

General History

- 4/1/1839 (H&SG) The Adirondack Railroad Co. was organized with \$100,000 capital. It was to connect the Adirondack Iron Works with Clear Pond. Nothing was ever done. [I don't think this company is related to the following ones.]
- 3/7/1848 (Senate Document #39) "Report of The Railroad Committee on The Petition for a Railroad From Sackett's Harbor to Saratoga." "...the petitioners solicit the grant of a date to construct a railroad from Sackett's Harbor up the Black river to its source - thence along the east branch of West Canada Creek to the Sacandaga River, and down it to some point near Saratoga Springs." "...allowing for curvatures it is estimated at 140 miles."
- 4/10/1848 (H&SG) The Sackets Harbor & Saratoga Railroad was organized with \$2,000,000 capital. It was to connect the two towns of its name and tap the iron mines at Sanford Lake. It was only partially graded from Saratoga. [A map of this period shows the proposed line following the same path as the present line.] (H&SG, 1873, p. 149*) After incorporation in 1848, the company was organized on January 10, 1852.
- (Senate Document #55, 1884) When the railroad was organized in 1848, they were required to pay New York State \$5,000 to have the right to select any quantity of land up to 250,000 acres within the next three years. They had three years to commence work and ten years to complete the line or the company was liable to be dissolved and its franchise forfeited.
- 10/28/1850 (NY Daily Tribune) "At the meeting of the friends of the Sacketts Harbor and Saratoga Railroad, held at Carthage, Mr. T. B. Tilden addressed the meeting, giving a history of the routes as far as the survey had progressed, at present from Sacketts Harbor to Wolf Lake, Township No. 1. Elevation from Sacketts Harbor to Carthage, 480 feet; and in the whole distance to Wolf Lake, 700 feet.
- Mr. Tilden gave a very satisfactory account of the route as to its feasibility, also as to the resources of the forests in lumber, minerals, &c. The meeting appointed a committee of thirteen to procure the subscription of funds necessary to continue the survey."
- Distances:
- | | |
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| Sacketts Harbor to Carthage | 32 miles |
| Carthage to Dayansville | 14 miles |
| Dayansville to High Falls | 18 miles |
| High Falls to Wolf Lake | 18 miles |
| Total | 82 miles |
- 11/18/1850 (1851 publication) A meeting was held by the company at the American Hotel in Saratoga Springs to praise the work they were about to do and talk up the abundant resources of the land.
- 11/28/1850 Articles of Association were drawn up and signed by the company leaders with capital stock of \$2,500,000. There were 25,000 shares.
- 1851 (Senate Doc. #55, 1884) The requirements of the 1848 deal were extended one year.
- 1/17/1851 (NY Daily Tribune) "The bill amending the Charter of the Sacketts Harbor and Saratoga Railroad Co. was discussed. It was said in debate that unless people could reach this point there would not be wood enough left to relay the Plank Roads in the State. The bill gives the Company 250,000 acres of public land at five cents per acre to encourage the building of the road."
- 2/7/1851 (NY Daily Tribune) "On the 8th February, prox, there is to be a grand rally of the friends of the Sacketts Harbor and Saratoga Railroad, in this village. The Report of the Engineer is just published, and is probably in your hands. You will find it in the *Northern Journal* of this week. The road is demanded by the growing interest and developing resources of the Northern State, and will moreover

be of incalculable advantage in opening a region larger than Connecticut, which has had a cause of dread like that of the Upas upon it. There is room upon it for many thousands of landless laborers, who may leave the city to secure by ten or twelve years patient labor what they can hardly hope to do in town - a certain home for themselves and their families - of which they cannot be dispossessed."

- 4/2/1851 (NY Daily Tribune) "A meeting for the purpose of organizing the Sacketts Harbor and Saratoga Railroad is to be held at Troy on the 10th inst."
- 2/23/1852 The SH&H filed papers of incorporation in the office of the secretary of state.
- 3/10/1852 (1853 Report) A. F. Edwards was appointed chief engineer for the railroad and started the surveys in April.
- 4/8/1852 (Article from the *Northern New York Journal*) The SH&S Railroad had a groundbreaking ceremony at Dayansville in Lewis County including a parade with the directors, engineers and the Carthage Brass Band. About four rods of the road were graded.
- 4/26/1852 (1853 Report) A survey crew under A. R. Field started work in Saratoga, working westerly. They explored several routes covering a total of 423 miles by January 10th, 1853 and ending at Lake Ontario.
- 5/1/1852 (1853 Report) A second survey crew, under P. H. Green, started work at Ballston and worked westerly.
- 5/10/1852 (1853 Report) A third survey crew, under N. R. Harlow, started work at the forks of the Sacandaga River in Wells and worked westerly toward Lake Piseco.
- 6/24/1852 (1853 Report) Due to financial reasons, the third party was disbanded after completing 33 miles.
- 6/25/1852 (Troy Times) Engineer Edwards reports that the railroad lines surveyed have been favorable and speaks well of its future.
- 7/2/1852 (1853 Report) The second party was disbanded after reaching the start of the third parties work in Wells, having completed 80 miles of work.
- 1852 (HL) During the year 1852, the Sacketts Harbor & Saratoga RR was formed to build a line 140 miles long. Surveys were made out of Saratoga, Ballston and Milton. (ER1879) The line was formed in 1852.
- 1853 (Senate Doc. #55, 1884) The legislature confirmed the previous powers granted in 1848 and approved incorporation filed by the company.
- 1853 A history of Lewis County from 1883 states that, "About 1853 a building, 40 by 100 feet, was erected for a machine shop in anticipation of the completion of the Sackett's Harbor and Saratoga Railroad, the route of which was to pass near and the work on which had been commenced." The building remained unused until it became part of the Crystal Creek Tannery in New Bremen.
- 1/5/1853 (Little Falls Journal) Contracts for the SH&S railroad as far as Carthage have been made and a large force of laborers will soon commence operations.
- 6/6/1853 (Troy Times) A. F. Edwards started on Wednesday with two full corps of engineers to finish the preliminary surveys. Mr. Field, who had charge over the surveying last year, will lead on of them and Mr. Campbell has charge of the other.
- 10/1853 A report was published on the survey of the different route and estimates for their costs.

- 3/7/1854 (NY Times) "The Saratoga and Sackett's Harbor Railroad Company ... has been urgently applying to the legislature this winter for such an amendment as will authorize a change of route. They allege that by a blunder in their Articles of Association, as filed in 1852, the parties concerned having never explored the wilderness, the counties of Warren and Essex, through the corners of which the route surveyed must run, were omitted, and that the county of Fulton was unadvisedly included. The true reason for the change desired, we believe, is somewhat different. By the original charter the State granted to the company about 250,000 acres of land at the nominal price of five cents an acre. After a time the company paid the purchase money but on attempting to locate the lands, they found that they had already been bought by speculators. They now ask that the route may be so changed as to enable the State to deliver them the tract of land for which it has already been paid. The Railroad Committee, after hearing argument on both sides, has reported in favor of the amendment sought."
- 1854 (Chapter 273, laws of 1854) "An Act to permit the Sackett's Harbor and Saratoga Railroad Company to construct a portion of its road through a portion of Warren and Essex Counties."
- 6/5/1854 (HL) Ground was broken in Hadley and approximately 20 miles of roadbed in disconnected sections was built before work was suspended due to lack of funds. [Most was probably used by the later railroad but there is one 4,000 foot section at the Warren / Saratoga County line near Stony Creek and several disconnected sections in Lewis County near Crystal Dale.]
- 6/17/1854 (Syracuse Evening Chronicle) "The contractors on the SH&S Railroad commenced operations on Monday of last week in the Town of Hadley. Stakes have been driven, shanties erected, and other steps have been taken on several sections of the line."
- 7/27/1854 (VM) The earliest date for land deeded to the Sacketts Harbor & Saratoga RR in Corinth.
- 7/29/1854 (VM) The earliest date for land deeded to the SH&SRR in Hadley.
- 9/12/1854 A company publication says that the first mortgage bonds for the company were dated this day at a cost of \$1,000 each for a total of \$4,000,000. They were due on 9/1/1879 with interest at 7%. The Capital Stock of the company was originally \$2,500,000 but had been increased to \$6 million divided into shares of \$100 each. They planned to start laying rails in June, 1855.
- 10/11/1854 (*Northern New York Journal*) The company is making rapid progress with construction.
- 1854 (SA) An article on 9/7/1876 mentions that Nicholas Decker of Schenectady was a contractor on the SH&S Railroad and lost a lot of money when the project shut down and he didn't get paid. He still ended up paying all his workers and bills anyway.
- 1855 (Senate Doc. #55, 1884) The rights extended in '51 and '53 were extended another six months.
- June 1855 (NY Times) The owner of the paper was invited along with others for a trip through the Adirondacks following the proposed railroad route. He mentions that lack of funds had suspended work last fall and that the leader of the expedition was Chief Engineer A. F. Edwards. Assistant engineer Mr. Newell was also along. The route went from Saratoga following the Hudson to the meeting with the Boreas River, where a branch was to go to the mine, then west to the south shore of Raquette Lake to Old Forge, Carthage and Sackett's Harbor.
- Nov 1856 (Lowville Journal) After a suspension of nearly two years, the SH&S railroad said that work had resumed and the engineering department had two or three parties in the field. A construction force has been gathering for the winter work. The plan is to put in operation the first 30 or 40 miles from the southern terminus by next July.
- 12/27/1856 (VM) The earliest date for land deeded to the SH&SRR near White's Feed south of Corinth.

- 1857 (Chapter 98, Laws of 1857) The SH&S lands were exempted from taxation until the sale of the company or the maturity of their bonds.
- 4/6/1857 (H&SG) The SH&S was reorganized as the Lake Ontario & Hudson River Railroad. This is confirmed in (ER1879).
- (Senate Doc. #55, 1884) This was approved by an act of legislature.
- (H&SG, 1873, p. 143) Some progress continued for a few years then it was abandoned.
- 4/18/1857 (VM) The earliest date for land deeded to the SH&SRR near Kings.
- 5/23/1857 (NY Daily Tribune) "The Lake Ontario and Hudson River Railroad Company have just given to the public a statement of the condition and prospects of that enterprise. The road is intended to connect the most easterly part of Lake Ontario with the Hudson River at Albany and Troy, and about a million dollars have already been expended. The Company has recently been reorganized and have negotiated a million of their bond, which has enabled the company to liquidate its floating debt, and ensures the completion of the road to Luzerne by the 1st of September. About one-half the grading of the forty miles next north of Luzerne is completed, reaching a point on the Hudson near the Adirondack iron beds. The Company owns about 500,000 acres of land along the route of the road, which has been donated to them by the State and by individuals to aid them in building the road. These lands are covered with valuable timber, valued by the Company at \$25,000,000, and the land after the forest is cut off is valuable at \$7,500,000. The whole length of the road is 186 miles and like the Reading, it has down grades for all the heavy traffic. The summing up of the report is as follows:
 First: We have a railroad stretching virtually from Albany and Troy and the western terminus of the Hudson River Railroad to Lake Ontario at the most eastern part of the great Western Lakes.
 Second: We have a land estate at a nominal cost of half a million of acres within ten hours from the City of New York. This land, cleared and converted to agricultural purposes, would be worth certainly \$10 per acre.
 Third: We have a lumber property now waiting transportation. Lumber is acknowledged to be a very remunerative business for a railroad.
 Fourth: We have the Adirondack mineral regions as a source of traffic. This location is pronounced by competent parties, the richest ore deposit in the country.
 Fifth: We have a terminus at Lake Ontario, which must secure a large through Western and Canadian business of emigrant and other travel, and also of freight."
- 1857 (Senate Doc. #55, 1884) A report of the State Engineer shows the total property of the railroad at 255,202 acres.
- 4/10/1858 (NY Daily Tribune) From the State Assembly - "The bill to repeal the act exempting the lands of the Sacketts Harbor and Saratoga Railroad from taxation was advocated by Messrs. Collins, Hull and Hutchinson, and opposed by Messrs. Wager and Osgood, and ordered to a third reading."
- 2/18/1860 (Senate Document) An act to facilitate the completion of the Lake Ontario and Hudson River Railroad was passed.
- 2/22/1860 (Malone *Frontier Palladium*) The L. O. & H. R. Railroad had a judgement of foreclosure and was to be sold on June 19th.
- 8/11/1860 (H&SG, 1873, p. 127) The Adirondack Estate & Railroad Company was organized. This is confirmed in (ER1879).
- (HL) The main objective of the company was to develop the lumber and mineral lands which had been acquired and construct a railroad from Saratoga Springs to Lake Ontario through the upper Hudson valley and thence westward beyond Watertown, together with a branch to Ogdensburg. A small amount of construction was done before this project too came to a halt.

