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Regretfully, this program was canceled by Amazon before we could even get our first check from it.



Up and Down the Tracks

*** **WANTED: PUBLICITY PERSON** for the Unadilla Valley Railway Society & Museum. Responsibilities include developing a publicity strategy for our organization which would use free and low cost resources to promote our events and be the driving force in its implementation. Requirements include e-mail, internet and FaceBook access and some proficiency in using each. Previous experience doing publicity is helpful but not required. Being located in the New Berlin area is helpful but not required. With some knowledge of New Berlin and vicinity, most of this work can be done remotely with occasional help from a local assistant. This is an unpaid volunteer position. If you'd be willing, please send us an email to uvrs@stny.rr.com .

*** New members: Joe Huber of Copiague NY (his family owns land that was on the UV right of way near Latham's Corners).

*** If you could change ONE thing in the Pendragon to improve it, what would it be? Send us an email.

*** Talk to us: send email to uvrs@stny.rr.com .

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

On the Back Cover: The UV depot circa the Fifties. Note the boards leaning against the depot wall on either side of the nearest freight house door. These were used to bridge the gap between the loading dock and freight cars spotted on the siding, to facilitate loading and unloading.

ZOOM MEETINGS CONTINUE

Starting in 2021, we have held 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 meetings are scheduled for the 3rd Saturday of each month at 1:00 PM (Eastern time). You may join us from anywhere in the country. Email us at uvrs@stny.rr.com with questions or to get started.

Timetable — Schedule of Upcoming Events

Thu	Jan 5	1:00	Board Meeting	Conf Call
Sat	Jan 21	1:00	Program Meeting Topic and speaker TBA	ZOOM
Thu	Feb 2	1:00	Board Meeting	Conf Call
Sat	Feb 18	1:00	Program Meeting Topic and speaker TBA	ZOOM
Thu	Mar 2	1:00	Board Meeting	Conf Call
Sat	Mar 18	1:00	Program Meeting Topic and speaker TBA	ZOOM

The museum is closed for the winter except by appointment.

Notes:

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

TBA: to be announced, see the web site.

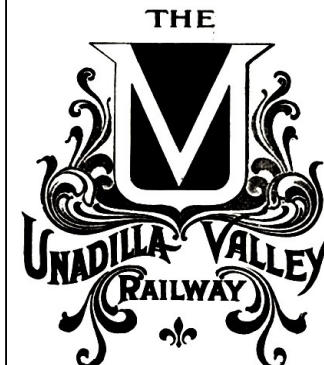
To participate in ZOOM meetings or Conference Calls, send a request by email to uvrs@stny.rr.com

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

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, add them to our picture data base and return the originals to you. If you have memories, please write them down and send them to our email address: uvrs@stny.rr.com .

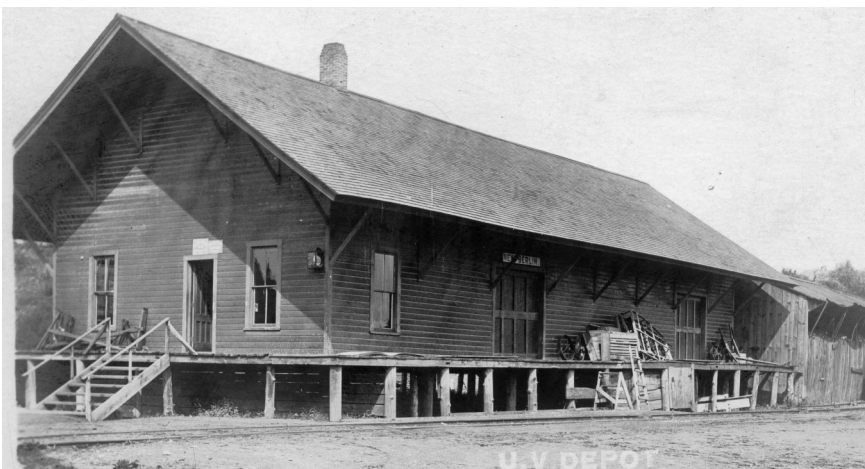
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The Unadilla Valley Depot in New Berlin

By early 1895, construction on the Unadilla Valley Railway was approaching New Berlin from the north. Work began on support buildings in the yard, including a new depot. The date that work began on the building is unknown, but it was completed in time to participate in the opening celebration for the line on July 25th, 1895, as noted in a flyer for the event.



