive pictured below. The real unit is about 28' long and 12' high. The model is 7" long and 3" high. These are available from many commercial sources, often in the range of \$200 to as much as \$400. On30-scale is interesting in that the size of the unit is 1/48, or the same as the large O-gauge 3-rail Lionel trains, but it runs on HO-sized track. Thus it is a narrow gauge of O-gauge. While the UV did not have a Whitcomb 50-Tonner, it is similar in a number of ways to the GE 44-Tonner that the UV did have for a while (submitted by Tom DeForest).



Whitcomb 50-Ton Model

Up and Down the Tracks

*** Sandy Kilmer took the UV Store "on the road" to model train shows in Greene on October 20th and Norwich on November 24th. There were sales of about \$75 between them.

*** We were sorry to hear recently that Paul Straney had a mild stroke, but are happy to hear that there were no lasting effects from it. Get Well Soon.

*** We are creating a "Telephone Tree" to be used to call people to remind them of upcoming presentation meetings and to notify everyone quickly when there are changes to the meeting schedule. If you would like to be notified, please contact Tom DeForest by email at uvrs@stny.rr.com or call 607-754-1536, leave him your phone number and you will be added to the list.

*** If you have a change of address, please let us know so we don't waste postage by sending your Pendragon and other mailings to the wrong address.

*** Did you know that you can leave part of your estate to the Unadilla Valley Railway Society & Museum by making your wishes known in your will? Talk with your attorney.

*** Talk to us: send email to UVRS@STNY.RR.COM

*** Did you know? Copies of the Bill Young and Tom DeForest books are available for purchase at Roberson Center in Binghamton, Riverrow Bookstore in Owego, Village Train & Hobby in Windsor, the Oneida County Historical Society in Utica, the Chenango County Historical Society in Norwich, the Central NY Chapter of the National Railroad Historical Society in Syracuse and Depot Square Publishing in Loveland OH (which you may find on eBay).

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

*** Quick quiz: William B. Ogden was the first president of the Union Pacific Railroad, serving in that capacity from September 1862 through October 1863. He was born on June 15, 1805, in upstate New York. In which town was he born? Hint: It's about 47 miles from New Berlin.

*** Last issue: Why was the corner cut off the New Berlin Junction depot?
ANSWER: When in New Berlin Junction, it was a bit too close to the tracks and kept getting hit when trains went by it. It was decided that the easiest thing to do was cut the corner off — which is what they did.

May 10th, 2019, is the 150th anniversary of the completion of the Transcontinental Railroad in Promontory Point, Utah. There will be a huge celebration there to commemorate the event. See details at www.spike150.org.

Thank You for Recent Presentations

October 20: we participated in a model train show in Greene and did not hold a regular meeting.



Greene Show



Paul Straney

November 17: Paul Straney presented "The Southern NY Railroad, Oneonta Trolleys" at the First United Methodist Church. It was a great presentation and 12 people attended.

November 24, we participated in a model train show in Norwich.



Norwich Show

December 15: no meeting.

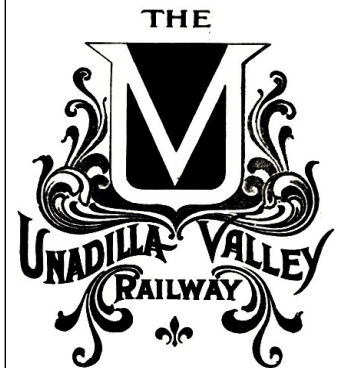
December 22: We held our annual Christmas Party at the home of Alan Fairbrother. A good time was had by all.



If you have pictures, videos, stories or memories of the UV Railroad, we'd like a copy of them. If we could borrow the photos, we'll scan them in and add them to our picture data base. If you have memories, please write them down and send them to our email address: uvrs@stny.rr.com.

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 Website.....www.uvrs.org



A Query About River Forks

[We recently received the query below for information about River Forks from member Don Penner:]

Do you have any information about the River Forks stop (near the town of Unadilla Forks) on the UV RR (and any old pictures)?