(Senate Document #55, 1884) An act was passed to allow the new owners to form a company and to extend the rights until November 11, 1862.

- 9/5/1860 *(The Journal & Republican)* The L. O. & H. R. Railroad has been sold under foreclosure and the buyers recently organized under a new company with \$5 million capital.
- 1862 (Senate Doc. #55, 1884) Time was again extended until November 11, 1866 "provided the company should expend a certain amount of money and perform a certain amount of work on said railroad."
- 1863 (Senate Doc. #55, 1884) The legislature passed an act providing Albert N. Cheney to incorporate for building a railroad. It also gave the company power to purchase 1,000,000 acres and exempted lands from all taxes until September 12, 1883. (except for road bed in lands already occupied) It also required that 25 miles be completed by December 1, 1864, 35 miles by December 1, 1866 and 25 more miles by December 1, 1868 or the tax exemption would cease. [Albert Cheney was involved in numerous other business interests with Durant including the UPRR.]
- 5/31/1863 Durant's financial ledger shows a \$5,000 cash transfer under "Adirondack Estate" and the names Rosekrans and Cheney who were probably the money behind that name. The two men were also involved with the UPRR. Judge Enoch Rosekrans was from Glens Falls and is shown as buying 200 shares of Adirondack Company stock on 10/15/1863.
- 10/24/1863 (JS) The Adirondack Company was incorporated under Dr. Thomas C. Durant. [Durant's ledger lists a Mr. Crane as the treasurer.]
- 12/1863 to 2/1865 Durant's financial ledger shows several large payments to A. F. Edwards over the course of several years probably to pay for the construction costs. Edwards was the chief engineer under the Sackets Harbor & Saratoga railroad and probably continued at this position until A. R. Fields is shown as the engineer in 1870. Fields was a survey leader in 1852.
- 1864 - 1865 Durant's financial ledger shows payments from the Adirondack Company to his account for the yacht "Idler". This was a famous racing schooner built in 1864 to compete in the NY Yacht Club races and the American Cup. Not sure how these two are related but probably some of Durant's tricky money moves.
- 3/24/1864 (SA) The Adirondac Company "exhibits signs of vitality which promise a speedy and successful issue. New surveys of the route are nearly completed, and we are assured that preparations are in progress to put the work in hand with the least possible delay. The eastern terminus of the road, which will be either Saratoga Springs or Ballston Spa, is now the most important question remaining unsettled, and it is one of no little interest to the Company, and to the people of this vicinity."
- 4/5/1864 (GFR) The Adirondack Railroad is under construction and promises a speedy completion. Formerly known as the Sacket's Harbor, Lake Ontario and Hudson River Railroad.
- 4/26-28/1864 (VM) Deeds for highway grade crossings were granted from Kings to Hadley.
- 4/30/1864 (LL) "Edwards wants to commence work but will not do so until this matter is cleared." [Davis to Durant]
- 5/26/1864 (LL) "Have the Adirondac mortgage executed and let Mr. Ballard get it recorded." TC Durant to Crane
- 5/26/1864 (SA) "The suspense which has hitherto hung over this noble enterprise is at length ended, by the location of its southern terminus at this place; and the Adirondac Company, under whose auspices the road is to be completed, is pushing the work forward in good earnest, with the intention to have the first twenty-five or thirty miles completed and in running order before next winter."

- 7/7/1864 (SA) "The work on the Adirondac road, northward from this place, is making commendable progress. The derth of laborers is seriously felt, but some four hundred are now actively engaged on different portions of the first fourteen miles. Before our people are fairly aware of it the steam horse will be making his daily trip into the northern wilds."
- 8/2/1864 (Hudson Daily Star) The strike on the Adirondack Co. railroad is more formidable than was at first anticipated. 800 rioters drove the German laborers from their work and a continuing clash between Irish and German workers is feared.
- 8/4/1864 (SA) "The laborers employed on the Adirondac Railroad, several miles north of this village, struck for higher wages on Tuesday, and determined to stop the work unless their demands were complied with. Proceeding from one section to another, they compelled each party in turn to lay down their tools and fall in line, until they reached the terminus of the road, at this place; when, to the number of about 1000, they proceeded to the office of the Company, and for a while fears were entertained that they might demolish it. We understand that they demand '\$2 a day and Roast Beef,' or no work shall be done."
- 2/1865 Durant's financial ledger shows that the Adirondack Company paid \$35,000 to the Adirondack Iron Company. Perhaps this was a company set up to supply rails or spikes.
- 3/31/1865 (H&SG, 1873, p. 127) The Adirondack Company was "Allowed by act of March 31, 1865, to extend its road to Lake Ontario or the St. Lawrence, and to increase its capital to \$5,000,000. Finished 44 miles from Saratoga Springs to Johnsburgh, in Warren County. It is proposed to extend a branch of this road to Ogdensburgh."
- 1865 (Senate Doc. #55, 1884) The legislature extended the 1863 requirements for one year.
- 1865 (P&FS) The station at Corinth was built.
- 1865 (ER1879) 25 miles of track had been completed this year which would bring it near Wolf Creek.
- 4/13/1865 (SA) "The State Legislature has not only extended the time for completing the first 25 miles of the Adirondack rail road to one year from December last, but it has also authorized the company to extend the road to some point on Lake Ontario or the St. Lawrence river. The Superintendent says he will have the road finished as far as Luzerne by the 1st of July next."
- 10/3/1865 (LL) "Commenced grading Adirondack - request two thousand dollars for ties and right of way this month." Crane to Durant
- 10/5/1865 (SA) "Work was commenced on the Adirondack railroad on Monday last. This will be welcome intelligence all along the line. It is to be hoped the enterprise will now be pushed forward vigorously to completion."
- 11/30/1865 (SA) "Energetic efforts have been made for a short time past to complete the laying of twenty-five miles of track on this road by the 1st of December in accordance with the act passed at the last session of the Legislature. We presume the attempt will succeed and that further legislation will not be necessary."
- 12/1/1865 (JS) The first run on the line was loaded to capacity. Locomotive #1, the Major General Hancock, pulled three yellow coaches up to Hadley.
- (HL) Total cost of construction came to \$2,079,058 and during the first year of operation income from freight and passengers amounted to \$10,973.67. The company reported that it owned one locomotive (Maj. Genl. Hancock), three passenger and six freight cars, the track was laid with 56 pound iron rails and their tax bill amounted to \$101.79.

- (SA) "We enjoyed the pleasure of a ride on the excursion train over this road to Luzerne, on Friday last. The journey through Greenfield, Corinth and Hadley, to Luzerne, twenty-two miles, was accomplished in little over an hour, when we halted to await a connection of the iron rails across the Sacandaga." The end of the line was at Wolf Creek.
- 12/12/1865 (GFR) The first 25 miles of the Adirondack Railroad has been completed with a train running daily between Saratoga and Wolf Creek. Local businessmen held a meeting in the Rockwell Hotel [at Hadley] complaining about high freight rates.
- 1866 (Morning Star, 1899) Charles Allen moved to Saratoga in the 1860s and became the ticket agent and clerk at the Adirondack Railway station there. He became the village president in 1872. The article states that he became the agent in 1861 but that does not fit so it probably was 1866.
- 1866 A map of the proposed Schenectady & Ogdensburg Railroad shows the existing Adirondack Company line to Wolf Creek and the proposed line to North Creek.
- 7/24/1866 (GFR) The Adirondack Railroad is being sued for some \$350,000 of which \$160,000 was owed to Judge Rosekrans. The editor of the Saratogian states the he hopes the road will pass into the hands of parties who will complete it pay as they go.
- 12/20/1866 (SA) Trains are going as far as Wolf Creek.
- 2/14/1867 (SA) Trains are going as far as Wolf Creek.
- 1868 (Senate Doc. #55, 1884) An act extended the time in which the company was required to build a certain portion until December 31, 1870. It also authorized them to build a branch line from near Thurman to the border of Essex County.
- 1/30/1868 (LL) "Our turntables are fifty-five feet but I think they will turn on less ask the builders."
- ?/24/1868 (LL) "If Adirondack road is to be completed this fall the right of way matters should be attended to at once." Crane to Durant
- 5/26/1868 (GFR) There continues to be much discussion about linking the Adirondack Railroad with a line running from Plattsburg to Whitehall. The Adirondack Railroad is expected to reach Warrensburg this fall at the juncture of the Hudson and Schroon rivers.
- 8/27/1868 (VM) Earliest land deeded to the Adirondack Co. at Thurman.
- 8/27/1868 (Saratogian) The Adirondack Company has ordered a survey of a possible route from Hadley to the Sacandaga Valley in hopes of putting a line through. C.S. Bushnell was the VP of the railroad.
- 12/2/1868 (LL) McGees work finished and men discharged. Needed funds for Green's camp above The Glen and Ballard wanted Leavitt to be in charge of them.
- 12/31/1868 An Adirondack Railway promotional book states that they finished 12 miles of track this year bringing it to 37 miles. Trains operated up to Hadley.
- 1869 (ER1879) Another 12 miles of track was finished this year bringing the line just past Thurman. [This report seems to be one year behind compared to the Adirondack Rwy source above.]
- 4/22/1869 (Letter) They were purchasing a hand car from Gilbert Bush & Co. in Troy and wanted it lettered "A Co RR No 6".
- 6/21/1869 (RLHS) Passenger traffic reached Thurman.

