

PENND RAGON

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June 2001

Museum Is Shaping Up

By George Wolfangle

Isn't our museum looking great? You don't know? You haven't seen it? Well then, you've got a pleasant surprise coming when you do stop by to see it.

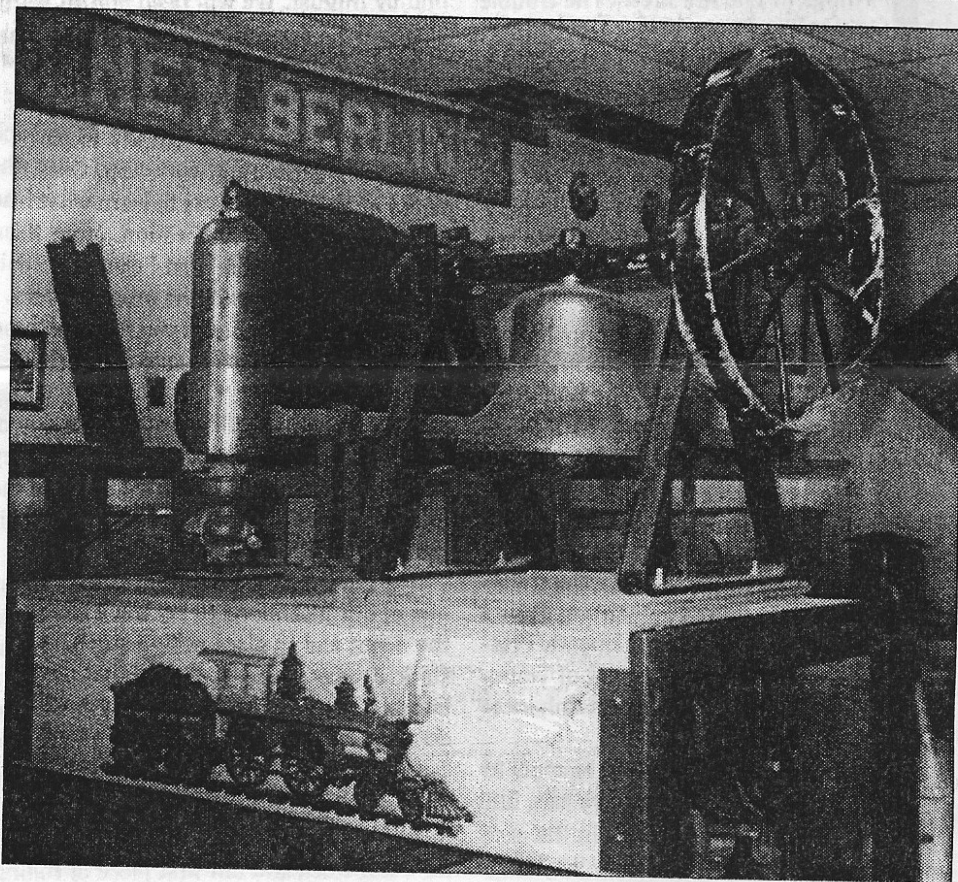
Early on, the two display cases we purchased were put to use—one to exhibit Ontario & Western material and the other devoted to the Southern New York. Across the room a wall cabinet was laid out with Unadilla Valley material. The office desk and the chair from the U.V. office have been relocated to near the center of the room to give them a better point of focus. Straight in from the door is a table displaying the bell on one side and the whistle on the other. Mind you, this is only part of what is in the first room.

The focus of the middle room is a wall full of pictures. It contains framed photos dealing with the U.V., largely but not exclusively its locomotives. Also in this room is a display of equipment and material used by the track gang. Not to be forgotten is our ever-increasing library of books on railroads that is also in this room.