An early view of the depot. Note the stilts, and the daylight visible under the building. Note that the stilts were originally unhewn tree trunks, clearly evident in this photograph.

The depot building measured approximately 32' by 80', and was a wooden frame structure with dutch-lap siding, and what appears to have been a metal shingle roof. The front 20' of the building was a passenger depot and the station agent's office, and the rear 60 feet served as the freight house. As the area was prone to flooding, the depot was built on wooden stilts, the entire structure being on one level approximately 30" off the ground. The area around the depot was also raised by a couple of feet in an effort to remedy the flooding problem.

Sometime after the completion of the depot, Byron Perkins became station agent in New Berlin, and would serve in that capacity until 1916. Byron helped to promote and develop the UV in New Berlin, and was responsible for, among other things, building the coal pockets to the west of the depot that would serve to fuel UV locomotives as well as provide competition to the Lottridge (later Beardsley) coal pockets located to the east of the depot.

While the area still experienced flooding from time to time, in 1911 the front end of the depot would be rebuilt, lowering the passenger depot to

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The track side of the depot, facing out onto the UV yard in New Berlin. A UV boxcar is currently on the siding next to the dock, either being loaded or unloaded. This photograph was taken prior to 1908, when the coal pockets structure to the left was replaced by a larger building.

ground level. At the same time, the loading docks were rebuilt, which included replacing the original unhewn tree trunk supports with finished wooden posts. Originally the loading dock had encircled the building, but after the rebuild, which also involved rearranging the track next to the building, the loading dock now had a step in it to accommodate loading and unloading freight on rail cars on the relocated station siding.



Looking at the rear of the depot from the hill behind Cushman Street. This loading dock on this side of the building would have been used by local merchants or individuals picking up or dropping off freight to be shipped by rail.



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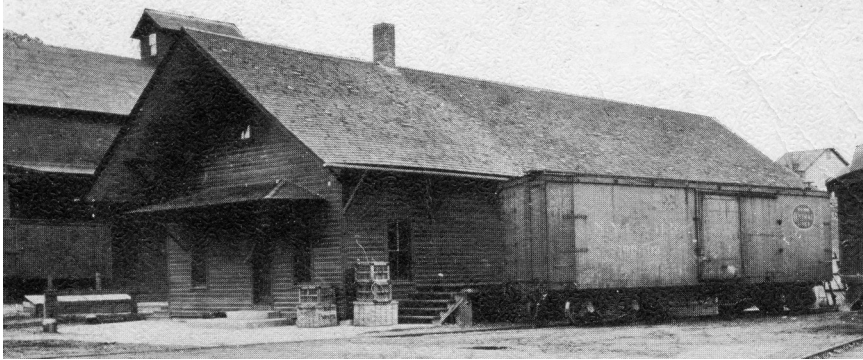
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In 1911, the depot was rebuilt. The passenger depot, located at the front of the building, was lowered to ground level, an awning was erected over the door, and the loading docks were rebuilt.

The windows and doors on the passenger end of the station were also changed, and an awning was built over the front door of the depot.

The depot would not be significantly changed after that. Auxiliary buildings were added North of the depot to help handle freight, but the depot itself does not appear to have been altered. When passenger service ended in the early Thirties, the building continued to handle freight and the former passenger depot served as the station agent's office.

After the abandonment of the UV in 1960, the building (to page 12)



A view of the UV yard in 1950. The depot is center right in the picture (arrow), at the end of Willow Lane. The engine house is top left, Beardsley Feed and Seed is center bottom, with the Beardsley Coal Pockets to the upper right, and the dairy plant (now NAPA Auto Parts) to the right of the Feed and Seed.

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A close-up from the previous picture, showing the overall layout of the depot and the track side loading dock.. Note how the loading dock was built out to facilitate loading and unloading rail cars.



