

Much Progress on Changes at the Museum

Over the summer, on the many Saturdays when the museum was open but didn't have any visitors, Paul Straney and a varying list of helpers have started, and in many cases completed, a number of projects at the museum.

The door near the southeast corner of the building has been secured so it won't become a point of entry for anyone planning to sneak in to the building.

The lights in the display area have been cleaned and are now much brighter (see picture below, left).

The floor in the freight house area is being painted in an effort to reduce the dust in that area and to show people where they are supposed to be walking around the model trains (see picture below, right)

Behind the scenes, Paul is continuing to seek a second bid for encapsulating the lead on the outside of the museum. This will be a high cost item and we'll apply for grant money when we have a second bid.

On October 6, a number of Boy Scouts and their leaders will assist us in moving items around in the freight house according to a new floor plan presented at our most recent board meeting.

Our thanks go out to Paul Straney and everyone else who assisted on these projects over the last couple of months.

THANK YOU...



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 .

*** 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 fall.

On the Back Cover: Continuing the theme of "The History of the UV," the feature story in this issue, after the UV shut down in November of 1960, locomotive #200 was sent to the St. Johnsbury & Lamoille County Railroad in Vermont, another Salzberg line. They had other 70-tonners, but the others all had the MU feature (Multi-Unit) so they could run together and this one did not. Thus #200 was used as a yard switcher by itself for a while. When it started to break down, then it became a parts source for their other 70-ton locomotives. This picture was taken in Vermont, probably about 1964, after many of its parts had been removed. The Bill Young book reports that it was scrapped in February, 1965.

ZOOM MEETINGS CONTINUE

Starting in 2021, we have held most of 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	Oct 5	1:00	Board Meeting	Conf Call
Sat	Oct 21	1:00	Program Meeting Topic and speaker TBA	ZOOM
Thu	Nov 2	1:00	Board Meeting	Conf Call
Sat	Nov 18	1:00	Program Meeting Topic and speaker TBA	ZOOM
Thu	Dec 7	1:00	Board Meeting	Conf Call
Sat	Dec 16	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.

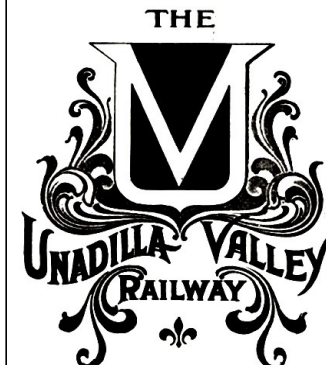
To participate in ZOOM meetings or Conference Calls, send a request by email to uvrs@stny.rr.com

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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[Editor's Note: the following was published as three articles in the New Berlin Gazette (and copied to other local papers) soon after the railroad closed in 1960.]

A Short History of the U. V. Railroad

The Utica and Unadilla Valley Railroad was first incorporated in 1889 "for the purpose of building and operating a railroad from Bridgewater to New Berlin." General offices were located at Bridgewater and Mr. A. C. Couch was declared president of the company. A short time after the incorporation, it was found that one of the incorporators, acting as agent for his wife, had signed in his own name and the corporation was declared to be illegal. All business ceased — almost before it had begun.

In the early 1890's more and more public demand for a railroad was voiced and in June of 1891, Roger Stillman of the New Berlin Gazette traveled to New York City, where he called on D. E. Culver, who had been connected with the scheme to arrange for the Unadilla Valley from the outset. Arrangements were made to hold a public meeting for the people living along the line of the proposed road at Wheeler Hall in Leonardsville on September 7, 1891. Deep interest was shown by the large number of people who gathered at that time.

Holum Langworthy of West Edmeston was made permanent chairman and Roger Stillman, New Berlin, secretary. K. L. Beardslee of Pittsfield donated one mile of the right-of-way, as did Samuel Hoxie, H. M. Aylesworth, H. D. Babcock, Leonardsville; Holum Langworthy, West Edmeston; Dr. Ira Sweet, Columbus; C. P. Cushman, New Berlin; K. L. Beardslee, Pittsfield, and A. L. Potter, West Edmeston, were named a committee to carry out the proposals adopted at the meeting. The following proposition was agreed upon: "The people of the valley will secure the right-of-way at a cost not to exceed \$35,000, provided the former subscribers could be released on old subscriptions and as

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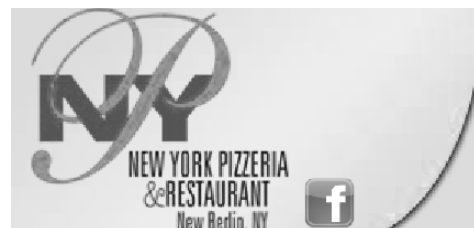
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guarantors on the bonds." Suitable terminals at New Berlin and Bridgewater; depots at Leonardsville, Unadilla Forks, West Edmeston and South Edmeston; side tracks between Sweets and Pages were decided upon.

