

Amazon Smile Program is Terminated by Amazon

In our last issue, we invited you to sign up for the Amazon Smile program, which would provide some income to the UVRS&M as you made purchases from Amazon.com. Shortly after that, we received notice that the program was being terminated by Amazon. We did have a few people sign up for it. We did receive a deposit in the amount of \$14.62 from Amazon for purchases in the last quarter of 2022, with the promise of another check to cover purchases in the first six weeks of 2023. So to those who signed up and supported this, we say THANK YOU. We had hoped it would amount to more over time, but sometimes that's the way the cookie crumbles.

CANCELED

Your HELP is NEEDED at the Museum

We've been invited to be part of a Boy Scout program by providing a tour of our museum for a group of scouts on Saturday, May 6th, 2023. We'll need extra help in two ways:

HELP NEEDED

- We'll be holding clean-up days at the museum for one or two weekends during April this year instead of our usual mid-May. If you will be available to help us, please let us know by sending an email to uvrs@stny.rr.com or contacting a board member.
- We'll also need extra staff on hand on May 6th to account for the many extra people who will be in the building. If you will be willing to help us, please let us know by sending an email to uvrs@stny.rr.com or contacting a board member.

Of course we could always use more help during the summer when the museum is open. We'd love to have you get involved.

Please let us know if you could help out with any of these tasks.

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 .

*** Renewals continue to come in. If you have already renewed, thank you very much. If you have NOT renewed, please do or this could be the last copy of the Pendragon that you will receive.

*** Thank you to Carl and Mary Gilmore for the recent donation of two HO-gauge Dairymen's League milk cars for our model train layout.

*** Thank you to Bill Wellman for sending us some reprints of Parts 1 and 2 of his recent article.

*** 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 spring.

On the Back Cover: Engine #1, The Pendragon, as it was delivered in 1895, just prior to the opening of the railroad as documented in the feature story starting on page 4. The engineer is John Cook.

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 | Apr 6 | 1:00 | Board Meeting | Conf Call |
| Sat | Apr 15 | 1:00 | Program Meeting | ZOOM |
| | | | Topic and speaker TBA | |
| Thu | May 4 | 1:00 | Board Meeting | Conf Call |
| Sat | May 20 | 1:00 | Program Meeting | ZOOM |
| | | | Topic and speaker TBA | |
| Thu | Jun 1 | 1:00 | Board Meeting | Conf Call |
| Sat | Jun 17 | 1:00 | Program Meeting | ZOOM |
| | | | Topic and speaker TBA | |

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.

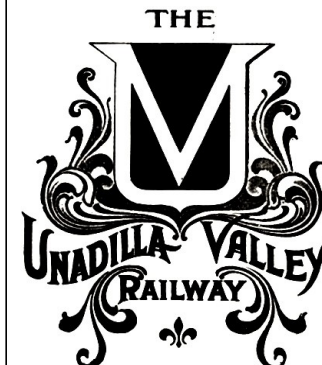
To participate in ZOOM meetings or Conference Calls, send a request by email to uvrs@stny.rr.com

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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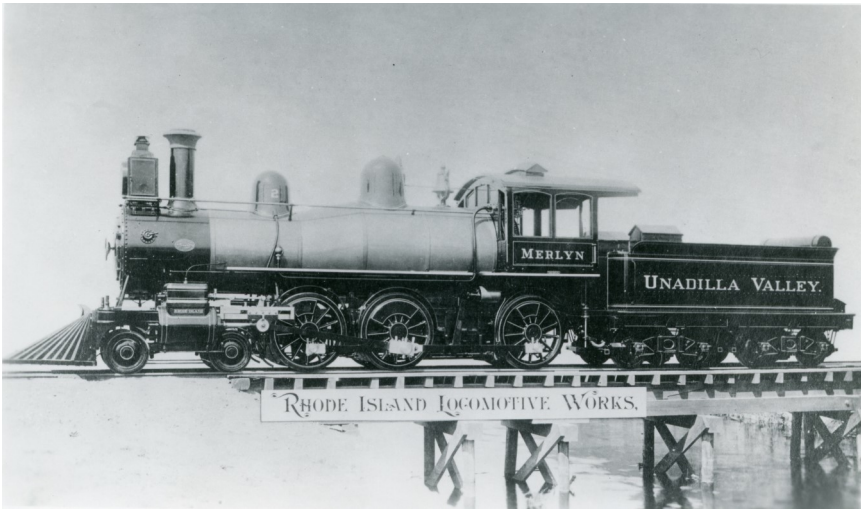


The Grand Opening of the UV Thursday, July 25th, 1895

(Reprinted from the July 31, 1895, issue of the Brookfield Courier
with pictures added from the collection of the UVRS&M)

The completion of the Unadilla Valley railroad was celebrated in an appropriate and very enthusiastic manner at New Berlin Thursday. The celebration began early in the morning and continued late at night. It was in every way pleasant and successful.