There was a double-ended siding that served the businesses there. During the late 1920's and early 1930's (when my father was a teenager) there was a milk station on the northeast corner of where the road to town crossed the track. On the southeast side there was a train station, a coal dealer and a feed business. On the southwest corner there was a second milk station. My father carried milk to the second milk station from his father's farm up nearby Davis Road. Since his step-uncle, Herman "Herm" Matteson, ran the coal business, my father sometimes helped shovel coal from under a coal car to the coal sheds. He told me about using a metal tipped wooden pole as a lever between the car wheel and the track to move the car to the next shed. I have one of these devices hanging on the wall of my basement, although not one that was used on the UV RR.

I own a small trunk that still has a paper label from when it was shipped from Wilmington DE to River Forks in the early 1940's. I was in the car when the trunk was picked up from the station, although all I can remember is that the station wasn't very big.

By the time that I was living with my parents on Route 8, just south of Davis Road, no trace was left of the train station and only parts of the foundations were left of the two milk stations. The coal business was gone, although the coal sheds were still standing. Apparently Uncle Herm couldn't economically compete with the coal dealer in Leonardsville who had a trestle for easy unloading of coal cars. The feed business was still receiving boxcar loads of grain. My father had several of the boards that had been used to cover the car doors so that the car could hold grain.

Don Penner



River Forks: station on the left, coal and feed buildings behind it, milk plant on the right behind the train.

Two Excursions — by Sandy Kilmer

On October 10th, Herb Whipple and I made a trip from our homes to Arkville NY to ride on a steam engine train trip. There were quite a few other passengers there to take the trip also. It was a rainy day but the trip was exciting for all.

Then, seventeen days later, we took a bus trip to Arkville to ride on a diesel train. We had lunch served in the dining car which was very good and some of my friends and family joined us. We all had a lot of fun. I can't wait to take more train trips in the future. If you would like to join us for a trip, check our web site, www.uvrs.org, for more information. (Submitted by Sandra Kilmer)

[Editor's note: Arkville is about 70 miles, or an hour and a half, from New Berlin. The railroad involved is the Delaware and Ulster Railroad. Their train trips are over for this year but watch their web site, <http://durr.org/>, for information about trips in 2019].



Above: the Steam train. Below: the Diesel train.



Milk Tanker Hits Pole, Overturns

(from the July 8, 1952, issue of the Binghamton Press, Binghamton NY)
Binghamton Press Bureau

Oneonta—William Moers, 36, of Windsor RD 1, narrowly escaped serious injury yesterday, when the milk tanker he was driving was wrecked in Route 8 near New Berlin.

He said he was driving south and approaching a crossing of the Unadilla Valley Railroad, when he saw a train going through the crossing.

He said that when he applied his brakes, the air line broke.

Mr. Moers said he turned the tractor trailer toward a field to the west of the road. After going on to the west shoulder of the highway, he changed his mind and turned back into the highway believing he could miss the end of the train.

The milk tanker went out of control and broke off a utility pole on the east side of the highway. It did not hit the train.

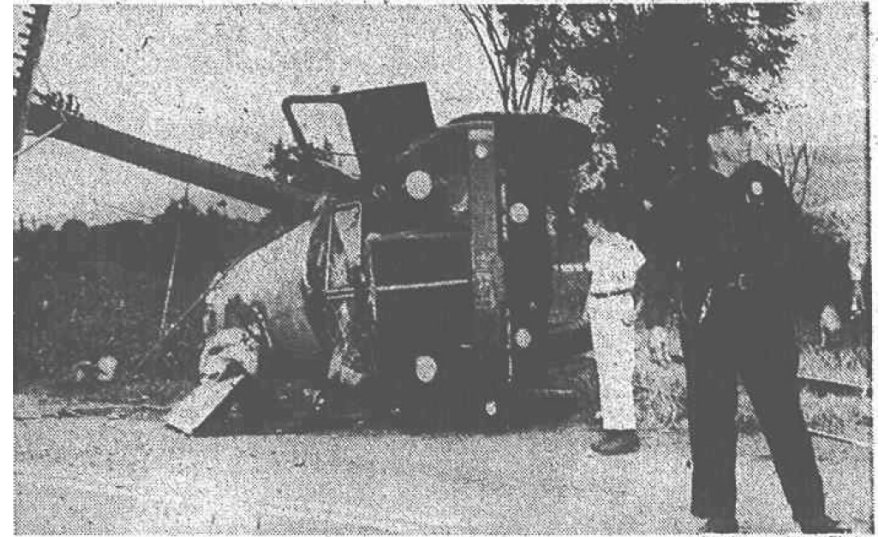
The milk tanker, owned by the Queens Farm Dairy Co. of Deposit, was badly damaged, and much of the milk was spilled into the roadside ditch.