- 6/22/1869 (Letter) R. Comms of Troy was to send a man to tighten the rods and bolts on the bridges once things dried out.
- 7/27/1869 (VM) Earliest land deeded to the Adirondack Co. at The Glen.
- 9/18/1869 (Letter) They requested prices for new Howe truss bridges from R. Comms of Troy and mentioned that they wanted stronger ones than purchased last year.
- 9/21/1869 (GFR) The Saratoga papers say that Mr. Durant, having got the Pacific Railroad off his hands, has been quietly prospecting during the summer about the Adirondack road. He has recently brought some of the contractors from the Union Pacific and set them to work and it is intimated that he will push the line through to Ogdensburg with all speed.
- 9/24/1869 (LL) Ballard was looking for blankets for the workers at Green's camp. Some men were leaving because of the conditions.
- 9/25/1869 (LL) Durant was in Ogdensburg and directed Crane to pay Mr. Bissell for survey work there.
- 10/12/1869 (GFR) Michael Flynn, a laborer employed on the Adirondack Railroad three miles above The Glen, was instantly killed on Saturday last by the falling of an embankment. [Probably at the Dugway.]
- 11/4/1869 (SA) S. M. Seymour has resigned as Superintendent of the Adirondack Railway and moving to Iowa. He worked for many years as engineer of the line. Charles Ballard will succeed him.
- 11/16/1869 (GFR) We are informed that the work on the road is ready for rails to a point near The Glen. In short time it will be fully graded to Mill Creek, within one and a half miles of Johnsbury. Twelve miles have been graded since September last, and the rails will be laid on the new section before January 1st. Between eight and nine hundred men are employed on the job.
- 11/25/1869 (SA) Trains are going as far as Thurman with one train daily.
- 11/30/1869 (GFR) The Adirondack Railroad has already four hundred tons of rail on the line of their new extension with several car loads more on the way. It requires about ninety tons of iron to lay one mile of track.
- 12/11/1869 (LL) Bill of \$1,500 for new water tank and bridge [Ballard] [possibly at Thurman?]
- 12/13/1869 (LL) Green's work finished [Ballard] [probably quitting for the season at their camp at Riverside]
- 12/18 & 24/ 1869 (LL) Ballard was drawing \$10,000 nearly every week to pay costs.
- 12/23/1869 An Adirondack Railway promotional book states they completed another 12 miles of track this year bringing it to 49 miles. Trains operated up to Thurman.
- 1870 (P&FS) Stations were built at Hadley, Stony Creek, Thurman and The Glen.
- 1870 (PS, RLHS) The railroad had reached Fulsom Landing (Riverside).
- 1870 (ER1879) Another 12 miles of rail were finished this year bringing it to Riverside.
- 1/6/1870 (SA) They ran a two column article on a special run on the line for local businessmen on January 1st. The end of the line was two miles north of Riverside and 29 miles north of Luzerne. At this time, Riverside was called Johnsbury station, where construction buildings were still standing. This was called Camp Green after the man who ran it.

- 1/6/1870 (SA) Twelve more miles were completed last year and three passenger cars were added.
- 2/15/1870 (Republican) The Adirondack Company is currently completed to 49 miles from Saratoga at a cost of \$45,000 per mile and Durant met with St. Lawrence Co. officials to discuss extending the line to Ogdensburg. If enough support comes in from the County and State, the line could be completed in 18 months. The company now owns 650,000 acres of land of which 100,000 were purchased at \$4 per acre.
- 3/8/1870 (LL) "Shall we buy [?] to be delivered beyond end of track? [Ballard]
- 4/5/1870 (VM) Earliest land deeded to the Adirondack Co. in Riverside.
- 4/28/1870 (SA) "Mr. A. R. Fields has accepted the appointment of Chief Engineer on this road, and will organize a party this week to start on the surveys for the extension towards Ogdensburg. Mr. Fields has had good experience in former years on the Adirondack road and will be able to start his party understandingly.
"The full complement of forty boxcars have been received on the contract, mentioned a few weeks since, and they are now being put to use. The new passenger cars and locomotives are expected in a few weeks." [According to annual reports, they received two engines and two passenger cars this year.]
- 5/3/1870 (St. Lawrence Republican) The Adirondack bill was vetoed which would have supplied \$10,000 per mile for construction of the Adirondack railroad to Ogdensburg. There is support in the Legislature but not enough to bypass the veto.
- 5/7/1870 (LL) Ballard mentions Mr. Fields
- 5/26/1870 (SA) "The new locomotive coming to the Adirondack Railroad in a few days will be named the "George Leavitt" in honor of the efficient resident director."
- 5/28/1870 (LL) "How many coach and baggage cars ordered for Adirondack this summer and where from when will they be done?" [Ballard]
- 6/7/1870 (SA) There is a new Adirondack Express train with new coaches and locomotive "Leavitt". There was a new granite quarry, above Higgin's Quarry, in the last year where the company is putting in another switch.
- 6/9/1870 (LL) From two telegrams that day we are told that A. R. Field, Chief Engineer, was injured in an accident on the Rutland Railroad on Tuesday night where he was scalded and had two ribs broken. He was brought to the Summit Station at 1 pm but died later that day.
- 6/16/1870 (SA) The new locomotive "George Leavitt" made its first trip on Friday. A second train will be put on in a few days. Both will run to The Glen.
- 6/16/1870 (SA) A. R. Field, Chief Engineer of the Adirondack Company, died from injuries in a railroad accident above Rutland on Thursday.
- 7/25/1870 (Troy Daily Times) The Glen is the present terminus and track is laid another 5 to 6 miles north with a large number of men employed. The next station will probably be North Creek.
- 8/16/1870 (LL) "[Hezekiah] Bissell is in NY he is to go on the line and take charge of construction." [Durant to Jarvis Baker his personal secretary]
- 9/12/1870 (VM) Earliest land deeded to the Adirondack Co. in North Creek.
- 12/10/1870 (LL) "7-1/2 miles laid bridge will delay two or three days" [Ballard]

- 12/19/1870 (LL) "End of track thirty fifty one" [Bissell to Durant from The Glen station]
- 12/22/1870 (LL) "End of track thirty one one"
- 12/22/1870 (LL) The track will be completed sometime tomorrow and the fence will be at The Glen on Saturday.
- 12/23/1870 (LL) "End of track thirty one thirty one"
- 12/24/1870 (LL) "End of track thirty one forty two done" [Bissell to Durant / This is standard survey distance of 3,142 hundreds of feet or 59.5 miles which completed the line at that time.]
- 12/31/1870 An Adirondack Railway promotional book states they completed another 11 miles during the year bringing the tracks past North Creek. Trains operated up to The Glen.
- 12/31/1870 (HL) The Sacandaga Valley Railroad was organized to build a line from Jessup's Landing to Conklingville; a distance of eight miles. By September 30, 1873, capital stock of \$150,000 was authorized but the line was never built.
- 1/3/1871 (GFR) Another twelve miles of the Adirondack Railroad is finished and work suspended for the winter. This makes sixty miles of the road and reaches to near North River. Passenger cars will probably be run over the new section next spring. They now stop at The Glen.
- 1871 (ER1879) Another 11 miles of rail were finished this year bringing it past North Creek to 60 miles.
- 1871 (Atlas) The end of the line is shown along the Hudson River at a point about 2,900 feet north of where the current line bends to the west away from the river. The distance from Albany is about 97.5 miles.
- 1871 Hochschild's book states that the end of the line at 60 miles from Saratoga was located 2.8 miles above North Creek at the Rist Farm. When he wrote this in 1952, this location was at the Whispering Pines restaurant. According to the 1876 Beers Atlas, the end of the line was about 1,000 feet north of Raymond Brook which is NC1.63 on the current line, 1.63 miles north of the Barton sheds. Deeds granted from this area are from Raymond and Donohue in 1870-71 and Raymond and Ordway in 1886.
- 1/5/1871 (SA) There is a two page article on a special trip to North Creek for local businessmen on January 2nd. They got on at the depot at the office.
- 1/30/1871 (LL) Funds were needed to settle accounts to January 1st were nearly \$25,000 exclusive of Engine.
- 3/3/1871 (LL) "Have resolution accepting act authorizing Branch passed when Bushnell is in town tomorrow." [Durant to Crane]
- 3/21/1871 (GFR) The recent freshet played sad havoc with the Adirondack Railroad. At North creek the company's boarding house and stables were submerged and the track overflowed. At Stony Creek a large portion of the bridge was carried away, costing the company approximately \$4,000.
- 4/10/1871 (H&SG, 1873, p. 127) "The articles [from 1865] were amended July 10, 1871, and the capitol increased with the design of this extension, and an appropriation was granted by the legislature in 1871, but failed to receive the Governor's sanction. Distances - Saratoga to Greenfield, 6 miles; Kings, 4 miles; South Corinth, 3 miles; Jessup's Landing, 4 miles; Hadley, 5 miles; Quarry, 5 miles; Stony Creek, 3 miles; Thurman, 6 miles; and The Glen, 8 miles. Besides the railroad, the company is engaged in mining and other business enterprises."
- 4/20/1871 (LL) "Bill passed Senate" [Durant to Crane]

5/18/1871 (LL) Ballard comments that it would be difficult to put together a complete right of way with the deeds they have since old and new ones were quite intermixed.

6/9/1871 (LL) "Will you have tracing of (Faryauas?) map of iron works sent?"

10/17/1871 (GFR) A train of the Adirondack Railroad recently converted a yoke of oxen, three cows and a heifer into fresh beef in the twinkling of the eye. The cattle were standing on the track when struck by the engine.

10/25/1871 (LL) Bissell was requesting payment which he received in February 1872.

12/15/1871 (LL) W. P. Granger finished with Engineering Department.

12/24/1871 (LL) "Nearly sixth of trestle gone shall have shot truss over channel as soon as possible" [Ballard]

1872 (P&FS) Riverside station was built.

1872 (Unconfirmed story) The base elevation for the Adirondack Survey by Colvin was the switch point of the Adirondack Railway in Saratoga Springs.

5/10/1872 (VM) Land deeded to the Adirondack Co. for switches and depot at Riverside.

6/21/1872 (LL) "Have plate for bond changed make six million" [Durant to Crane]

7/5/1872 (LL) "Get the six million mortgage in shape to be executed in duplicate." [Durant to Crane]

7/5/1872 (LL) "What's the prospect for our getting another passenger car?" [Ballard to Crane]

7/6/1872 (LL) "Letter car 'Adirondack Company' along sides near the top with the figure four below in center the same without the figure at ends of upper deck inside." [Ballard to Crane]

7/22/1872 (LL) "Please advise when car is delivered to Hudson River road" [Ballard to Crane]

7/31/1872 (LL) Employment agent delivered 17 men at North Creek yesterday

12/30/1872 (LL) "Want another good strong substantial locomotive as soon as you can afford to buy it for us. Prefer Danforth engine from Patterson."

1/3/1873 Crandall Library in Glens Falls has an account book for The Adirondack Company's Telegraph which starts at this date and goes into the 1880's. Offices listed are Chester, Pottersville, Schroon Lake and Weavertown. There is a blank form from 8/5/1886 that shows C. E. Durkee as the Superintendent. A second form from the 1880's is for The Adirondack, Lake George & Saratoga Telegraph Co. and lists W. W. Durant - president, W. C. Humstone - GM, Horace Young - VP and J. W. Burdick - Secretary and treasurer.

1/9/1873 (Saratoga Sentinel) The first load of 100 tons of ore was shipped down the Adirondack Company railroad en route to Corning's iron works in Albany to test the quality of iron ore found at Minerva.

1873 (P&FS) North Creek station was built.

1873 (H&SG, 1873, p. 675) "The Adirondack Company's Railroad extends to The Glen, with prospects of extension northward." [As this was published in 1873, they are probably referring to 1872 or earlier.]