The Excursion train, which left Bridgewater at 9 A. M., consisted of eight cars drawn by the engine Merlyn. At Unadilla Forks about forty got on. At Leonardsville there were two well-filled coaches in waiting, and those who could not find room in these two crowded into the other cars.



Engine #2, Merlyn, pulled the excursion train from Bridgewater to New Berlin.

All Leonardsville got aboard. The Leonardsville train had a big streamer inscribed "Hope of forty years realized."

At West Edmeston about forty were added, including Hollum Langworthy, president of the Unadilla Valley Railroad Club.

And so it continued all down the line, more people getting on at every station till New Berlin was reached. Here there was a large evergreen arch with the inscription "Welcome U. V. R. R." Further up the street was a large banner inscribed "Welcome to New Berlin." At one end of

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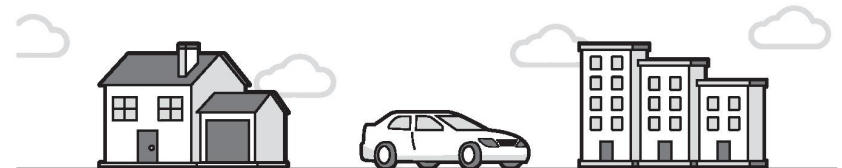
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Hollum Langworthy, president of the Unadilla Valley Railroad Club, a longtime promoter of the UV Railroad.



Charles Chevalier, an early superintendent of the UV.

Some of the UVs leadership when the railroad opened in 1895. From left, seated: general manager Frederic F. Culver and president Frederic de Coppel. Standing: director William Thorne, treasurer Benjamin W. Appleton, secretary Clarence Goadby, and general counsel R. Floyd Clarke.

the main street was a large evergreen arch, and every house and store was gay with evergreens, flags and bunting. Before noon there came to town also ten carloads of excursionists on the N. Y., O. & W. road. But those who came by rail were not a circumstance to the number who came by carriages and on wheels. The crowd was the largest New Berlin has seen for many a day. There were at least five thousand strangers in town.

THE PARADE.

The first event of interest of the day was the parade. It started at 11 A. M. and marched through the principal streets of the village. It was thus

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composed: Grand marshal, J. S. Bradley; assistants H. H. Lottridge, E. D. Pope, J. M. Angell; Waterville band, twenty-four pieces; carriages containing M. H. Fish, president of the day; H. O. Moon, Chas. Moon, Charles A. Fuller, Sherburne; the Unadilla valley railroad pioneers, Hol-lum Langworthy and H. Dwight Babcock, H. Delos Matteson, Abert Whitford, F. J. Spurr, A. L. Tuttle, E. M. Rustling the contractor who built the road, A. Ellis, J. T. Chapin, P. Rood, Bainbridge; O. F. Arnold, M. L. Davis, chief engineer of the road; G. W. Reynolds, L. Vale, Barnett Hill; the railroad officials, Fred De Coppet, New York, president; B. W. Appleton, general passenger and freight agent; Clarence Goadby, secretary; Fred. F. Culver, general manager; R. F. Clarke, counsel; C. N. Chevalier, superintendent; William Thorne, New York, director, and many prominent men of the valley.

Babcock band of Leonardsville, twenty pieces, Ed. Clarke leader.

Cartwright Hook and Ladder Company, of Sidney, thirty men, B. Pudney, foreman.

Earlville Hose Company No. 1, twenty men, Robert Bowers foreman.



Picture thought to be of the Grand Opening Celebration Parade.



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Rescue Engine Company of Morris, twenty-four men, W. E. Southen, foreman.

Citizen's band, Morris, twelve pieces, W. W. Dilworth, leader.

Crystal Hose Company, New Berlin, twenty-five men; F. K. Matterson, leader.

I. L. Richer Hose Company of New Berlin, sixteen men; C. Sweet, foreman.

Rescue Hook and Ladder Company of New Berlin, sixteen men; A. J. Sage, foreman.