While we know of no pictures of the interior of the depot, this enhanced picture looking in the door gives us an idea of the general appearance of the interior. The passenger depot had vertical wood paneling up to a height of roughly 4', with the upper walls being horizontal boards. Note that the passenger depot floor was not at ground level, but elevated about 18" above ground level, with two steps up to floor level.

R.P.I. Appraisal

New York State Certified General Appraiser
email: RPIAppraisal@gmail.com

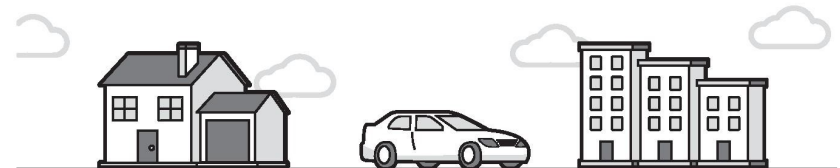
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Looking down Willow Lane toward the depot, circa 1950s.

would go on to serve at least one business, Wayne's Feeds. Finally, in the mid-Eighties the building fell into disrepair, and it was purchased by the Leatherstocking Railway group and dismantled. The group had started the work themselves, but the president of that organization, Bruce Hodges, indicated that they had help from the community, reporting that they would work on it over a weekend, and when they came back the next weekend some parts had been removed, undoubtedly recycled to some other purpose in the community, and thus never completely lost, but still a part of New Berlin.



The area in front of the depot. Note the thermometer on the right corner, and the two benches on the poured concrete sidewalk in front of the depot.



The depot in the Fifties. Note the boxcar being loaded or unloaded on the right, and the truck on the left, taking delivery of feed for a local Purina merchant. The colors of the depot are dark red siding with dark green trim and details. The underside of the roof is either white or light blue.

The ticket agent's counter was saved during the demolition, and is now apart of the UVRSM's collection of artifacts of the UV. — Paul Straney



On September 17, 1960, #200 gathered up cars on the line and delivered them to Bridgewater. Roy Reidenbach and Ray Calman observe the activity from the loading dock.



September 17, 1960. #200 is clearing the siding next to Beardsley Feed and Seed prior to forming up the rest of the train and heading for Bridgewater.



In the late Eighties, The Leatherstocking Railway group acquired the building, and dismantled it. Here it is seen as the group slowly disassembled it. President Bruce Hodges related that the group worked on weekends, on what turned out to be a daunting task.



After the UV was abandoned, the depot building was repurposed. Here it is pictured in later years, presumably after Wayne Feeds either went out of business or relocated elsewhere.



A contemporary view of the location where the depot once stood. Anyone who ventures into the stand of trees at the end of Willow Lane will find the remnants of the foundation of the passenger depot, and the cement step that was in front of the depot.

The following are reprints of the obituary for Dr. Lewis R. Morris, owner of the Unadilla Valley Railroad from 1904 through 1938, and a story about the sale of the railroad to the new owner, the H. E. Salzberg Company.

1936-12-11 RT

(Rural Times, Otego NY)

Dr. Lewis R. Morris Died in New York

Dr. Lewis R. Morris, of Morris and New York, died of cerebral hemorrhage at 5:45 Wednesday morning at his home in New York city. Dr. Morris was widely known for his generous gifts not only in Morris, which was named for his family, but in many vicinity places. The Central school at Morris was made possible by Dr. and Mrs. Morris, who contributed half of the original cost.

Dr. Morris spent the past summer at the Manor house near Morris and he and Mrs. Morris returned to New York shortly after the election. They had intended to spend the winter at Harnett, S. C.

The deceased was born in Morris 75 years ago September 27, he being the third and youngest child of James Rutherford and Ellen Elizabeth (Howe) Morris.

The family were highly esteemed and were leaders in their communities and Dr. Morris was named for his ancestor, Lewis Morris, a signer of the Declaration of Independence.

In his early and middle life. 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. He had traveled widely about this country and abroad, and was an interesting conversationalist.

He married Miss Katherine Clark, a daughter of the late Senator William R. Clark of Montana and New York. To them was born one daughter, Katherine Elizabeth Clark Morris, now the wife of John Hudson Hall, Jr., of Scarsdale.