1873 An Adirondack Survey map by Verplank Colvin shows the Adirondack Railroad to North Creek.

5/22/1873 (LL) "The D&H have an entirely new set of officials and all the old arrangements to get along here in Saratoga without side tracks, turntable or Engine house are being broken up. I have to feel my way along until I can coax them into new ones." [Ballard]

6/24/1873 (Daily Saratogian) "Commencing today a passenger coach will be attached to conductor Shonts' freight train on the Adirondack Company's railroad."

7/3/1873 (Saratogian) A forest fire was raging between North Creek and Riverside and the train yesterday had to make flying trips to escape the heat and smoke.

7/3/1873 (LL) "I must have one or two more passenger cars at once." [Ballard to Baker]

7/10/1873 (Saratogian) The mail is now going north by way of the Adirondack Company's railroad.

7/15/1873 (LL) "Afternoon train commenced yesterday" [Ballard to Baker]

9/8/1874 (DH) Mentioned as places for coal delivery were Kings, South Corinth, Jessup's Landing, Hadley, Stony Creek, Thurman, The Glen, Mill Creek, Riverside and North Creek.

12/15/1874 (HL) The railroad went into receivership and Thomas C. Durant was appointed Receiver.

12/4/1875 (LL) Eastman was the road master. Durant was just in time on the bridge matter as Cimms had other work offered and was just about to withdraw his bid.

1876 The Beers Atlas shows the end of the line at 1,000 feet north of Raymond Brook in North River.

10/12/1876 (Saratoga Sentinel) The Adirondack Company is experimenting with two trains daily.

12/19/1876 (GFR) The Adirondack Railroad Co. turned the brakes on rather tight last week as all the men employed on the road, with the exception of the station agents and officers, are put on half time. There is but one train daily, which takes passengers and freight.

2/17/1877 (DH) Repairs were made to the engine Luzerne. (built in fall 1868)

1878 (DH) Coal deliveries for the year totaled 128 tons (stove coal) and went to Jessup's Landing, Hadley, Thurman and Riverside.

6/11/1878 (GFR) Upper Hudson – Large quantities of freight are being shipped over the Adirondack Railroad this spring and it is thought that it will be necessary for the company to put on one or two extra trains.

6/11/1878 (GFR) Upper Hudson – The Adirondack Railroad company is making arrangements to replace the worn rails on that road with new imported steel rails. New ties are being laid on nearly the whole length of the line.

7/11/1878 (Weekly Saratogian) Conductor Crane is now in charge of the yard and his place was taken by C. W. Fuller. Fuller's job was filled by George Weatherwax and Charles Weed, formerly in the yard, is the conductor on the train so long under conductor Z. Shonts.

1879 (Senate Doc. #55, 1884) The Attorney General reported that the Adirondack Company had a good title to the property.

5/29/1879 (Sar. Sentinel) C. E. Durkee has been promoted to Superintendent. He was with them from the start and formerly was the ticket agent.

- 6/1879 (DH) Two 51' timbers sent for a turntable were rejected and replaced. They were shipped to Thurman but no mention of for what turntable. All shipments of timber were sent to Thurman at this time.
- 11/27/1879 (Saratoga Sentinel) The George Leavitt is undergoing a thorough overhauling in the D&H shops at Green Island, under the direction of engineer Jacob Myers.
- 1880 (P&FS) South Corinth station was built.
- 6/17/1880 (Saratoga Sentinel) "The stockholders, bondholders and all other creditors of the company, are to deliver over to certain trustees the evidence of the indebtedness of the company, for the purpose of enabling the trustees to bid in the road and property at the foreclosure sale. Upon completion of the purchase a new company is to be formed, which at once will make a first mortgage on the entire road. The bonds and other outstanding indebtedness of the company are to be settled at fifty cents on a dollar." [This is part of a larger article on the history of the line and current proceedings.]
- 6/22/1880 (DH) Bridge timber was delivered to Thurman but no mention of what it was to be used for.
- 7/1/1880 (DH) A check was sent to S. R. Stoddard for \$85.72. [Perhaps for one of the photo trips.]
- 7/1/1880 (SA) The real Major General Hancock, who the locomotive was named after, was in town recently and getting to know the officers of the Adirondack railroad. Last spring when the locomotive was undergoing repairs, some employees had suggested changing the name but Durkee said no.
- 6/28/1881 (HL) The mortgage was foreclosed and the property deeded to the Adirondack Railway with the Receiver discharged on 10/20/1881.
- 1/12/1881 (SA) The locomotive Major General Hancock just returned from the Schenectady locomotive works where it was thoroughly overhauled and repaired. It will resume its place on the road tomorrow.
- 9/1/1881 (SA) "The approaching sale of the Adirondack Company's railroad has revived interest in what at the time it was projected was looked upon as one of the great factors in working out the future prosperity of Saratoga. It has, however, been running in its incomplete state so long that the original conception of the enterprise has almost faded from memory. The sale will probably insure the completion of the line to navigable waters, at all events, and it will open up the Northern Wilderness. The sale takes place Sept. 15th."
- 9/2/1881 (GFR) One of the trains on the Adirondack Railroad made the run recently from North Creek to Thurman, 22 miles, in 23 minutes, including two stops.
- 9/29/1881 (JS) In foreclosure proceedings at Saratoga Springs, the road was sold to William West Durant for \$350,000. It was renamed as the Adirondack Railway Company.
- 10/21/1881 (Senate Doc. #55, 1884) The mortgage of \$6,000,000 was foreclosed and all property was purchased by William Sutphen and William West Durant by deed dated October 21, 1881. The new company was called "The Adirondack Railway Company". "The only lands the company received from the State were the 250,000 acres which were conveyed to the Sackett's Harbor and Saratoga Railroad Company and these they purchased." There was no evidence of any violation to the original charter. The entire acreage which has been owned or purchased by the company since its inception was not in excess of 800,000 acres. [The Senate Doc. #55 was a historical report put together by D. O'Brien, the Attorney General in 1884.]
- 1/3/1882 (GFR) It is announced that the earnings of the Adirondack railroad company during the past year were \$100,582.38 and the number of passengers carried foots up 29,888. The road transported 33,934 tons of freight.

- 7/7/1882 (CP) The Adirondack Railway Company was incorporated with the state. At this time they still had plans to continue the line to Ogdensburg on the St. Lawrence river.
- 7/13/1882 (SA) "We notice elsewhere the filing with the Secretary of State of the Articles of Association of the Adirondack Railway Company, the successor of the old Adirondack Railway Company. The former organization owned an immense amount of land, rights of way and other valuable property and franchises, including the completed railroad from Saratoga Springs to North Creek. It was, however, burdened by a large bonded debt and for many years it has had its northern terminus in the Adirondack wilderness, without the ready cash to push it further. The enterprise, as originally conceived, is a grand one and the prospect of its completion is a matter for general congratulations. It will make the shortest line to tidewater from the great island seas over which so much of our produce is forwarded, and it cannot fail to do immense business.
"The new organization is made under the law which allows all persons interested in a railroad sold under foreclosure to participate in the benefits of any reorganization which may take place under the sale. We understand that it will soon be perfected and ready to issue stock and first mortgage bonds, from the proceeds of which the road will be rapidly pushed through the wilderness to the St. Lawrence."
- 7/29/1882 (DH) A list of equipment for insurance follows:
(3) Locomotives, #1-3, (1) Smoker/Mail Car combo., (3) Baggage cars, #1-3,
(3) Passenger Coaches, #2-4, (10) house cars, and (45) flat cars.
- 5/1/1883 (Senate Doc. #52) "Report of the Comptroller Relative to the Adirondack Railroad Company."
[nothing significant reported here]
- 1883 (SA) Cornelius E. Durkee was promoted to superintendent.
- 6/26/1884 (Saratoga Sentinel) "A new locomotive, to be called the Thurman, is now being built by the Schenectady locomotive works for the Adirondack Company. It will be placed on the road about July 1st." [I have no record of this one so probably got changed to the Durant mentioned below.]
- 9/10/1884 (Buffalo Courier) George Leavitt and Cornelius Durkee were elected directors of the Adirondack Railway.
- 1/1/1885 (SA) "T. C. Durant is the name of a new locomotive just completed at the Schenectady Locomotive works for the Adirondack Railway. It is a very handsome and powerful piece of mechanism. The engine weighs thirty-five tons and the tender twenty-four tons, in working order. It reached here on Wednesday last."
- 1/8/1885 (Daily Saratogian) The new locomotive, TC Durant, made its initial trip up the Adirondack railway today.
- 10/4/1885 (HL) A special train was ordered by William W. Durant and ran from Saratoga to North Creek, 57.2 miles, to the bedside of his dying father in 54 minutes or about 63 miles per hour. Thomas C. Durant passed away the following day. [According to an article in the Saratogian, the engineer was Frank Myers who was piloting the Utowanna engine.]
- 10/6/1885 (The Sun) "Dr. Thomas C. Durant, President of the Adirondack Railway Company, died at his residence at North Creek, New York, at 4-1/2 o'clock yesterday morning, after a brief illness. All the stations on the Adirondack road and the locomotives have been draped in mourning in honor of him. Mr. Durant was one of the first stockholders of the Union Pacific Railroad and became its Vice-President and it was he who bought the Credit Mobilier charter from Duff Green, and others through George Francis Train. He figured prominently in the transactions of the Credit Mobilier and in the scandal of their exposure. He was interested in hotels in the Adirondacks and once owned the yacht Idler."

- 1887 (P&FS) Kings station was built.
- Jan. 1887 (Daily Saratogian) The Adirondack Railway Company has 800 tons of steel rails ready to replace iron ones as soon as the frost is out.
- 2/27/1887 (The Sun) "Saratoga has enough snow to last her till next August, even if the snow king should retire from business this moment. Today's continuous storm, the heaviest in two years, has piled the snow to an average depth of five feet. Shovels are in great demand. On the Adirondack Railway the Thursday passenger and mail train had a forty-eight hours fight with ice and snow before it reached North Creek, fifty-eight miles, where it arrived this afternoon."
- 3/3/1887 (The Sun) "Superintendent C. E. Durkee of the Adirondack Railway remarked at 4:30 pm today: "There comes that train which has been seven days making the trip from this station to North Creek and return. The blockade has been by far the worst in my railroad experience. That train left here last Thursday morning at 10 o'clock and we had fairly to tunnel and shovel our way to North Creek and return. Besides the immense drifts to overcome, the ice attached itself to the flanges with such tenacity that we were compelled to move slowly and cautiously in order to keep the rails. I have ordered another train and a new crew to start north at once so as to get the road again in working order as soon as possible.""
- 10/22/1887 (SA & GF Times) The Fitchburg Railroad is contemplating purchasing the Adirondack Railway. Their intent is to extend the line another fifty miles to Paul Smith's.
- 3/12-14/1888 (SA, 1/23/1945, from memories of William Cook) Durkee got a crew together to rescue a train wrecked in a big blizzard at Cornish Hill, five miles from Hadley. The engine, with Jacob Myers engineer, left the track and plowed into the Hudson River along the ice. They succeeded in getting the train back on the road then down to Canty's Cut, then a trestle, now replaced by the new and safe crossing near Greenfield Center, when the snow stopped them. Nearby fences were used to feed the engine and snow was shoveled into the tank for water. 60 men worked in relays from morning to night shoveling snow from Saratoga Springs to get to the train and cleared the tracks to Majors Trestle. They then brought coal from the village for the engine and George Weatherwax, train dispatcher, tapped the telegraph wires at Locust Grove to keep everyone informed of the progress. The snow was so high that you could step off a box car on to it. Edward Legnard, later master mechanic of the Adirondack road, was in command of the wrecking crew. The blizzard of 1888 lasted from March 12 to 14 with a total of 40" of snow.
- 6/2/1888 (BJ) "The passenger coaches of the Adirondack road have been undergoing a course of general repairs for the past two months, being newly painted and upholstered. The depots along the line have been repainted and repaired and due attention paid to the iron and road bed. The old engine 'Maj. Gen. Hancock' which did duty during the rebellion as a 'blockade runner' on wheels at the south, has been thoroughly repaired and is as good as new. The machine will be used for specials and excursions. The telegraph service from Saratoga to North Creek, thence to Blue Mountain Lake and on the Racquette Lake region has been greatly improved during the past winter and the rates greatly reduced from the past season. The indications are that the company will do a vary large business the coming season. The Blue Mountain Lake Stage and Transportation company, a line from North Creek to Blue Mountain Lake, has had their six Concord coaches and patent buck-board wagons painted and put in fine shape for the season, while the hotels at the latter place will be in readiness for the rush."
- 1889 (Atlas) The northern end of the line now ended just north of the North Creek station at the point where the Barton garnet sheds were later built.
- April, 1889 From "A Century of Progress", the D&H history book, we read that, "late in April, on the recommendation of the railroad committee, the purchase from W. W. Durant of about 80% of the Adirondack Railway was authorized, putting the company in control of the Adirondack road."