H. D. Babcock, Leonardsville; Roger Stillman, New Berlin; H. C. Hooker and B. M. Madderson, So. Edmeston; and H. Langworthy, West Edmeston, went to New York City to execute the bond and confer with company officials.

A meeting was held at Terry's Hotel in South Edmeston on April 13, 1892, to ascertain the sentiments of the people regarding the construction of the road. No material objections were presented at the meeting. John F. White, New Berlin; Dr. Ira S. Sweet, Columbus; Holum Langworthy and A. C. Potter, West Edmeston, were named right-of-way committee.

Early in 1892 committees were named to obtain subscriptions from area residents. Committees by communities are listed: South Edmeston, H. G. Willse, H. W. Hills, D. W. Matterson, H. C. Hooker and Alvin Dutton. West Edmeston, Delos Crandall, Orson Champlin, S. C. Clark, A. C. Potter and J. B. Millard. Columbus, F. J. Spurr, Ira S. Sweet, J. L. Pope, L. L. Brown and C. G. Ames. New Berlin, George W. Reynolds, D. E. Pope, T. J. Matterson, S. W. Barton and G. G. Beers. Pittsfield, Caleb G. Hall, John T. Chapin, E. H. Spaford, F. Traverse and A. B. Beardslee.

The people of the valley raised \$22,000 in subscriptions and Utica city was asked to subscribe for the balance. G. M. Rustling was named contractor for the railroad.

Italian immigrant laborers were hired as construction crew. At various times during the building from sixty to one hundred fifty Italians worked along the right-of-way. They lived in labor camps set up at the job and, being a rather independent lot, many times decided not to work "because it was too hot, too cold, too wet or too dry." In spite of labor

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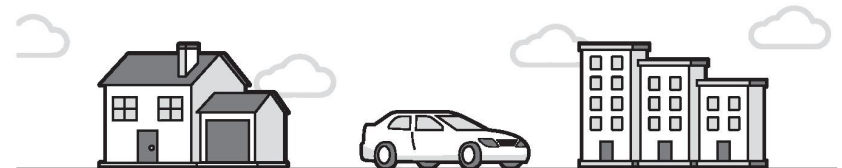
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difficulties a construction train was put on the railroad the week of November 1, 1892, and the first sections of track were laid.

Ralph Brandreth, B. W. Appleton, Clarence Goadley, Frederick F. Culver, Robert Dunlap, E. A. Quintard, A. S. Peabody and James T. Sparkman, all directors and officials of the Utica and Unadilla Valley Railroad Company from New York City, made an inspection of the line on May 25, 1893, and were entertained at various places along the line, including Landlord Beers hotel in New Berlin.

In 1893 the new company, styled the Unadilla Valley Railroad Company, assumed all the assets and liabilities of the old which was placed in the hands of a receiver.

Work began again with renewed vigor in April, 1894, after a very slow winter when rumors were circulated that the road had been abandoned because of the business depression. The line at this time was complete five miles from Bridgewater to Leonardsville and the heavier part of the excavating and filling in had been done on the balance of the line.

Newspapers in 1894 referred to the railroad as the "Dilly Dally" Railroad because in four years of planning and construction only nine miles of the nineteen mile length had been completed.

On Monday, October 15, 1894, the official opening of the route from West Edmeston, then known as "Coon Town" to Bridgewater took place amid wild cheers, cannon roar and band music. Two trains each way daily, except Sundays, were scheduled. George F. Jenkins was conductor, H. R. Green, engineer, and A. B. Plumb, the brakeman, on the initial run. Tickets for the first ride were offered at auction and brought sums up to \$20.00 each. Superintendent C. D. Chevalier was one of the first passengers.

The first mail transported on the local train was carried by Fred Palmer, acting for R. S. Perkins. The first engine purchased for use by the railroad was called "Pendragon."