Dr. Morris was a trustee of the Corcoran art gallery in Washington, D. C. He had many other interests, but loved his native Butternut valley and often said that in all his travels, no place could be found that held a greater appeal of beauty. He had attended services many times in the little chapel by the roadside between Morris and Gilbertsville which was built in part by his father's own hands.

Funeral services were held at St. Thomas Church in New York Thursday morning and the committal will be made on his estate, Morris Manor, Friday afternoon.

1938-02-18 OF

(Otsego Farmer, Cooperstown NY)

MORRIS ESTATE SELLS UNADILLA VALLEY RAILWAY

New York Parties New Owners of Twenty-Mile Line

EFFECTIVE FEB. 1ST

Railway to Be Rehabilitated and Operated—May Reopen South Edmeston Stone Crusher

Effective February 1, 1938, the ownership and management of the Unadilla Valley Railway company was purchased from the Lewis Rutherford Morris estate by New York interests, experienced owners and operators of railway systems.

The purchase included all of the property of the company, real estate, rights of way, etc. The transaction is an important and extensive one for the community along the line, as it involves considerable real estate in New Berlin besides the property on Jaquith avenue used for railroad purposes.

The company has owned for a number of years the feed store operated by the Checkerboard Feed company, the building occupied by the I. L. Richer company, the large dwelling on the corner of Genesee street and Jaquith avenue, the dwelling occupied by Mr. and Mrs. R. T. Reidehbach on South Main street, the large coal sheds near the station and other buildings. The transaction also includes the purchase of the large stone crushing and grading plant and gravel bank near South Edmeston.

Twenty Miles Long

The railroad which operates between New Berlin and Bridgewater, a distance of twenty miles, owns stations and other adjacent buildings in every town through which it passes.

It is very gratifying to know that the new company has purchased the railroad with the idea of continuing its operation, instead of for the purpose of salvage, as has been feared. Although the railroad has not been doing as large a volume of business in recent years, the new company believes that with improvements in equipment and services, the road can regain a substantial amount of the business that was lost, the benefits of which are bound to be felt throughout the entire community.

New Superintendent

H. A. Brome, who has been general manager of the company for the past twenty years, will retire on account of ill health from the active management but will be retained in an advisory capacity. R. T. Reidenbach, who has been employed in the office of the company as general freight and passenger agent for the past twelve years, has been appointed general superintendent, a position he is well qualified to hold.

There will be no drastic changes in the personnel of the general office, shop, train crews or section gangs, but experienced men in each department, now available through connection with the new company, will superintend many of its operations. It is anticipated that a considerable amount of money will be expended on new construction work on the road and for new equipment. It is the hope of the company also to again put in operation the gravel bank near South Edmeston, one of the more recent projects and one which involved the erection of one of the most modern plants for the crushing, elevating and grading of gravel in the country.

[Editor's note, the latter did not happen...]

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.

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).

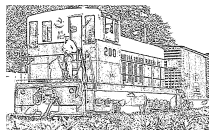
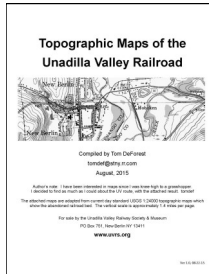
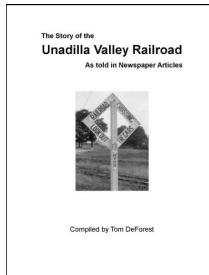
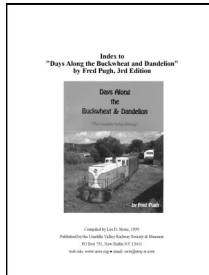
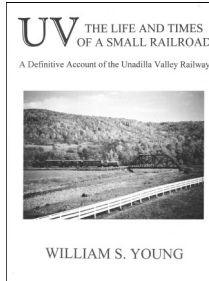
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We have a number of articles and reprints for sale. Most are \$3 each. Check our web site: www.uvrs.org.

Questions? Call Sandy Kilmer, UV Storekeeper, at 607-548-7007.



Unadilla Valley Railway Society & Museum Membership Form

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Membership Categories:

- Conductor, \$250 / year Fireman, \$50 / year
 Engineer, \$100 / year Brakeman, \$20 / year
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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, mail to
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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.