- 4/26/1889 (Mechanicville Mercury) W. W. Durant and General Manager J. M. Ziegler of the Adirondack Railway purchased trout for Blue Mt Lake and others.
- 5/31/1889 (Mechanicville Mercury) "The Adirondack Railway has contracted for three new cars, two of them magnificent passenger coaches, built upon the Pennsylvania Pattern, and far ahead of any that now run in Saratoga. They are being built by the Wason Manufacturing company at Springfield, Mass., and President Durant says he expects they will be delivered to his company during the present month."
- 6/10/1889 (Durkee notes) The D&H took possession of the Adirondack Railroad, which they had purchased.
- 6/11/1889 (CP) The line was sold to the D&H Canal Company for \$690,000. They purchased a majority of the stock but did not take over its operation.
- 6/15/1889 (BJ) "The D&H company has bought the Adirondack Railroad and the first trains under the new management were run Tuesday morning. There is no question but that their new line will be in all respects brought up to the standard of excellence which characterizes all the railways under the control of the D&H company. Improvements will be the order of the day under a management that has unlimited resources at command.
"It is expected that the Adirondack road will be extended through to Ogdensburgh, where it can tap the Canada Trunk road and receive a large freight business in connection with Hudson River boats at Albany and Troy."
- 7/5/1889 (Mechanicville Mercury) A syndicate of Albany and NYC capitalists has purchased of WW Durant, through A.C. Hall, a tract of land in the Adirondacks comprising 395,000 acres of timber and forest land valued at \$1,000,000.
- 7/13/1889 (BJ) "Extensive improvements will be made to the roadbed of the Adirondack Railway by the Delaware and Hudson company. Seven of the eighteen wooden bridges will be replaced by iron structures. The depressions in Greenfield of 450 and 1,500 feet in length, which are spanned by trestles, will be filled with earth. Master Mechanic Corey and men are erecting abutments and piers for an iron bridge over the Sacandaga River at Hadley. Work has also begun on the new iron bridge over Wolf Creek, two miles north of Hadley."
- 2/9/1891 (Troy Daily) Jacob Myers, 75, passed away recently. He was a veteran locomotive engineer with 20 years experience with the R&S from 1846-1866 then 25 years with the Adirondack Railway from 1866-1891. He never wrecked a train or caused a death. His three sons are also engineers.
- 6/30/1891 (Annual Report) The report lists that there are 12 iron bridges totaling 809' and 4 wood bridges totaling 467'. The best scenario to fit this would be the 4 spans in Hadley still being in wood as in the Stoddard photo and the rest of the line all iron. It also shows a total expense for replacing wood with iron bridges for the year of \$18,890. This is in keeping with the four bridges that I know of that were replaced in that year. (Wolf Creek, Stony Creek, Mill Creek and North Creek)
- 1891 (Annual Report) Work was done on the station in Corinth, probably adding the southern two-story section on. Cost was \$600.
- 11/26/1892 (Brooklyn Daily Eagle) The steam yacht Utowana is in dry dock for painting. She is a steel yacht designed by Beaver Webb and has been around the world with William West Durant. The ship is 180'-6" long and plans are under way for a new yacht 40' longer also designed by Webb.
- 1896 (SA) The Forest Park & Land Company was incorporated to develop property in the Adirondacks. William Durant is the president and Cornelius Durkee the treasurer.

- 4/10/1896 (HL) The Upper Hudson Railroad was chartered to build a 20 mile line from Corinth to South Glens Falls. They expected to be in full operation by 1900. The line was only completed to Palmer Falls (in 1898) to the International Paper Company mill.
- 5/1/1896 (The Corinthian) The Upper Hudson Railroad Company incorporated to build a railroad 20 miles from Corinth to South Glens Falls.
- 3/11/1898 (Hudson Evening Register) Over a mile of tracks are under water near Thurman and the water is still rising rapidly.
- 3/19/1898 (Mechanicville Sentinel) More than a mile of track, three miles south of Thurman Station, is covered with water and ice. The river is six feet above normal and still rising.
- 8/20/1898 (NY Times) Railroad commissioners permitted the New York and Ottawa Company to increase its capital stock from \$1,480,000 to \$3,000,000. The company is said to be the link by which the Delaware & Hudson Company will find a new entrance into Canada by way of the Adirondack Railroad, now operated by them as far as North Creek. The Adirondack Railway claimed to have the right of way to Long Lake but that claim was being disputed in the courts.
- 11/9/1899 (NY Times) After receiving a certificate, in 1892, relieving the Adirondack Railway Company from the statutory obligation of extending its lines north of North Creek from the Railroad Commissioners, the company made no attempt to do so until 1897, when a survey was made for a proposed extension to Long Lake. The Forest Preserve Board, created in 1897, was at the same time authorized to acquire land for the state, which they did in August of 1897. A month later, the railroad filed a map for the proposed extension but they were too late. In later court proceedings regarding the matter, the state won the case to keep the land and the railroad was not able to build. [A further appeal went to the US Supreme Court in January, 1900 (176 US 335) but NY State's decision was upheld. Warren County has a copy of the survey in their collection.]
- 1899 (HL) Traffic on the railroad consisted of 25% lumber, 15% coal and coke and ½% iron and other ores. James Roosevelt of Hyde Park, NY, the father of Franklin D. Roosevelt, was listed as a director.
- 1/11/01 (The Sun) Heloise H. Durant died Tuesday of pneumonia at Utica. [Thomas's widow]
- 3/7/02 (Troy Daily) Tracks that had washed out between Stony Creek and Thurman have been repaired.
- 3/24/02 (SA) There was a recent washout on the line and McMartin is the Chief Engineer.
- 5/5/02 (CP) On May 5, the Board of Railroad Commissioners relieved the company from any obligation to extend the line beyond North Creek.
- 10/30/02 In "A Century of Progress" we are told that, "The Adirondack Railway Co., then operating the line from Saratoga Springs to North Creek, conveyed all its property to the D&H Co. and on Nov. 5, it was finally merged with the latter."
- 11/5/02 (CP) On November 5, the Adirondack Railway Company was merged with the Delaware & Hudson Company. (JS) It was at this time that the cars were re-lettered for the D&H. (HL) The Adirondack Railway also made settlement in the amount of four hundred odd dollars to the property owners along Walworth St., Saratoga Springs, which left the way open for merging with the Delaware and Hudson.
- 3/11/03 (Daily Saratogian) Tracks are submerged and traffic is suspended from Stony Creek to North Creek.
- 3/13/03 (NY Tribune) Extensive flooding and ice jams between Stony Creek and Thurman closed the line north of Stony Creek.

- 1904 (TT) A passenger shelter was built at Wolf Creek.
- 1905 The line to Warrensburg was built. (RRC) The length was 3.4 miles with about 1 mile of sidings and yards. It is laid with 80 lb rail.
- 1906 (RCC) The line inspection mentions that the 67 lb rail is worn and in need of replacing. There were five crossings protected by flagmen and one with a flagman and gates. Since the 1904 inspection, there were light repairs done to stations and 18 buildings were repainted.
- 5/17/06 (SA) Eugene Leavitt, son of George Leavitt, died on May 14th in Riverside at age 51. His father George, who died in 1901, started the North Creek to Blue Mt. stage in 1873 then soon after started another stage from Riverside to Schroon Lake.
- 12/6/06 (Daily Saratogian) Charles R. Eastman, 60, passed away. He was the former Superintendent of the Adirondack Railway before it became part of the D&H.
- 8/12/08 (HL) The Champlain & Sanford Railroad applied for permission to build a line from Riverside to Pottersville then to the mine at Tahawus. [This was another line that was never built. A copy of the survey done at Riverside is in the Warren County collection and is dated 5/21/08.]
- 1911 (P&FS) A passenger shelter was built at Greenfield, probably replacing an earlier one. The new station at Corinth was finished.
- 5/18/1912 Heloise Timbrel Durant (daughter of WW) married William Clark Durant, a third cousin.
- 1913 (WN) The new Riverside station was finished.
- 7/29/13 (Troy Times) Janet Durant filed for bankruptcy.
- 1916 (DH) Statistics for the Adirondack Branch:
- Miles = 60.08 miles Yards & Sidings = 11.38 miles
 Freight Stations = 1 Freight & Passenger Stations = 11
 5 locomotives were assigned to the branch
- | | | |
|------------|-------------------------------|------------------|
| Employees: | Track Foreman & Laborers = 77 | \$3,632 annually |
| | Other MOW workers = 1 | \$100 |
| | Mechanical Department = 4 | \$255 |
| | Station Agents = 10 | \$655 |
| | Other station workers = 19 | \$995 |
| | Engineers = 6 | \$887 |
| | Firemen = 6 | \$538 |
| | Conductors = 5 | \$754 |
| | Road Trainmen = 9 | \$897 |
| | Baggagemen = 3 | \$278 |
- There were 2 trains run daily.
 Tons of Freight:
 Anthracite Coal = 3,903 Bituminous Coal = 618
 Merchandise In = 7,811 Merchandise Out = 35,671
 Merchandise Out: Lumber, Hides, Grain, Pulp Wood, Cord Wood, Bark & Excelsior
 There were no fuel stations and four water stations. [Corinth, Thurman, Wolf Creek & North Creek]
- 1919 (DH) In a rail replacement report it is shown that most rail was replaced in 1911-1914 up to Wolf Creek A65. From A65 to 90 there is mostly older, lighter rail from 1883-1890. From A90 to North Creek it is better rail from 1911, replacing rail from 1875.
- 1920 (DH) North Creek area residents and some from stations further south petitioned for more than one

train per day due to how late the mail got there and how soon they had to get up to leave in the morning. The PSC ruled in their favor despite the D&H showing how light the traffic was.