At the conclusion of the parade the time-honored custom of driving the last silver spike was observed amid a great concourse of people as the clock was striking twelve. The honor of striking the first blows upon the spike was fittingly given to H. O. Moss, a gray haired and highly respected citizen of the village, now in his 86th year. It was peculiarly appropriate that Mr. Moss should perform this duty. He has been looking for a railroad in the Unadilla valley during a whole lifetime. He has always evinced the greatest interest in any project on foot to build a road and has always been a prominent member of railroad meetings. His name has nothing to do with the character of his back, for he is a man thoroughly alive to the needs of New Berlin and the progress of advanced ideas in the industrial and intellectual world. New Berliners delight in honoring a man whose whole life has been spent helping to develop the best interests of their village.

General Manager Culver of the U. V. railroad and other road officials took the hammer after Mr. Moss and helped drive in the spike. Dr. Fish gave the last blow. After the spike ceremony was over the crowd waited at the depot under construction for the arrival of the big excursion from Utica. There were fully a thousand people covering the tracks and nearby ground. Among them were the officials and directors of the road in carriages, and other prominent people.

The public meeting was held at Academy park at 3 P. M. There was a large attendance. President M. H. Fish presided. Prof. W. J. Ingalls delivered the address of welcome. He said: Seventy years ago the Erie canal was completed and the water of Lake Erie was poured in New York harbor. That was the first act in the transportation drama. We are here to celebrate the latest.



The advertisement for Stewart's Shops features a large, stylized logo at the top. Below the logo is a collection of food and drink items, including a cup of coffee, a sandwich, a drink with a straw, a bottle of beer, and a bowl of soup. The background is black, and the text and illustrations are white.

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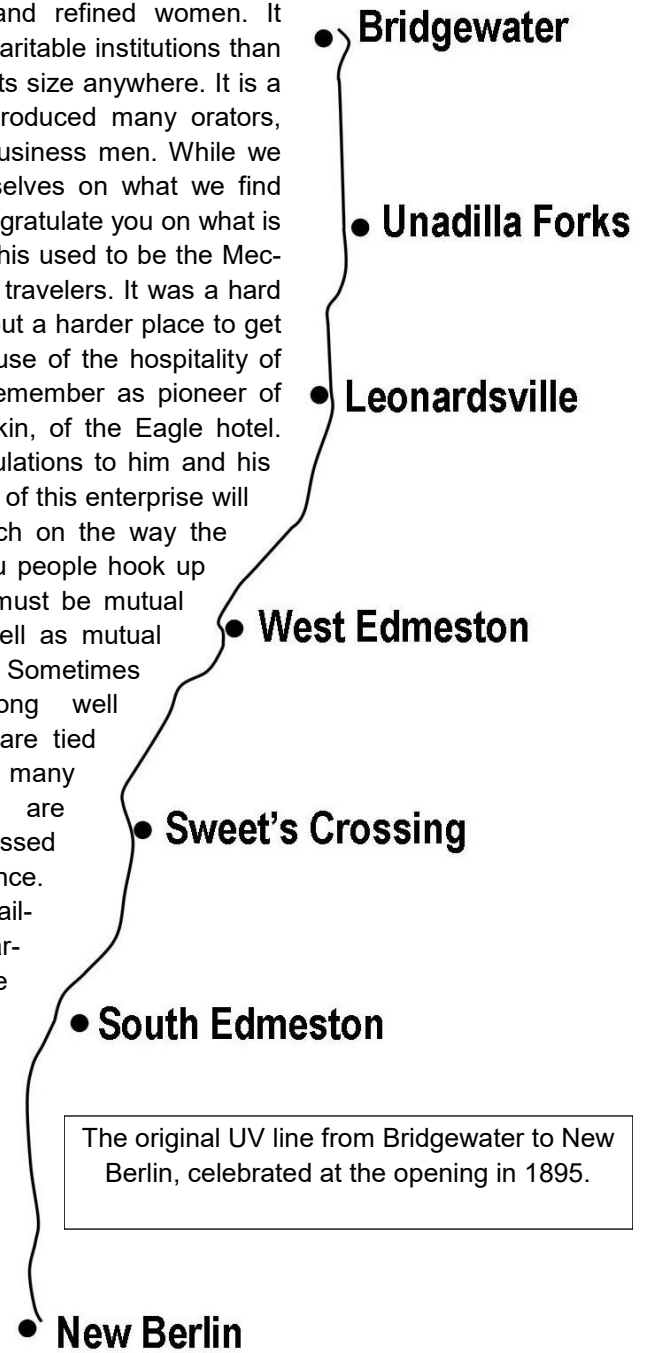
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The people of the state today are joined by iron bands everywhere. Today we celebrate an event of great importance. We meet today to unite the Mohawk and the Unadilla. From early ages the course of empire has gone along the Mohawk, while on the Unadilla and the Susquehanna were bands of Indians. The stage coaches and the old taverns have passed away. Today we join towns which will be very helpful to each other. Our interests are identical. If we are able to reach the markets more easily, you of Central New York can place your goods on our shelves more cheaply. Once we were separated widely, and had to travel 100 miles to reach a point thirty-eight miles distant. Today we warmly welcome you. We assure you that the keys of the lockup are lost, or we would present them to you. In the name of New Berlin I welcome you. Come to us for business, for pleasure, for health. Here you will drink in health and inspiration. May the ties which have this afternoon been forged serve to unite us, a contented and prosperous people. [Applause.]