The advertisement for Stewart's Shops features a large, stylized logo at the top that reads "Stewart's Shops" in a white, cursive font against a black background. Below the logo is a collection of white line-art illustrations of various food and beverage items, including a coffee cup with a flame, a sandwich, a soft drink with a straw, a bottle of beer, and a bowl of soup. At the bottom of the advertisement, the slogan "Let us make your life easier!" is written in a white, bold, sans-serif font. Below the slogan, the website address "stewartsshops.com" is displayed next to icons for Facebook, Twitter, and Instagram.

Charley Gross, New Berlin, was one of the first conductors.

In the spring of 1895, high water forced the railroad grading to be raised one foot higher than the original plans called for. The railroad lost a number of fence posts and other timber to the high water at this time.

In the Unadilla Valley towns, the railroad made its presence noticed in the influx of new business. Work started in June of 1895 on a new milk station at the north end of Brookfield; many new homes were built and a general feeling of prosperity and good will permeated the valley.

The July 27, 1895, issue of the New Berlin Gazette told in detail of the celebration in New Berlin two days before upon the completion of the Unadilla Valley Railroad. Excursion trains arrived all day and nearly 10,000 people were in town by late afternoon. The company had 2,000 excursion tickets on hand and the supply was quickly exhausted. Regular tickets were then sold at excursion rates and when these were gone tickets were improvised on pieces of pasteboard. The new railroad carried over 3,200 people to New Berlin that day. The Ontario and Western brought several hundred more and it seemed every conveyance from single rigs to carryalls had been pressed into service for many miles around.

Dr. M. H. Fish, president of the day, introduced the main speaker, Prof. W. A. Ingalls, principal of New Berlin Academy, who spoke from a flag draped stand at Academy grove. Handsome decorated arches of evergreens and flowers, one bearing the legend "Welcome UVRR," crossed village streets and almost all homes and business places were decked with flowers and flags. Races: foot, horse and bicycle; dinners, speeches and all forms of athletic contests were featured throughout the day. Prize winners in the afternoon bicycle parade were Miss Lone Briggs, Mrs. G. J. Archbold, Miss Mabel Backus and Mrs. J. S. Bradley, all of New Berlin.

Captain J. S. Bradley led a parade of bands, firemen, or-



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ganizations and citizens to meet a special excursion train of coaches at 10:45 in the morning which carried the company officials.

At noon a silver spike, ornamented with a red ribbon bearing the legend "UVRR 1895 Bon heur" was put in place. The first blow was struck by H. O. Moss, and he was followed in turn by Dr. M. H. Fish, Messrs. Langworthy of W. Edmeston, and Babcock and Whitford of Leonardsville, as well as various officials of the company. The spike was immediately withdrawn and an iron one substituted. The ribbon was cut into pieces and retained by the gentlemen as souvenirs.

John Butterfield, C. F. Rise of Utica; J. Slocum of Norwich and C. H. Clark and John Williams of New Berlin attended the various events and reminisced of the time when they were drivers on the old stage line which years before ran from Utica to New Berlin. The stages, they said, started from Utica at 8. a. m. and stopped at Bridgewater for dinner. The fare from Utica to New Berlin was \$1.50 and ten passengers was an average load for the four horse stage.

State railroad inspector F. K. Baxter of Utica inspected the road soon after the official opening of the entire length, and pronounced it the best ballasted road he had seen. The fall from Bridgewater to New Berlin is but 100 feet or about five to the mile. The only bridge of any size is a trestle 100 feet long between Sweets and West Edmeston. The road owns nine excellent gravel beds along the road. The track from South Edmeston to New Berlin was of 70 pound and of 56 pound rail from South Edmeston to Bridgewater which was scheduled to be replaced with heavier rail.

Two turntables of steel from the Boston Bridge Works, each costing \$25.00 more than the usual price, or \$1,000, and were the best to be obtained, were placed at Bridgewater and New Berlin, each turntable rested on a solid block of quarry stone weighing over five tons and capable of receiv-

ing and turning a 100 ton engine.

The United States Express Company commenced business on the U. V. Railroad on July 25, 1895. R. D. Perkins was agent and Chas. Holdridge rode the express wagon. George A. Perry and J. T. White served as assistant superintendent and solicitor. The new freight house at New Berlin was nearly completed at this time. Milk business on the new line began the Monday following the big celebration, with two cars shipped to New York and also a refrigerator car to the same place by the U. S. Express, arriving in the city fourteen hours after shipment. Milk stations at this time, were open in Unadilla Forks, Leonardsville, W. Edmeston and Sweets, with one to come at South Edmeston. The price of milk at the station was \$1.28.