- 1921 (DH) New signs for all stations were dark green enamel with yellow letters. The design matches photos from the mid 20's.
- 12/25/30 (WN) The Stony Creek station burns down and is replaced with a combine and box car parked on the siding.
- 8/14/31 Janet Durant dies in NYC. She was born on 2/24/1865.
- 1932 (TT) Last year for a stop in Greenfield and Kings
- 1933 (TT) Last year for a stop in South Corinth.
- 1933 (VM18) The Thurman station was torn down and replaced with a passenger shelter.
- 3/1/34 (BLHS 7/04, p.4) A list of stations shows a stop called "Keefe's" about 2 miles north of Wolf Creek. [There was a siding there but it was never a passenger stop.]
- 3/35 (AR) Flooding from A63 to A73 badly damaged the tracks.
- 6/1/34 (SA) William Durant died yesterday in NYC at age 84. He married Janet Stott in 1884 and had three children (Lawrence, Basil & Heloise) before their divorce in 1898. He married Anne Cotton in 1907 and is now buried with his father at Greenwood Cemetery in NYC.
- 10/15/34 (AR) The station at The Glen was torn down.
- 3/19/1936 (Niagara Falls Gazette) Four feet of water stood in the North Creek station and trains are halted above Stony Creek.
- 3/21/48 (AR) Ice caused flooding between Thurman and The Glen but service was restored by 3/27.
- 9/48 The last steam engine ran on the branch.
- 9/9/56 The last passenger train ran on the branch.
- 5/57 (HL) The Public Service Commission granted permission to permanently suspend all passenger service on the branch.
- 1958 The station at Hadley was torn down.
- 12/29/59 (VM2) The old line into Saratoga Springs was removed. The new switch point with the mainline is at A39.16 which is at A39.36 using the old Adirondack Branch mileage. The branch lost a total of 1.26 miles.
- 1962 (PS) Riverside station closes.
- 1977 The last year Corinth station was in operation.
- 4/30/78 (ETT) North Creek is the only station on the line still listed as a Train Order office.
- 11/17/89 The last freight train runs on the line from Tahawus. Four locomotives pulled 58 ore cars; 54 of which were carrying 100 tons of ore each. (from Hadley-Luzerne Historical Society Newsletter)

- 9/2/93 "Possible Railroad Purchase By County" Warren County may be able to obtain the line from Corinth to North Creek. Through grant money, the county could pay as little as \$55,000 for the line. Funding would be available through the Intermodal Surface Transportation Efficiency Act (ISTEA) (80%), New York State (15%) and the county (5%). Canadian Pacific is currently considering abandonment proceedings. Warren county would lease it to a private company for excursion trains. The line from North Creek to Tahawus is owned by Kronos, formerly NL Industries.
- 3/24/94 "County Receives Grant For Rail Line" Total funding to purchase the line from Corinth to North Creek (39.9 miles) amounts to \$1.6 million. A tourist train is planned and it is estimated that it could bring \$4.89 million per year to the area's economy.
- 7/1/96 (Deed) Warren County purchased the right of way for \$1,350,000. It was recorded on 2/3/97.
- 8/8/96 "Tourist Train Delayed, Not Derailed" An extension in the time for potential operators of a tourist rail line for North Creek to submit plans will likely delay opening of the line until spring of 1997. A flurry of interest from potential operators has pushed the deadline back from July 31.
- 8/8/96 "County Says No To Snowmobiles On Rail Lines" Federal regulations prohibit snowmobiles on an active rail line.
- 9/26/96 "Tourist Train Inches Forward" Clough Harbour & Associates was chosen to conduct engineering work involved with making the line functional. Costs will not exceed \$100,000. Construction of the ORDA pipeline was underway.
- 11/19/96 (N. C. Depot News, Spring 1997, p.6) Dr. Thomas Durant was inducted into the Heritage Hall of Fame at the Glens Falls Civic Center because he was the promoter and vice president of the Adirondack Railway.
- 2/7/97 Warren County officials meet Monday to sign the final paperwork transferring ownership of the rail line from CP Rail. Purchase will be funded by a \$2 million ISTEA grant. A franchise for excursion trains is expected to be awarded by March.
- 6/98 (BLHS "Bulletin", 6/98, p. 41) Congressman Jerry Solomon has set aside \$14 million in funding for the tourism/commuter rail project in the House highway bill. Mainly for providing a commuters' alternative to get to Albany, it also provided "the real possibility of providing service from Albany to North Creek for skiers and tourism."
- 6/18/98 "Riegel & Sons Awarded Tourist Train Contract" Train is expected to be fully operational this fall.
- 10/15/98 "Tourist Train To Begin Operation This Weekend" An engine and cars will arrive later this week and be ready for weekend operations. The initial train will consist of an RS36 engine, two passenger cars and a caboose. Some estimate that as many as 60,000 may ride annually.
- 10/17/98 (P) The first run of the Upper Hudson River Railroad from North Creek to Riverside.
- 12/2002 (BLHS *Bulletin*) "A scenic tour train running from Saratoga Springs to North Creek could generate from \$800,000 to \$3.5 million in new economic activity, according to a draft study. The tour train could be pitched as a wilderness ride in summer and fall, and be geared to Gore Mountain skiers in the winter. Some riders could be expected to stay in local hotels and spend in shops and restaurants."
 "The study focused on the impact if the existing railroad line from Saratoga Springs into Warren County is developed for scenic and tourism use. Currently, Warren County is in the process of obtaining permits to rehabilitate the 40 miles of track it owns from North Creek to Corinth. It has \$11 million available for the work."

“The Saratoga County Economic Development Agency is negotiating to buy the 14 miles of track from Corinth to Saratoga Springs from CP Rail, and hopes to have everything in place sometime next year. A private contractor would actually operate the railroad business.”

“The link to Saratoga Springs is critical because that’s the nearest Amtrack station, with rail connections to the rest of the world. Potential markets for the new train range from the 150,000 people who ski at Gore Mountain, to Saratoga Springs racing season and convention visitors, to the 1.1 million residents of the Capital Region.”

“Warren County may allow some of the \$2 million it has for rail station renovation to be used in Hadley, since that station would also serve Lake Luzerne in Warren County.” [from the Schenectady *Gazette*]

- 1/20/2003 (Post Star) Pat Beland, the county director of parks and recreation, said Warren County is making significant progress on three fronts in its efforts to restore train service throughout the length of the county. The first aspect of the project involves rehabilitating the line from Riparius to Hadley. On a second front, the county is in various stages of establishing three station stops along the route: acquisition of the existing station at Riparius and acquisition of land in Thurman and Hadley to build new stations.
- 5/2003 (BLHS “Bulletin”, p.23) “The county will go to bid in late spring or early summer on the \$8.2 million rehabilitation of the tracks from North Creek to Antone Mountain Road, between Hadley and Corinth. There are four phases of construction; brush and weed control, bridge work, signal work, and track structure rehabilitation. This will bring the 40 miles of track up to Class II standards. The work will probably be completed sometime in 2004, and the first train south could be in the fall of the year.”
- 5/2003 (BLHS *Bulletin*, June) “The tourist train project from Saratoga Springs to North Creek has hit a snag: no money. The county has learned it has to rework a federal grant contract, a task that will delay issuance of the \$4M needed for the project. As a result, work on the line will most likely not be completed this year.”
- 1/2004 (BLHS *Bulletin*, Jan.) “Plans to extend the Warren County scenic tour train along the Hudson River south of North Creek to the town of Hadley are making progress. The Warren County train has operated on a short route over former D&H tracks between North creek and Riparius since 1999 with a popular twice-a-day run.
“Warren County owns 40 miles of track from North Creek south to Corinth, and would like to reopen all of it. Warren County has \$11 million in federal and state money for the project, including \$2 million for building or renovating train stations, including a station in Hadley.
“Officials hope that someday the rail line will even extend south to Saratoga Springs, but that depends on Saratoga County or another government agency buying the track from Corinth to Saratoga from CP Rail.
“Preliminary clearing work began in November, and rail repair is scheduled for 2004. The train isn’t expected to operate until 2005. The line at Hadley includes a high trestle over the Sacadaga River, which supporters hope will be a highlight of the new tour line.” (from the Schenectady *Gazette*)
- 6/2004 (BLHS *Bulletin*, p.38) From Schenectady *Gazette*: "State Comprtoller Alan Hevesi has endorsed a proposal to provide skier access between Gore Mountain and the North Creek Ski Bowl, and establish a passenger rail link between North Creek and Saratoga Springs. Hevesi's remarks were made on the 70th anniversary of the first snow train from the Capital District to North creek, NY over the D&H RR." [Here we go again!]
- 7/28/2004 (Post Star) Riding in trucks equipped with special rail wheels, members of the county's Parks, Recreation and Railroad Committee got their first look at repair work, which began earlier this summer and is being funded through more than \$8 million in federal and state grants. In addition to replacing railroad ties and laying new stone ballast, new crossing signals and gates will be installed on roadways that cross the tracks, including state Route 28 at The Glen.

- 9/2004 (BLHS p.4) "The foliage cutting along the right of way has been completed to Corinth from North Creek, a distance of 46 miles. This is the section of the line owned by Warren County. Plans call for the Saratoga Economic Development Corporation to secure the line from Corinth to the new Saratoga Springs rail station - 14 miles - for access to main line Amtrak connections. The complete project is tentatively scheduled for a 2005 completion date."
- 11/19/2004 (Post Star) Warren County is prepared to spend \$205,000 to purchase a 5-mile stretch of railroad tracks that would service expanded operations at Barton Mines in North River. The mine would be expected to purchase an additional 1.36 mile stretch of track extending from Warren County north to their property in Hamilton County. Should the plans to expand the railroad not materialize, Beland said the county could make up the cost of the purchase by selling the metal rails for scrap.
- 12/2/2004 The Town of Corinth Board held a meeting to discuss the purchase of the railroad line in their town. The State had committed \$2 million for the purchase of the line through a grant and that another \$1.7 million was secured through the state to repair the line. There was also \$100,000 for the design and engineering of the train station and \$12,000 for covering the roof. Resolution 291 authorized the execution of an Asset Purchase Agreement with CP Railroad for the right of way.
- 1/2005 (BLHS p.7) Bill Bibby retires. There is a one page article on his career. He started working for the D&H in the late 1960s and often worked on the Adirondack Branch. He resides in North River.
- 1/2005 (BLHS p.23 & 38) An article says that Barton's Mines has developed a new product and shows interest in shipping by rail. Warren County would spend \$205,000 for 5.1 miles of track to North River and Barton's would be responsible for the last 1.36 miles. A possible alternative would be to tear up the track to regain the loss. [Bad idea!]
- 3/2005 (BLHS p.31) Warren Co. is nearing completion on the 40 mile track rehabilitation project which began about 10 years ago and cost \$13 million. The Parks Department and Barton Mines are working on rail service to the mine and beyond there, officials plan to use the right of way as a recreation trail.
- 7/30/05 (Post Star) County officials held a required hearing as part of the Federal Highway Administration procedure for acquiring land for stations in Hadley and Thurman. The proposed depot site in Hadley is now owned by Jay and Barbara Biondi, who operate a rigging company there. The county already owns the plot in Thurman and it plans on acquiring the existing train station in Riparius from Jeff Sweet. Plans also call for purchase of a sliver of land adjacent to Ken Brzozowski. [He owns the old Waddell freight buildings at Riverside so the land would be the old yard area.]
- Dec 2005 (Albany Times Union) The Town of Corinth acquired the 16.8 miles of track between Saratoga Springs and the Warren County line in December.
- 1/5/2006 Town of Corinth Resolutions 72 and 73 state that CPR will maintain the railroad for a year then the Town is responsible. They also have to not abandon the line for ten years. The state DOT has provided \$1.7 million for rehabilitation of the tracks.
- 4/21/2006 (Post Star) The Upper Hudson River RR is conducting a test run today to make sure the crossing lights and barriers work properly, the last step in wrapping up a yearlong project, at a cost of more than \$1 million. Meanwhile, the county moved closer last week to opening the entire 40 mile line and completely renovating three rail stations in North Creek, Riparius and Hadley. [??? Not sure what they mean here, possibly purchasing the station at Riparius and land in Hadley.] The Board of Supervisors appropriated \$420,000 to acquire rights of way and resolved to pay a total of \$292,200 to the owners of three properties in the Town of Johnsbury crucial to improving the North Creek rail station.

