

# Kings

**Kings:** [mile 9.7, Elevation 600'] There was a station here by 1870 then the existing combination station was built in 1887. It was closed in 1933 and the building was sold and moved to its existing site. It was restored in the early 1990's. At some point, probably after it was sold by the D&H, the freight door was removed and replaced by a regular door and window. The building measures 34'-3" x 13'-3" (FM).

- 1870 A handbook by B.C. Butler does not include a station listing for Kings.
- 10/3/1870 (TT) Listed as a station.
- 1879-1881 (DH) Henry King was listed as the station agent. [son of the original landowner]
- 1883 (RRC) The wood Queen truss bridge at Kings was in need of replacement.
- 1885 (RRC) The Queen truss bridge was new and had a 24' span.
- 1885-86 UHVBD mentions Kings as a flag station on Adirondack RR, 10 miles from Saratoga Springs.
- 1887 (RRC) A new station was built at Kings for \$706.
- 1880 (DH) A report lists the station from 1888 and measuring 13'x34'.
- c.1889 (RRC) The overpass bridge was replaced with an iron plate girder of 30' span.
- c.1890 (DH) A 12'x16' tool house was built 320' south of the station on the west side.
- 1891 (Atlas) The station is shown on the mainline with a 600' siding on the opposite side. The station is about 200' from the north end of the siding. There is a 60' platform on the south end and a 20' one on the north end.
- 1898 (AR) A siding was extended at Kings. [The 1891 Atlas shows the siding at the station shorter than on the D&H 1916 survey so this may be when it was extended to the south.]
- 1/1/00 (OL) C. E. Latham is the station agent.
- 1905 The D&H Freight Shippers Guide lists the following businesses:  
H. Menhausen: buckwheat, grain, miller  
Nelson Woodard: grain, buckwheat, miller  
John Jones: lumber, mill  
HG Ormsbee: lumber, mill  
Saratoga Wood Co.: lumber, cordwood  
Vernon & Slavin: cordwood
- 1910 (Deed) The creamery site was sold by Clarence Latham to the Kayaderosseras Dairy which was owned by Nelson Woodard, Louie McKnight and ? Rowland.
- 1913 (DH) A listing shows a 635' siding but no industry mentioned.
- 1914 (TT) Listed as a station
- 7/22/19 (AR) A storm washed out 1,000' of track between Kings and South Corinth. It was repaired the same day for \$1,644.

- 1921 (DH) Land opposite the station on the siding was leased to George Cook for a stone business.
- 1922 The D&H Freight Shippers Guide lists the following businesses:  
 Tonkin Flake Graphite Co.  
 Allen Brothers: lumber  
 FG Selch: lumber  
 Memshansen & Sons: feed
- 9/24/22 (ETT) Kings is listed as a day train order station open from 8:45 am to 5:45 pm except Sunday.
- 1923 (DH) Land was exchanged with Nelson Woodard for his creamery. The blueprint shows a building that looks to be in the same location as the present garage next to the station.
- 1923 (Deed) The Kayaderosseras Dairy became Dakes Dairy Products.
- 6/1923 (DH) Land opposite the station was leased to Richard Hopkins Co, road builder, as he was working on roads in the area.
- 1924 (DH) The bridge over 9N was rebuilt with new concrete abutments and a new steel span that was recycled from another location and modified to fit. This also served the purpose of gaining a 14' clearance over the road. The total cost was \$8,962. The bridge (#3) was listed as a plate girder with a 28' span and 33' total length. This is not the same bridge existing today.
- 1924 (AR) Dake Dairy Products put up a new building. [This was next to the tracks at Route 9N.]
- 5/27/26 (DH) The tool house was removed. (VM6) confirms this and shows its location at 485+74.
- 5/16/28 (P) Combination passenger and freight station still in use. At this time the south end is used for freight. It looks to have a recent coat of paint and a new roof in comparison to a photo from 4/28/24.
- 4/3/29 (AR) A siding agreement was ended with Richard Hopkins & Co.
- 1931 A Saratoga County business listing includes Dake Dairy Products Co.
- 1932 (TT) Last year listed as a station.
- 1/1/32 (OL) Listed as station with agent L. E. Remillard.
- 4/5/33 (AR) Station retired. [This is a more accurate date than the one below.]
- 8/31/33 (VM6) "Station building & signal removed"
- 9/19/34 (P) The bridge over 9N was being rebuilt.
- 11/12/35 (AR) Bridge at Kings finished.
- 1935 (VM6) Highway crossing at station closed.
- 1939 (AR) Land was sold to Saratoga County for the overpass widening.
- 1939-40 (AR) The siding was leased to Green Island Construction for their hopper & pit.
- 1939 (AR) Reconstruction of Bridge 47.39 was finished and financed through the Federal Works Program Grade Crossing funds. This is referred to as old bridge #3.

1/9/41 (VM6) "Bridge No. 47 39 reconstructed." [Probably a very late entry from the 1939 work.]

40,47,50 (TT) Kings siding is listed.

1/1/51 (OL) Carloads of freight are under the jurisdiction of Saratoga Springs.

9/26/54 (ETT) Kings siding is listed with a 12 car capacity. A telephone is at the south end of the siding.

1962 (VM6) 142' of the south end of siding was removed.

10/28/62 (ETT) In a list of industrial sidings that could be used for passing trains, Kings is not mentioned.

10/30/66 (ETT) Kings is listed as having an industrial siding that could be used for passing trains.

1973 (VM6) The second siding was sold and removed.

4/29/73 (ETT) Kings is listed as having an industrial track that could be used for passing trains.

7/14/85 (P) The station is neglected and in bad condition. The freight end has been changed at some time with a door and window replacing the freight door.

6/13/86 (Post Star) Greenfield Town Attorney James Murphy hopes to buy the run down station and restore it. The owner at the time is Elizabeth Cummins of Syracuse. The Town Board condemned the building.

4/11/90 (Post Star) An old D&H caboose was placed in front of the Kings station. It was sold to Glen Hammond and the town of Greenfield for \$1. The area around the station has been cleaned up.

12/31/90 (P) The station and caboose (#35872) have now been repainted. A platform has been added on the former track side of the station.

Jan 2007 (BLHS, p. 25) BLHS contributor Tony Bucca met with Mary DeMarco and Supervisor Al Janik about refurbishing the depot and caboose at Kings. They both need paint and there are overgrown trees and shrubs.

3/2007 (BLHS, p.26) The Town of Greenfield is trying to decide what to do with the caboose next to the station. It was badly damaged and burned on December 17 when it was hit by a car (the driver died).

June 2008 (BLHS, p.20) Tony Bucca reports that their caboose crew got together to size up the next steps for progress in the coming year. They had the exterior hardware stripped off and started adding the bead board on the east side. They plan to have Sunday morning work sessions. The depot is also being eyed for a new coat of paint.

11/7/08 (FM) The siding south of the 9N bridge is still there with the location and length matching the 1916 Valuation map but the switch and turnout at the south end are gone. The current length is about 880'. There is a turnout for the second siding but the switch stand is gone and the rail is cut off. You can see the old road between the switch points that was moved in the 1934 realignment but only the west portion is there. There is no evidence left of a road on the east side. The UHRR has crossing signs up but it seems for no purpose. The caboose has been re-painted and looks great. The station is in need of the same. The 9N bridge is 70'-8" long with arched sides 7'-8" high at the ends and 6'-5" high in the center.

8/19/2009 (P) The caboose at the station is now lettered and looks complete on the outside.

10/4/2009

(SA) Twenty volunteers got together and added a new coat of paint to the station. They included a group of students from Skidmore College.