Mr. Moers suffered only minor injuries, it was reported by Merritt Lloyd, New Berlin Chief of Police.

[The Queens Farms Dairy Company no longer exists. It went out of business in 1987 and many of its assets were sold to the John Labatt Ltd. company, the Canadian beer and food conglomerate that already dominated the milk processing industry in Philadelphia and New Jersey. Queens Farms milk tankers were a common sight in Chenango County during the 50s and 60s.]

[Editor's note: one very interesting aspect of this accident so many years ago is that both Mike Holdridge and myself (Tom DeForest) saw the accident up close, but unknown to each other. Mike had been to the golf course with his father. They went right by the scene of the accident on their way back to New Berlin. Tom's parents had heard about the accident, and that they were giving away milk to anyone who brought their own container to carry it away in. Tom and his father went to the scene of the accident to partake in the offer of free milk. Mike and Tom met many years later and discovered through discussions about the UV that they both had seen this accident up close. Isn't it a small world? (submitted by Tom DeForest)]

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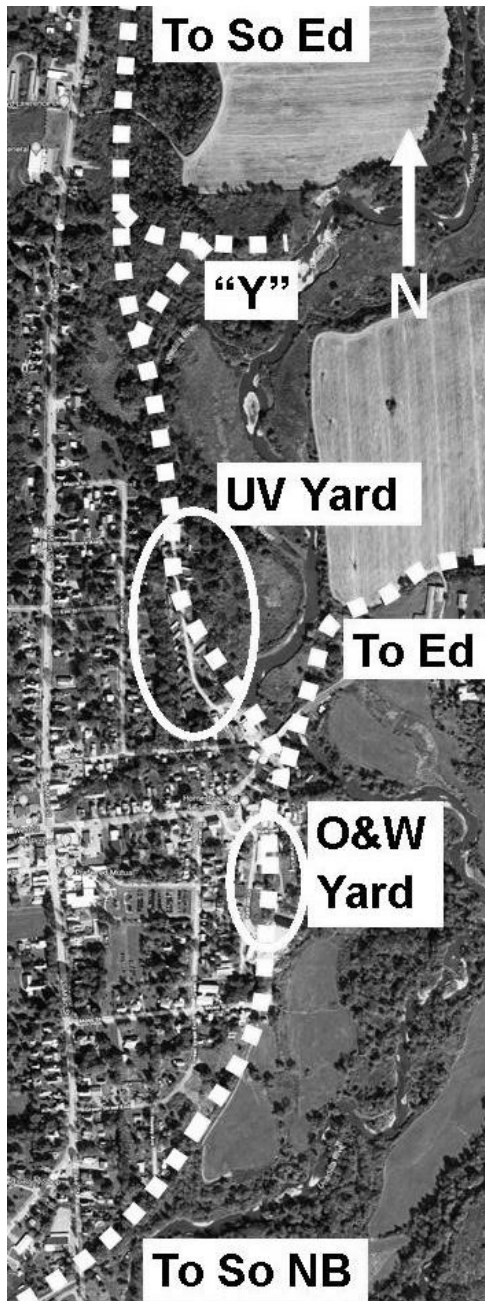
—Binghamton Press Photo.

SPILLED MILK—Trying to avoid hitting a train, on the Unadilla Valley Railroad near New Berlin yesterday, William Moers, 36, of Windsor RD 1, lost control of the milk tanker he was driving for the Queens Farms Dairy Co., and clipped off a utility pole. He was not seriously hurt.



The approximate route of the UV track is indicated by the dotted line on the map above. The site of the accident, shown at the arrow, was known as Sage's Crossing. It was just north of what was then the Alfred Guller farm. The bus garage of the merged Unadilla Valley Central School was built just south of where the crossing was and can be seen at the bottom of the map.

Railroading in New Berlin — Overview



The first railroad into New Berlin was from the south. It was built by the New York & Oswego Midland (Midland) Railroad and opened in 1870. The "New Berlin Branch" ran between East Guilford (just north of Sidney) north to New Berlin, where it terminated in what is labeled "O&W Yard" in the map at the left.