- 5/25/2006 It was stated in the Town of Corinth meeting that the railroad contract was approved by the state but it was still waiting for a signature.
- 6/2006 (BLHS p.25) The UHRRR ran a test train between North Creek and Hadley to see if all 12 crossings were functioning for 30 mph running. The county is acquiring land to construct stations at Hadley and Thurman.
- 7/2006 (BLHS p.17) The UHRR are planning to operate a train to the Thousand Acres resort one day a week. The passengers would be dropped off for a BBQ dinner, then the train would back up to Thurman so the engine can swap ends.
Other news was that someone removed bond wires from the track which sets off the signals. The Feds were called in to help investigate.
- 11/2006 (BLHS, p.19) Last Spring, the Town of Corinth bought the 16 mile stretch of railroad in their town for \$2.2 million. The 250' washout has delayed upgrading the line but they hope to be running trains on the full length of the line by fall 2007.
Warren County is in the process of buying the Riverside station and new stations are planned for Thurman and Hadley.
- 1/31/2007 (WCBOS) They extended the existing grant with NYDOT for an amount not to exceed \$350,000 for final design and bid administration for railway station project #1755.99
The Railway Rehab project had reached completion with final expenditures at \$7.7 million. [This was for upgrading the tracks.]
- 3/8/07 (Deed) Sweet and DiScenza sell the Riverside station to Warren County.
- 6/26/2007 (WCBOS) The estimated cost for building two stations along with site development was \$2.2 million and that the County had \$1.3 million available. Options for doing just one station or just completing a platform and canopy for now that can be improved at a later date. The UHRRR was currently cleaning and painting the caboose at Riverside as well as refurbishing the basement of the station.
- 10/2007 (BLHS, p.39) Work is to start in early September to repair tracks washed out in May 2006.
- 12/2007 (BLHS, p.35) A passenger train was scheduled to arrive in Corinth on Oct 13. Crews have been working for weeks to finish repairs to the washout. Plans call for the line from Saratoga to also deliver freight to the former IP mill, which the new owners are working to develop.
- 1/4/2008 (WCBOS) The county had applied to the Adirondack Park Smart Growth Program in order to assess the economic viability of acquiring the rail line from North Creek to Tahawus. If it proved viable, Senator Little would try to find the appropriate funding.
Another topic of discussion was the stations at Thurman and Hadley. Due to budget constraints, they had redesigned the plans to reduce some of the project elements. The focus would be on site work including a gravel parking lot, drainage, asphalt train platforms, and a pole style canopy shelter. There was an allowance of \$25,000 each for the canopies. The existing run-around at Thurman would have to be relocated at an estimated cost of \$300,000. The estimate to making both stations functional was \$1.15 million.
- 3/2008 (BLHS, p.34) State and local officials have been meeting regularly to get the Saratoga County portion of the railroad running and have done a lot of work on the line last fall. Repairs on the washout are done. Long term goals are for ski trains to North Creek but that would require a faster speed otherwise, people will drive. The UHRR has two more years on its lease and Warren County and Corinth will negotiate regular runs to Corinth. They are also discussing whether to operate the line as a non-profit entity or have a public authority run it. The latter would require the State Legislature's approval. [This is from a Saratogian article.]

- 5/1/2008 Warren County Supervisors rejected a resolution to pay \$57,000 to an engineering firm for design work on proposed train stations in Hadley and Thurman. [email source]
- 6/2008 (BLHS, p.40) The line has been reopened from Saratoga to Corinth after the flood repair was done but only to Class 1 level, which is limited to 10mph for freight and 15mph for passengers. Track repairs were costly, depleting the money set aside for the tie program.
Thomas the Tank Engine will return to North Creek on May 23,24,25,30,31 and June 1.
- 6/2008 (BLHS, p.26) John Riegel recently said the trains might visit Corinth two or three times in the summer. They had 18,000 riders last year and hoped that the longer runs will attract more riders. Town officials want to increase the track speed from 10 to 40 mph.
Rep. Kirsten Gillibrand said she has made securing federal funds for the scenic rail line a priority. There are, however, a lot of questions to be answered before the entire route is open again. The unspecified role communities along the line will play, and what financial responsibilities may be required of them are yet to be seen.
- 6/14/2008 (Post Star) Washed out tracks have been repaired, signals are being fixed and temporary stations are being planned at Hadley and Thurman. But the scenic train that operates from North Creek will be traveling this summer only as far south as Hadley, and then just for special events. \$1 million in state transportation funds is finally available for upgrades to the southern stretch of track. Improvements, to be done this summer and fall, will increase the speed limit to 30 mph from the 10 mph currently.
- 7/18/2008 (WCBOS) There was much discussion over funding for the two stations in Thurman and Hadley and what money would be lost if the plans were scrapped. It was estimated that another \$1.3 million would have to be spent to complete the project. It was felt that if the project was delayed and Federal funding lost, then the project would end.
- 7/27/2008 (The Saratogian) The Corinth Town Board hired a scenic rail operator to allow fall foliage runs beginning Labor Day weekend. A large contingent of federal, state and local officials met Thursday to discuss how a new \$1 million grant will be allocated that could make demonstration runs possible from Corinth to Saratoga Springs in the autumn of 2009.
The line in Corinth is currently rated Class I for 10mph. Earlier this year, the state provided a \$1 million grant that will be used to improve crossings and culverts and replacing ties, allowing an upgrade to Class II for 30mph. The work won't begin until next spring.
It's hoped that another \$1.2 million in funding will be announced this fall for more improvements. They are also looking for other grants to build a new station at Corinth which would cost \$1.5 million.
- 11/6/2008 (P) Work has started at Thurman on a new siding, drainage and the foundations for the station.
- 3/9/2009 (Post Star) Photos are shown of the two covered platforms under construction at Hadley and Thurman. The construction work has to be completed by June in order to not lose grant funding. The supervisors agreed to spend \$11,200 on ADA ramps for the two stations. The poor economy has made it difficult to proceed with the work but they cannot back out at this point.
- 5/16/2009 (Post Star) Heavy rains caused a beaver dam just south of Riverside to break which blocked up a culvert on the railroad. The water then flooded over the tracks and washed out a 40 foot section of roadbed.
- 5/26/2009 (WCBOS) It was reported that Mercer Construction Co. still had more work to do at the two stations including septic systems, concrete curbing, paving at Thurman and pavement striping. The Hadley parking lot would not be paved as the stone coating installed was designed to be the final layer.
The Riverside washout was discussed and estimates were presented from both the UHRR (\$93,765) and Mercer Construction (\$60,087). The cost for repairs is not covered by the Warren County Parks

budget and since only two runs to 1,000 Acres Resort were planned, one proposal was to wait until they had the money. The majority decided to proceed with repairs under an emergency basis.

They also discussed proceeding with plans to build a platform at Stony Creek and that grant funds were slated for upgrades to the Waddell buildings in North Creek.

- 5/28/2009 (Post Star) The UHRR has said that they do not want to use the covered platforms at Hadley and Thurman because they are not what was presented to them in the contract. They say that they cannot run the train without a profit and without the originally planned buildings with restrooms and gift shops, they will lose supplemental income. At this point, the argument will take a back seat to the problem of the washout at Riverside which will prevent any trains from running further south.
- 6/2009 (BLHS, 3/2011, p.16) W.J. Riegel & Sons, which operates the UHRR, filed for Chapter 11.
- 7/2009 (BLHS, p.18) State and Federal money to upgrade the railroad tracks from Saratoga Springs to Corinth is behind schedule. The Town of Corinth is still waiting for a promised \$1 million NYSDOT grant to upgrade about 16 miles of track and crossings to allow train speeds to increase from 10 to 40 mph. The work was supposed to be completed last summer but the money never materialized. The mayor of Corinth wants the tracks improved so commercial trains can reach the former IP mill there. Plans for a reproduction of the Corinth station have been proposed but state and federal funding is needed. [This undated article was from the Schenectady Gazette.]
- 9/3/2009 (WCBOS) The Town of Corinth is reported to soon receive grant funding they had been promised for addressing the Antone Mountain Road crossing as well as upgrades to the tracks to achieve Class 2 status, allowing them to operate the train at 30 mph. They expected to complete the work by the spring of 2010. Ridership for the month of August was about 5,000 which was about 50% less than last year. This corresponded with the revised schedule with half as many runs and half the operating expenses.
- 9/29/2009 (WCBOS) The UHRR reported copper wire stolen from the crossing at Harris Road valued at \$300. The rest of the crossings were inspected and found to be in working order. Mr. Merlino expressed disappointment with the UHRR for not scheduling more trips to Hadley and stated that he thought it was time to make a decision on a new operator. A request for proposal for the 2011 Railroad Operator Contract was complete but not yet released because the County was in the process of determining the implications for terminating operations. Due to the State and Federal grants used, it is unlikely that they can end it without having to repay the grants.
- 10/26/2009 (SA) "Armed with a new \$1 million state grant, the town of Corinth has begun upgrading its 17-mile stretch of railroad that may, at long last, start carrying scenic Adirondack trains to Saratoga Springs next year. [Mark] Curri was among a handful of workers who spent the past few days clearing brush along the line. Next week, crews will begin installing 7,000 new railroad ties, improving crossings and repairing the track's base - an upgrade that will allow trains to increase speed from their current limit, 10 mph, to 20-25 mph. "While scenic trains are welcome, Corinth's main interest is keeping its section of track open for business at the old International Paper Co. mill. IP recently re-acquired the property from Philmet Co., which wanted to put a plastics manufacturer at the site, but plans fell through."
- 1/2010 Bill Bibby reported to me that the switch at Saratoga was recently removed by CP due to its poor condition. It required maintenance and had a speed limit for the main.
- 4/23/2010 (Post Star) Work to upgrade the rail line between Saratoga Springs and Corinth is underway, evoking fresh hopes that industry and tourists will soon be using it as an entry point to the community. Crews began making repairs to the line almost a month ago. The work will allow trains to travel faster along the 16-mile corridor, which is now owned by the town. The work is expected to be finished by July 1, according to the contractor. The repairs will be paid for with a little more than \$3 million in federal money.