Mayor Gibson of Utica was introduced. He said: We of Utica who have come to join in your celebration feel that a new neighbor has moved in next door to us. We have come to call on that neighbor and to start a friendship which we trust will last for generations. It is an auspicious event that brings us so near together and reduces a day's journey to an hour. You have many things we want. We want your produce and manufactures. We have some things you want. Our business men are waiting to make your acquaintance; many friendships will be formed between the citizens of Utica and this valley, which will be profitable to all. I congratulate Utica and the valley on this occasion.

Hon. J. S. Sherman being introduced, said; I am told the spot on which we stand is very near the soil not only of Chenango, but Otsego, Madison and Oneida. I can readily understand that all four of these counties are depopulated today, and all their best citizens, their most beautiful ladies, their best bicycle riders are here in the crowd. [Applause.] It is said this is not the first attempt to build the Unadilla road, but that this is the third attempt, but this is the only one that has been successful. Your orator from New Berlin has told of all the good things opened up by the road. I am here to congratulate you on what you get by the opening of this road. This valley opens to you a city the peer of any city of its size on this continent; a city which is well governed, thanks to the mayor. It is a city without debt, a city well paved and well lighted. It is made up of

cultivated men and refined women. It supports more charitable institutions than any other city of its size anywhere. It is a city which has produced many orators, statesmen and business men. While we congratulate ourselves on what we find here, we also congratulate you on what is opened to you. This used to be the Mecca of commercial travelers. It was a hard place to get to, but a harder place to get away from, because of the hospitality of its people. We remember as pioneer of hosts, John Gaskin, of the Eagle hotel. Give my congratulations to him and his family. The future of this enterprise will depend very much on the way the company and you people hook up together. There must be mutual concession as well as mutual congratulation. Sometimes people get along well enough till they are tied together. A good many times railroads are taxed and assessed out of existence. Sometimes railroads become arbitrary. I hope neither of these things will happen here. Society is the grandest thing in the world; the greatest factor in civilization. This road broadens us and gives us an



opportunity to know each other. This railroad enterprise instead of being simply a means of communication is a tie that binds our hearts as neighbors and friends.

THE SPORTS.

Immediately after the speaking the sports of the day began. The first was a parade by about 100 wheelmen and wheelwomen. The wheels were all very prettily decorated, some with fern arches having in the center the letters " U . V. R. R." Following were the prize winners: Best lady rider, Miss Lone Briggs, New Berlin. Best decorated wheel, Mrs. G. J. Archibold, New Berlin; second, Miss Mabel Burdess, New Berlin; third, Mrs. J. S. Bradley, New Berlin.

In the five mile open race the prizes were: First, diamond ring valued at \$35; second, suit of clothes, Spafard & Co., \$10; third, set of spoons, J. S. Bradley, \$5; fourth, derby hat, A. H. Phelps, \$8; fifth, box cigars, White & Banks, \$5. There were about twenty-five starters. The winners were: First, A. B. Curtis, 16:39 3-5, second, Homer Ramsdell, Brookfield, 17:58; third, C. R. Allen, Norwich; fourth, Homer Alger, Leonardsville; fifth J. P. Maloney, Sherburne.