The company constructed its own independent telegraph line and put into use daily stage and express and freight service between New Berlin and Morris with a passenger rate of fifty cents. Ticket sales in New Berlin averaged \$15.00 per day and freight business was increasing daily. Freight yards were constructed for the shipment of live cattle and a switch from the U. V. tracks to the I. L. Richer Company was constructed.

Engineer Green and brakeman Billy Edwards were fitted out with blue suits and white caps, greatly improving their style and appearance in the eyes of the passengers. Eugene Tully and George St. John joined the ranks of station agents at New Berlin. Gene Perkins finished his work at Cooperstown and came to New Berlin to "talk" over the new telegraph line.

On Monday, September 9, 1895, as the train was leaving South Edmeston the front cylinder head on the right side was blown out, crippling the engine to such an extent that the "Merlyn" had to be taken from the construction train and used on the passenger. Engineer Gross took the crippled machine to Utica for repairs.

Excursion trains for social purposes became popular in the late fall of 1895. Special trains were run in October to the New Berlin fair and again on October 17 when Gortons Minstrels appeared at New Berlin's handsome new opera house. Enthusiastic participation by valley folk promised more excursion trains for entertaining and educational events including "Uncle Tom's Cabin" and "H. M. S. Pinafore" at the opera house.

Work was rushed on the new 34x72 foot engine house, which would accommodate two engines, in New Berlin. Severe blizzards and blockages all the winter of 1895-1896 were troublesome, to put it mildly. On April 1, 1896, when winter had still not loosened its grip the agent at Sweets Station was removed, the business there not warranting the necessary expense.

The conductor in charge of the train acted as freight agent and passenger fare collector from that time on. The passenger room remained open for the convenience of the travelers.

Superintendent Charles N. Chevalier resigned his position with the railroad on May 1, 1896. Mr. Chevalier came to the local road on September, 1894, from a position with the Belt Line road of Baltimore, Maryland, following twenty years of experience with the Grand Trunk Road. A very efficient and well liked man, Mr. Chevalier's resignation was greatly regretted. The Friday he left was called "Black Friday" by the employees. Mr. Henry H. Shephard, of New Rochelle, N. Y., a Yale graduate with experience on the New York, New Haven and Hartford Railroad, was engaged as the new superintendent.

With Mr. Frederick DeCoppet in Europe on an extended vacation, the curse of absenteeism fell over the Unadilla and in 1904 it sank into receivership. Eight miles from New Berlin, on his old family estate in Butternut Valley at Morris, lived a retired doctor, Lewis Morris and his wife, the daugh-

ter of Montana's rich Senator William A. Clark. Dr. Morris was not particularly a railroad fan, but his father-in-law was, and Dr. Morris bought the bankrupt line. He owned it for the rest of his life. The Senator often came East to ride over the Unadilla line in his luxurious private car.

A new company, the Unadilla Valley Railroad Company, was incorporated on January 23, 1904, with a capital of \$200,000 to operate the property of the Unadilla Valley Railroad Company which had been sold under foreclosure 19 days before. Directors of the new company were Lewis R. Morris, Wirth Howe, R. Floyd Clark, William McNair, William G. Lyle, B. B. Lawrence and F. S. Young. Principal offices were located in New York City. Dr. Lewis Morris was the new president, Wirth Howe was general manager, and Rufus Perkins, superintendent.

Many improvements over the next several years were made by the company. Wooden bridges were replaced with iron, steel and concrete. A new forty foot steel bridge was constructed at the Five corners north of New Berlin in 1909 and two new passenger coaches, manufactured by Harlan and Hollingsworth were added to the rolling stock. The handsome new coaches were finished inside with natural oak with ceiling decoration of green and gold. Rich lamps and luggage racks of brass, comfortable rattan chairs and roll up shades at each window completed the interiors. The exteriors were printed and ornamented in gold.

The frantic blowing of a locomotive whistle, followed by the ringing of the fire bell on a Sunday evening in April, 1913, gave alarm of the fire which was to destroy the seventeen year old engine house. Another setback faced the company when the United States Express Company cancelled its contracts in June.

In August, 1914, the U. V. office building, once a blacksmith shop, was moved back from the street, modernized and repaired. The building still serves as the office.