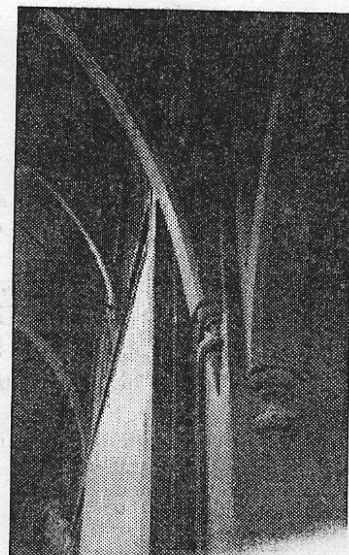
A small side room is devoted to an exhibit dealing with the Hudson & Manhattan and its successor, PATH. The collection was donated by your president, who worked there. The freight bay contains a signal department exhibit which is still being organized. Our current project, a model of the O&W New Berlin yard in O scale, is also being set up there.

We have much material which we find ourselves unable to display, or at least unable to exhibit adequately. Slowly but surely we proceed. You can count on this: if it is not publicly displayed today, it will definitely be out there soon.

If you haven't seen the museum yet, please plan on doing so. We are scheduling to be open Friday afternoons, but if you can't make it then, please call me at 847-8581 and we will open for when you can.



Museum's entry (left) ushers visitors toward bell and whistle display (above). The depot building features beautiful ornamental trimwork (below).



The Matters That Matter Now

There's an old song that goes, "The Best Things in Life Are Free." The trouble is that the things that are free won't run a museum. A railway museum in particular calls for money.

One answer to the problem, it has been suggested, is to cut back on what we are doing. This sounds good, but it is a slippery slope. The less we do, the fewer people are interested, and that in turn means the lower our financial support.

So what is the answer? It is only logical they we must do something—something that will get people's interest, and lead them to support what we are doing. I think we are moving in this direction. I only hope that we are doing so with enough gusto.

One source of financial aid would be from outside funding agencies. Three appear to be available to us at this time: 1) The Greater Poughkeepsie Community Foundation; 2) NYS Office of Parks, Recreation and Historic Preservation; and 3) NYS Department of Transportation TEA 21 (Transportation Enhancement Program).

It would be to our advantage to apply to all three of these sources. And we can, but it will take a great deal of effort. In the case of the state programs, it would be in the form of matching funds and would only become available after we have spent the money. Are we ready to stick our neck out? Are we ready to go after the money to meet their match? We must file for the first and

third options by October, and for the second by August. We will need *you* to be involved if we are to do this. It is not a one-man effort.

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This June I had the opportunity to participate in a grantwriting workshop. Over the period of four weeks I was to learn what had to go into a proper application. More than anything else, I learned that I cannot do this by myself. I can prepare the proper papers. I can make it look good. But you must be there by my side helping me to make it work.

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About a month ago I had a visit from one of you, and the outcome of that visit was very encouraging. This visit incurred a tour of the museum and a discussion of some possibilities as to what we could do.

During the visit I mentioned that it was one of our intentions to lay track alongside the depot and to place rolling stock on it in static display. Our visitor said that he owns two boxcars that he doesn't know what to do with. He also said that he knows where we can get some authentic O&W track; all we would need to do is dismantle it and haul it to our site. According to our visitor, we could have our track and our first piece of rolling stock almost in one fell swoop.

I think we would be quite foolish not to take advantage of this offer. What do you say about it?

—GEORGE WOLFANGLE

News & Notes

Pictures Wanted

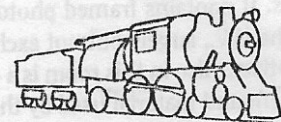
We are looking for pictures and other material pertaining to the operations of the O&W in the New Berlin area. If you have something of this nature and would be willing to either donate or loan it to the museum, we would greatly appreciate it. We look forward to your response.

Presenters Needed for Meetings

For some reason, perhaps because we have called upon so many folks already these past few years, speakers for our meetings during the summer months have been difficult to obtain. Perhaps you know of someone—yourself included—who would be willing to address one of our meetings on a railroad-related topic. It need not necessarily be strictly a talk. Perhaps slides. Perhaps showing off your own collection. Please contact us so we can schedule it. We want to hear from you.

UV Book Still Available

We still have some copies of Fred Pugh's book *Days Along the Buckwheat & Dandelion: The Unadilla Valley Railway*. The cost remains \$45. When they run out, they run out. Don't be the one who calls too late.



The Pendragon's next scheduled stop at your station is September 2001.

Unadilla Valley Railway Society
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