The Midland declared bankruptcy in 1873 and was reorganized as the New York, Ontario & Western (O&W) Railroad in 1879. The Wharton Valley Railroad built a line from New Berlin to Edmeston in 1889, called the "Edmeston Branch" and leased it to the O&W. The branch is indicated at left by "To Ed".

The Midland built a fairly large depot in New Berlin in 1869, also part of the "O&W Yard", shown in Figure 1 at the right. This still stands and is currently the museum for the Unadilla Valley Railway Society & Museum.

Twenty five years later, in 1895, the Unadilla Valley Railroad was built from Bridgewater south to New Berlin. It connected with the Delaware, Lackawanna & Western (DL&W) Railroad in Bridgewater and O&W in New Berlin. It opened to great fanfare in New Berlin in 1895. It closed and was torn up in 1960.

Imagery ©2018 Google, map data ©2018 Google, annotations ©2018 Tom DeForest.

Depots and Connector

The UV yard, larger than that of the O&W was built north of the O&W yard, indicated by "UV Yard" in the map at the left. The UV also built a "Y" for turning locomotives around.

The UV and the O&W were competitors and maintained separate depots until 1941 when the UV purchased the New Berlin and Edmeston Branches from the O&W and it all became part of the UV. The UV depot was built on 'stilts' but was lowered to the ground many years later as shown in Figure 2. The UV depot no longer exists.

The O&W and UV yards were connected by one track which ran between them. This is shown in Figure 3 where it crosses lower Genesee Street just before the bridge over the Unadilla. The larger, black bridge on the right of the picture is the beginning of the O&W's branch to Edmeston.



Fig 1: The Midland / O&W Depot, built in 1869.



Fig 2: The UV Depot, built in 1894.



Fig 3: The Connector between UV & O&W



Fig 4: Logos for the UV and O&W

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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. Get yours now. \$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. Now \$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).

UV & Related Photos. We have put together a set of 32 photos of UV rolling stock, buildings and scenes. These are beautiful, suitable for framing, available for purchase at \$5 each. Find details on our web site: www.uvrs.org, then click on PHOTOS.

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).

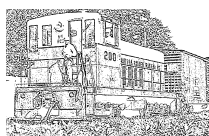
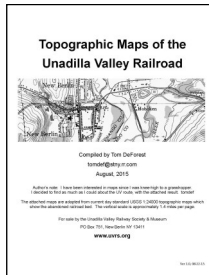
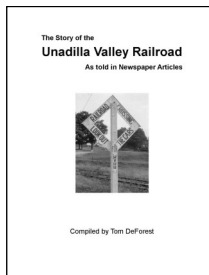
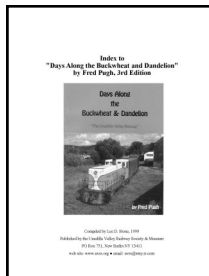
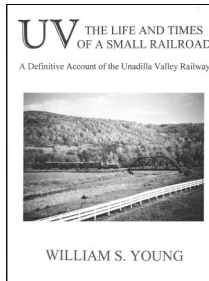
Note Cards of UV Rolling Stock and buildings. \$5 for set of 5 different images. 4 different sets are available (20 different images total).

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

(\$4 shipping additional for most items, see 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.

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

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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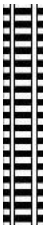
The Pendragon is the official publication of the Unadilla Valley Railway Society and Museum. This newsletter is published quarterly by and for the membership. Correspondence on regional railroad history is welcomed. Articles will be considered for future publication in these pages. If you have received 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.

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.

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From:
Unadilla Valley Railway
Society & Museum
PO Box 751
New Berlin NY 13411

Happy Railing


To:

Timetable — Schedule of upcoming events

Thu	Jan 3	1:00	Board Meeting	FUMC
Thu	Feb 7	1:00	Board Meeting	FUMC
Thu	Mar 7	1:00	Board Meeting	FUMC

Notes:

FUMC: First United Methodist Church, 51 So Main, New Berlin NY 13411
(park in back. The FUMC is handicapped accessible)

UVRS&M: UVRS&M Museum, 10 Railroad St, New Berlin NY 13411

TBA: to be announced

(Check our web site at www.uvrs.org for meeting details and late changes).