Three mile race—First, C. R. Allen, Norwich; time 11:13 1-5. Howard Armstrong, New Berlin, second, 11:19 1-5; H. L. Beasley, third ; W. S. Marsh, North Brookfield, fourth; Homer Alger, Leonardsville, fifth. The prizes were: First, gold watch; second, silk umbrella by W. A. Lull; third, parlor lamp, by H. J. Halstead; fourth, safety razor, by J. L. Dykes; fifth, trout rod, C. F. Wright.

Two-mile race—H. L. Beasley, Norwich, first, 6:29 1-5; second, Frank Hines, Norwich; third, Lynn Coon, Sherburne; fourth, J. P. Maloney, Sherburne; fifth, C. W. Walling, Brookfield. The prizes were: First, opera glasses; second, smoking set, by G. H. Butterfield; third, pair pants, by L. Spafard & Co.; fourth, watch and chain (good timer), by A. D. Sprague; fifth, large splint rocker, by T. H. Dakin.

The hose races were very exciting and created considerable interest. The committee was made up of Charles B. Ackerman, chief of the New Berlin fire department; H. B. Hayward, John Miller, Caleb Sweet. The judges were: S. B. Ackerman, S. W. Arnold, Edmeston; Arthur Yates, Morris, The results were: Cartwright Hook and Ladder Company, first; time 50¾ seconds; Crystal Hose Company No. 1, New Berlin, second;

time 52¾ seconds; Earlville Hose Company No. 1, third; time, 58¾ seconds. Each company had to run 300 yards and lay 100 feet of hose. The prizes were \$35 to first and \$15 to second. The Sidney boys got brooms and paraded all over the village. They made a very handsome appearance.

Prof. Clark La Fontaine gave a very fine exhibition of fancy and trick bicycle riding.

THE FIREWORKS.

After the open-air concert by the Waterville band had been enjoyed, there was a fine exhibition of fireworks, made by E. N. Rhyne, of Geo. A. Clarke & Co., Utica. Among the pieces were: "U. V. R. R," devil among the tailors, calliope wheel, central wheel, flower of aloes, Vesuvius and floral fountains, calliope mine, willow tree rockets, reporting rockets, cascade rockets, umbrella fire and "Goodnight ."

For the few who were fortunate enough to receive invitations, the "little dinner" at the Eagle hotel, as "General Manager Culver termed it, was the best thing of all — a fitting close to a rare day. It was a jollification meeting for the directors of the road and those citizens who worked most to push the enterprise through.

The speech making was entirely informal, no one being expected to make a set speech, and on this account the dinner was so much the more enjoyable. General Manager Culver, in the capacity of toastmaster, was the life of the affair. His apropos remarks and witty stories kept everybody in the best of humor. Among those who were present were: H. D. Pixley, E. L. Wells, H. D. Babcock, J. T. White, F. T. Arnold, H. M. Aylesworth, Dr. O. L. Southworth, A. C. Salisbury, D. W. Matteson, Hollum Langworthy, Dr. M. H. Fish, H. P. Ball, Harvey E. Dingley, Mayor Gibson, Russell H. Wicks, and nearly ail the directors of the road. Those who made short informal speeches were Messrs. Aylesworth, Wells, Wicks, Babcock, Dingly, Fish, Langworthy, Gibson.

Mr. Aylesworth, the attorney of the road in the Unadilla valley, told about the pleasant relations he had with the promoters of the road and the pleasure he experienced at being present at such a celebration and such a banquet. He referred to the somewhat lukewarm attitude at one time of Utica people.

Mr. Wells, who spoke next, said that Utica had always been friendly to the road and always wanted it. The reason why they did not always show the same enthusiasm was they did not know whether there was going to be any road. But the Utica people came to day with words of greeting and cheer.

Mr. Babcock, who was on the Leonardsville committee, and did much towards pushing the road through, said a few words about the work of the committee and expressed his pleasure at the final success of the committee.

H. E. Dingley paid a fitting tribute to the memory of D. D. Winston, with whom he had been in business for twenty-five years. It was largely due to his push and enterprise that the Utica people responded as well as they did. The generation to which Mr. Winston belonged are passing away. It had been an inspiration to the speaker to see the great activity shown by the young New York men interested in the road and the successful work of the young men of New Berlin, who had the celebration in charge.

Hollum Langworthy was called on as the evangelist of the valley and President of the Railroad Club. He said he rejoiced at the opening of this road. It has come to bless this whole valley permanently. We feel proud of the road and the great work that has been accomplished.

