

Greenfield

Greenfield: [mile 6.2, Elevation 600'] A shelter was built here in 1910-11 for flag stop passenger service and measured 12' x 14'. It may have replaced an earlier one. There was also a passing siding here until 1961.

- 10/3/1870 (TT) Trains stop on signal only. A later listing states that Greenfield had been a flag station since 1870.
- 10/10/1876 (Saratoga Sentinel) The establishment of a post office and increased business in the area will prompt the Adirondack Company to establish a ticket office and freight depot for business at Middle Grove.
- 6/25/1888 (TT) Trains stop on signal only.
- 12/10/1890 (TT) Listed as a station.
- 1891 (Atlas) A covered platform is shown next to a road crossing with an 850' siding. This is just north of a long curve in the tracks next to a mill pond.
- 1910 (DH) A report shows the shelter was built this year and measured 12'x14'.
- 11/26/10 (Mechanicsville Saturday Mercury) The Greenfield residents requested a new station to replace the existing open sided shed facing the north and unsuitable in bad weather.
- 1/14/11 (Sch. Gazette) The D&H is building a new station at Greenfield.
- 1911 (P&F) The station was built.
- 1914 (TT) Listed as a station.
- 6/22 (TT) Listed as a flag stop only.
- 1925 (P) Shelter looks the same as 1928 photo but without the sign.
- 7/29/25 (DH) A new bridge and road realignment for 9N was completed at a cost of \$53,337. The crossing on Daniels Road was eliminated and the road was moved south to meet 9N south of the cut. The new bridge was 32' long with a 28' span and a 7' high plate girder. The new bridge was 14' off the road in what was called Kanty's Cut. [Spelled Canty on the modern map.]
- 1926 (DH) A blueprint shows rail upgrades with the siding shown as 825' long on the north side of the main. The passenger shelter is located 30' from the center of the road to the center of the building.
- 5/16/28 (P) Shelter has large "Greenfield" sign with mile locations. A 43.64 (Albany) and NC 50.99 (North Creek)
- 9/31 (TT) Listed as a flag stop station.
- 1/1/32 (OL) Listed as non-agency station.
- 1932 (TT) Station listing ends this year.
- 3/4/32 (SA) The D&H petitioned to close the station due to lack of use.
- 10/26/32 (AR) The station was abandoned and the building sold to J. A. Beyer for \$25. [Since it now sits just north of the tracks in a field, Beyer was probably the owner of the farm at the time.]

- 1/1/33 (OL) The supplement to 1932 has a note that carload freight is received only under jurisdiction of Kings station.
- 1940, 47, 50, 53 (TT) Greenfield siding listed. [It also is shown on USGS maps from '37 and '42.]
- 1/1/51 (OL) Carloads of freight were under the jurisdiction of Saratoga Springs.
- 9/6/54 (ETT) Greenfield siding is listed with a 9 car capacity. A telephone is at the north end of the siding.
- 1961 (VM4) The siding was removed. It was listed as 825' long.
- 10/29/61 (TT) There is no more listing for Greenfield siding.
- 9/21/98 (BLHS "Bulletin", 12/98, p. 10) "On September 21, a dump truck with its dump box in the raised position damaged the overhead bridge that takes D&H's Adirondack Running Track (formerly the North Creek Branch) over NY Route 9N in the Town of Greenfield, NY. [This is the one at Canty cut.] This caused the local freight that serves the International Paper Mill at Corinth to be marooned there until the bridge could be replaced. A replacement bridge was located and put in place at 4 p.m. on the 28th, allowing the line to reopen. At present, I.P. is the only customer on the line, which comes off the Canadian Main Line at CPC37, just north of the Amtrak Station at Saratoga Springs."
- 5/18/2006 (Post Star) A beaver dam backed up Putnam Brook near the intersection of Braim and Daniels roads. Daniels, Bloomfield and Denton roads all had to be repaired. The Town of Corinth had recently purchased the rail line for about \$2 million but CP Rail was still responsible for repairs. They were waiting for CP to assess the damage. The section that washed out is just south of Copperfield Road. [The location is half way between the Braim Road and Daniels Road crossings on a long fill through a wet area. This fill is shown as a wood trestle on an 1888 map of Saratoga Springs.]
- July 2006 (BLHS, p. 36) A beaver dam broke on May 18 and took out an 80 foot section of the railroad bed.
- 2006 (Geological Society of America) Tom Arnold and a group from Skidmore College in Saratoga did a study of the flood site to determine what caused it. They found that the culvert under the railroad had plugged near the beaver dam. The maximum high water level was 4 feet below the railroad embankment and 11 feet above the top of the beaver dam. When the railroad bed gave out, it released about 39 million gallons of water. They came to the conclusion that it was lack of culvert maintenance that caused the flood.
- 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.
- 4/2008 (P) The station still exists in a field adjacent to its original location. It appears to be in a state of restoration and is jacked up on some precarious blocking.
- 11/6/2008 (Post Star) The homeowners at 55 Spier Falls Road discovered Monday that a culvert underneath a set of railroad tracks had been jammed by a beaver dam. Officials became concerned about the amount of pressure being put on the dam and the possibility it could burst and send a wall of water toward 9N. The Town of Corinth owns the section of tracks in Greenfield and entered a maintenance contract with the UHRRR at the beginning of October after months of negotiations. Part of the contract requires the UHRRR to complete regular track inspections.