In 1924, with passenger revenues dwindling, the company officials decided for economy's sake to buy a new Brill gasoline powered combination baggage and passenger unit. It was an unlucky move. Scarcely a month after its inaugural trip, the car ran head on into the northbound freight. A passenger and the conductor, Harold Caldine, were both killed. The I. C. C. ordered the Unadilla to cease passenger service and to overhaul its plant. Passenger service was resumed in two months, but discontinued permanently in 1929.

After the completion of the state highway the U. V.'s revenues were cut almost in half. Coal and milk were now being hauled by truck. During the depression the road never failed to pay its operating expenses but this was done at the cost of letting the equipment and property deteriorate.

In 1938 the Unadilla Valley Railroad was sold to H. E. Salzberg Co., Inc. of New York City, a firm of professional dismantlers of railroads and dealers in secondhand railroad equipment. It was first feared that the road would be immediately dismantled, but low scrap metal prices at the time had prompted Mr. Salzberg and his associates, Meyer P. Gross, Samuel M. Pinsley and Morris H. Snerson, to investigate the possibility of putting the roads they already owned back on a paying basis, which they had done, with some considerable success. Mr. Salzberg became president of the Unadilla Valley, with Mr. Snerson as operating head.

The first move for Salzberg Company, Inc., was to pay the Morris estate "at least" \$75,000 for the road. The deal did not include the gravel pit which was the "anchor around the tiny line's neck." Thus the railroad got rid of more than half of its fixed charges.

Under the competent operation of Mr. Snerson and Roy Reidenbach, who replaced Mr. Brome as general manager, the road increased its net ton-miles by 34 percent in one year. In 1941 an additional 29 miles of line was purchased

from the O. & W. which extended the line to the Junction, but the railroad picture as a whole was reflected in the gradual but definite decline of the U. V. during the next twenty years.

There have been many people who have served the U. V. during its 65 years. Included in the roll, besides those already mentioned are Agents: Bridgewater, H. C. Miller, Ray Dawson; River Forks, George H. Clark, Herman Matteson; Leonardsville, Paul Stillman, Doris Gustin; West Edmeston, Benjamin Adams; South Edmeston, Hubert Spurr, and New Berlin, Byron Perkins, Lee Crumb and Harold Oakley.

Engineers on the line have been Ed Sprague, John Cooke, Ed Warren, George Moore, LaGrande Edwards, Chester Breslin, George Jenkins, Fred Clark, and for the past fifteen years, Bruce Harshbarger.

Conductors include Ed Gray, Louis Howe, Frank Risley, Lee Matteson, Howard Cadwell, Harold Wiggins, John Hoxie and M. W. Fuller Jr. Track supervisors were Frank Simpson, Billie Moore, Berger Benson, Andrew Eddy and George Moore.

In spite of all that has been done to keep the Unadilla Valley Railway running, it has now come to a final and permanent stop. The track has been torn up, the rolling stock has been sold, the right of way and the property for sale—an era has ended.

The Unadilla Valley Railroad was never a big road—it wasn't meant to be—but it has been an integral part of the lives of the farmers, the businessmen and the citizens of the valley for which it was named. It will be missed.

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 <<<**

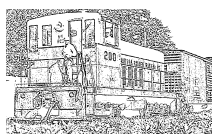
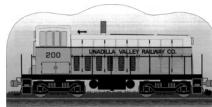
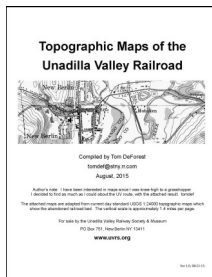
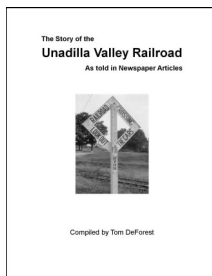
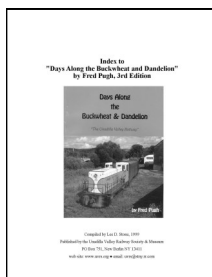
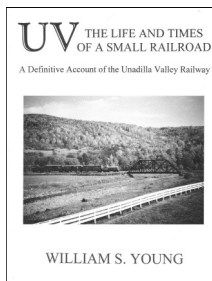
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We have a number of articles and reprints for sale. Most are \$3 each. Check our web site: www.uvrs.org.

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



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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.