THE OLD STAGE DRIVERS.

Among those who attended the celebration were John Butterfield and C. E. Rise, of Utica, and J. Slocum, of Norwich, and they were joined by C. H. Clark, of New Berlin, and they spent their leisure talking over bygone times. They were all old drivers on the stage line which years ago ran from Utica to New Berlin. They made their party five by securing the company of John Williams, now only 91 years old, who used to keep the hotel known as the Eagle, which in those times was the stage stopping place. They visited the cemetery to see an old friend's grave and indulged in no end of reminiscences. The stages started from Utica at 8 A. M. and stopped in Bridgewater for dinner. The fare from Utica to New Berlin was \$1.50 and ten passengers was an average load. All four of the ancient drivers insist that they can still handle four horses and did not add that they "could prove it, too, if old Bill Jones was alive." In those days, however, they did not expect to come to New Berlin by rail from Utica, but no one enjoyed the occasion more than they did.

The number of people in New Berlin was variously estimated at from 8000 to 10,000. The U. V. company had 2000 special tickets printed. This supply was quickly exhausted, and regular local tickets sold at the excursion rate. The agents sold all they had of these, and finally tickets had to be improvised of pieces of pasteboard with the names of stations written upon them. The new road carried in round numbers 3200 people to New Berlin Thursday. The Ontario & Western brought several hundred more, while it seemed as if every conveyance, from single rigs to carryalls, had been pressed into service for many miles around the town. Notwithstanding the crowd and the number of people transported no accident or disturbance of moment occurred. It was a great day for New Berlin.

What a pretty valley is the Unadilla! The wide stretch from Bridgewater down to New Berlin is twenty miles of smiling green, with a glassy ribbon of water running down between meadows and grain fields that lie between ranges of noble hills all the way.—Utica Observer,

The road is well built—and it ought to be, for it cost \$200,000 in cold cash to build up the 20 miles between New Berlin and Bridgewater. Its physical condition is equal, if not superior, to that of any road in the state, not excepting the trunk lines. The ballast is from 18 to 36 inches deep. The ties are of the best oak. The rails are 56 and 70-pounders. Frank K. Baxter, engineer of the State Railroad Commission, went over the road Thursday and he reports it to be excellently built and in excellent condition.

The equipment of the road is first-class. It has two good locomotives from the Rhode Island Locomotive Works; two passenger coaches and ten freight cars, all equipped with automatic brakes and automatic couplers, M. C. B., and U. S. grab irons for the protection of brakemen. It is sufficiently well equipped to handle all the freight in the valley and all the people who want to ride on business or pleasure. The passenger rate will be three cents a mile.

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, >>> **LOWER PRICE \$16 <<<**

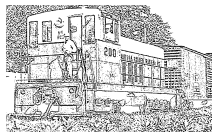
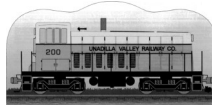
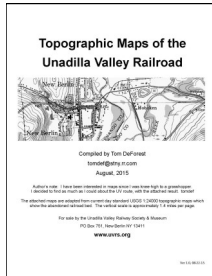
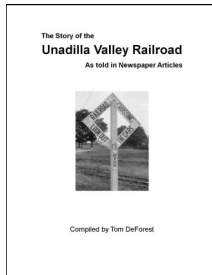
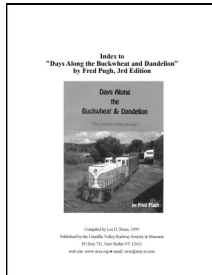
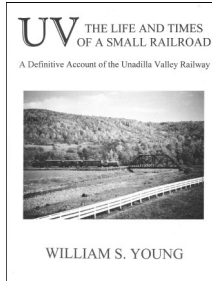
Note Cards of UV Rolling Stock and buildings. \$5 for set of 5 different images. 4 different sets are available (20 different images total).

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

(Contact us for shipping costs. Add 8% NY sales tax if shipped to a NY address. See our 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.

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



Unadilla Valley Railway Society & Museum Membership Form

Name _____

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Membership Categories:

- Conductor, \$250 / year Fireman, \$50 / year
 Engineer, \$100 / year Brakeman, \$20 / year
 ___ Add'l family members at same address, \$5 each / yr
 Donation \$ _____ **Total enclosed: \$ _____**

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
 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.

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