- 6/1/2010 (WCBOS) The UHRR reported that they had 8,200 attendees for the Thomas the Tank event and that they planned on two trips each week to Hadley for the summer. Another locomotive would be needed for this and they expected it to come in soon.
- 9/2010 (BLHS, p.31) Work on track rehabilitation from Corinth to Saratoga should be completed by early August. Speed will be increased to 30-40 mph and help keep access to the IP mill site.
- 10/2010 (BLHS, p.19) The UHRRR purchased Alco S2 #821 earlier this year from the Staten Island Railway. It was built in 1943 for the US Army then used by the MTA on Staten Island until 2009.
- 11/12/2010 (WCBOS) The Warren County Public Works Committee met to interview the two companies who responded to the 2011 Railroad Operator RFP. These are Iowa Pacific Holdings, LLC and The Codorus Creek Railway Company. They both made a short presentation and answered numerous questions. Both indicated that freight transportation would be key in making a profit and would be developed. Both indicated that Barton Mines would be a potential customer but did not get into any other specific companies.
- 12/18/2010 The president of Iowa Pacific Holdings is currently seeking to buy a 20-mile stretch of track extending into Hamilton and Essex Counties if they are awarded the operator contract for 2011. President Ed Ellis said that they have a previous relationship with NL Industries (owned by Kronos Worldwide) and have received an offer.
- 12/23/2010 (WCBOS) The board unanimously approved to begin negotiations with Iowa Pacific Holdings, LLC for the 2011 Railroad Operator Contract.
- 3/2011 (BLHS, p.16) The UHRR is facing a lawsuit from the company that owns one of its locomotives and a passenger car, alleging it didn't make lease payments or maintain the equipment. Southwind Rail Travel is seeking \$106,492.80 from the UHRR, including \$14,987.60 in lease payments and thousands of dollars in maintenance and repair costs.
 The suit was originally filed in October in U.S. District Court in Manhattan, but was moved to the court's Northern District in Albany, NY. The case is proceeding, with a hearing scheduled for April.
 Warren County is currently working to make Iowa Pacific the new operator of the line. They propose to reopen 28 miles of the former branch to Tahawus. The Essex County Industrial Development Authority currently owns the line for tax purposes but is preparing to transfer it back to National Lead. [as of 12/2013, the deed is still under EC IDA]
 Iowa Pacific is also looking into restoring freight service with both T.C. Murphy Lumber and Barton Mines.
- 6/28/2011 (WCBOS) The platform at Stony Creek is currently under construction by the County but work is going slow due to limited time they have available for the project. The job must be completed by the end of the year due to grant deadlines. The structure measures 18' x 40' and the materials are estimated to cost \$30,000.
 Steve Torrico of Iowa Pacific is the General Manager of the Saratoga & North Creek Railroad which is planning its inaugural run on July 12th and its regular runs on July 14th. Their plan is to run three trips per day for Thursday through Monday with a round trip to Saratoga in the morning, a trip to Thurman mid day and a trip to Saratoga in the afternoon. They are expecting two more locomotives in the coming weeks.
- 7/21/2011 (SA) The Saratoga and North Creek Railway had its inaugural run on Wednesday with a full load of public officials and media members. It is to be open to the public this Saturday. Most of the railway staff were brought in from Iowa Pacific's other excursion trains in order to get things running smoothly until they can hire more locals.
 They plan on running special trains in the autumn as well as the Polar Express trains in November and December followed by ski trains this winter. They hope to attract 50,000 riders by next August first.

- 12/28/2011 (SA) The Saratoga & North Creek Railway has hosted more than 60,000 riders since they started in July and plan on offering snow trains starting on Friday and running through the end of March. Railway officials expect that 40 percent of passengers will be non-skiers. Live music will be provided at the Tannery Pond Community Center and shuttle busses will take visitors to Gore Mountain and other destinations around North Creek.
- 1/3/2012 (First Tracks) Snow train service from Saratoga to North Creek returned on Friday [12/30] for the first time since 1942. The Snow Train offers enjoyable winter travel to those heading to the slopes or looking for a day-trip to the Adirondacks. They are providing complete ski and snowboard equipment handling and storage from Saratoga to Gore Mountain. They also provide a shuttle bus from the station to Gore. The train departs Saratoga at 7am and returns at 6:30pm and can handle up to 800 riders per day.
- 1/5/2012 (Post Star) The Adirondack Council, the most influential environmental group in the Adirondacks, may join a petition filed by Protect The Adirondacks to stop the S&NC Railway from reopening the line to Tahawus. They raise issues of ownership, compatibility, environmental impact and legal precedent.
Iowa Pacific wants to haul tailings from NL Industry's mine at Tahawus and possible the Barton Mine in North River.
- Feb 2012 (BLHS, p.19) The railroad expects that it will carry more than 40,000 passengers in the Polar Express by the time it ends operations in late December. With the summer and fall trains, and a series of Thomas the Tank Engine trains that carried 6,000 to 7,000 people, the railroad expects it will top 60,000 passengers in its first six months of service.
- July 2012 (BLHS, p.35) The S&NC RR hopes to double their number of passengers this year with a longer season, daily trains and more frequency. Trains will operate through the end of October.
The railroad also plans to improve 18 miles of track to boost speeds from 30 to 40 mph in order to reduce the travel time to 90 minutes.
On May 14th, the Federal Surface Transportation Board approved Iowa Pacific's request to reopen the 30 miles of track above North Creek and start freight service to Tahawus. The waste rock at the closed mine is currently being moved by truck. Track work should create 15 to 20 short term jobs. They plan on investing about \$5 million in the work.
- 8/9/2012 The S&NC Railway ran a train up to North River this week for the first time since 1989. This was just for publicity and to show Barton's they are serious about a partnership. Work is progressing on track clearing.
- 9/2012 (BLHS, p.37) The S&NC has repainted its S2 diesel to black with yellow D&H lettering. This was done to make it look like the originals that worked the line in the 40's. On June 1st, Iowa Pacific E8 #518 made it's first revenue run on the S&NC. They have also acquired a former Columbus and Greenville business car which was built for the Illinois Central in 1917 as well as a former school bus for taking passengers around the North Creek area. The bus has been painted the D&H colors of blue, gray and yellow.
- 10/25/2012 (Internet) The Saratoga & North Creek Railway ran their first train to Tahawus today with Alco S-2 #821 and a caboose.
- 2/20/2013 (San Francisco Chronicle) Iowa Pacific announced that they made their first shipment in 25 years on the newly renovated Adirondack tracks. Renovations on the first leg of the freight route, running 5-1/2 miles from North Creek to North River, were completed in August and on February 20th, Barton Mines began shipping garnet used in industrial abrasives.
- 4/30/2013 (WCBS) The S&NCR had an average of 100 passengers per weekend during the month of March

which was good considering this was the first time offering rides at this time of year. They also expected to transport two more loads of freight in the month of May and were looking toward possible log freight to Canada if rates could be competitive with trucking. They had a recent meeting with a logging outfit in Hadley who was interested in moving their entire outfit to the Palmer Falls branch.

- 5/2013 (BLHS, p.8) The S&NCR will host 4-4-0 #63 *Leviathan* steam locomotive on September 7-8 and 14-15. It is a replica of an original design built by the Schenectady Locomotive Works in 1868 and took ten years to build. They will offer round trips from North Creek to Corinth for \$175 on a 1928 coach painted and lettered for the Adirondack Railway.
- 7/2/2013 (WCBOS) Freight operations on the S&NCR are moving ahead and they are working with a potential customer to ship 250,000 tons of stone to Troy where it would be loaded on a barge and shipped to NYC. They are also supposed to ship another test load for Barton Mines which is arranged with the CP and shipped to Reserve, Louisiana.
- 7/29/2013 (WCBOS) A washout in the Town of Greenfield caused about 850' of damage along the tracks at a cost of \$42,000. A flash flood blocked a culvert which led to the damage. They were able to borrow side dump cars from the CP and used aggregate from Tahawus to repair the damage. The first load out since 1989. They are also looking into sale of up to 500,000 tons of material next summer for a firm in NYC.
The other news is that the steam train will not be able to arrive in North Creek until August 8th so it will only be running one weekend.
- 12/16/2013 (Post Star) Senator Schumer announced legislation to extend tax credits for short-line railroads such as the S&NC. They have obtained about \$300,000 in credits in the past two years that were used for track maintenance. They would like to seek another \$300,000 to repair tracks from North Creek to Tahawus.
- 3/27/2014 (WCBOS) Justin Gonyo, General Superintendent of the S&NC, reported that the Pumpkin Patch Express is scheduled to happen again this year in the fall and that they were closing on a contract with an aggregate firm from Long Island. The plan is to transport aggregate from Tahawus to Corinth to be stockpiled there for shipment to an Albany port then on to Long Island for use in concrete and asphalt. They are working with the Town of Corinth and Mr. Lucia (the supervisor) on the loading facility. Plans are for this to start in May.
- April 2014 (BLHS) Iowa Pacific is adding another EMD BL2 locomotive to its fleet where it will be used at North Creek for passenger operations. It is another former Bangor & Aroostook Railroad locomotive built between 1947 and 1949.
- 4/23/2014 (WCBOS) The branch is being inspected in preparation for bids on upgrades for freight operations that plan to start in May.
- 5/21/2014 (WCBOS) The S&NC Railway is still waiting for final contracts on the freight operation. They are to have a meeting on July 14th.
- 8/20/2014 (WCBOS) The S&NC Railway is averaging 170 passengers per day from Saratoga. Also, 33 rail cars have been received for starting freight operations from Tahawus. The customer has changed the shipping point from Corinth to the Port of Albany so this will postpone the start due to more contract negotiations. They were also negotiating another contract to haul 9,000 tons of rock from Tahawus to Corinth for off loading to trucks.
- 9/25/2014 (WCBOS) The "Pumpkin Patch Express" event is planned for October with rides between North Creek and Thurman along with hay and pony rides.
The S&NC has worked with the Tourism Department to promote transportation from Saratoga to Thurman for passengers going to the Warrensburg garage sale event. Tickets for both weekend days

were sold out. They also closed on the contract to move 8,000 tons of ore for a buyer in Taunten, Massachusetts. The first load should go out nextweek.

- 11/26/2014 (WCBOS) 22,000 tickets were sold so far for the Polar Express event. Also, the S&NC has transported 4,000 tons of stone under the contract and the balance is to be done in the spring. The Pumpkin Patch Event sold out with 650 passengers.
- 1/26/2015 (WCBOS) The S&NC received a \$100,000 grant to fund a study on a rail connection between Saratoga Springs and Rensselaer where they could connect with Amtrack. The study is to take about six months. Total passengers for 2014 were 41,000 with 27,000 of that being the Polar Express event.
- 3/2015 (BLHS *Bulletin*, p.20) The S&NC Railway has received a \$120,000 grant to study whether there is a need to connect its train to the station in Rensselaer which would give passengers the ability to catch any of ten daily Amtrak trains.
- 3/2/2015 (WCBOS) The Valentine's Day dinner train was sold out and the S&NC is planning another one for March 14th celebrating St. Patrick's Day.
They have a possible contract to haul hazardous waste from Niskayuna to Corinth for transfer to Texas. Also, Corinth and Warren County are trying to get legislation passed making them railroad authorities. This has been passed by the senate but not the assembly.
- 4/27/2015 (WCBOS) Another 4,000 tons of product is to be transported in May for the Massachusetts DOT.