

# North Creek

**North Creek:** [mile 57.1, Elevation 1028'] The station was built in 1872 or 73. The porch was probably added soon after. Around the turn of the century, half of the porch was enclosed to form a separate waiting room. It was restored in the early 1990's. The existing freight house was built in 1903 and until recently was owned by Barton's Mines. It is currently (2015) operated by the Saratoga & North Creek Railway as their ticket office. (FM) The station measures 20.5 feet by 50 feet with a 35 foot porch on the south end. The freight building measures 26.5 feet wide by 70.5 feet long.

- 9/12/1870 (VM 29) The earliest land deeded to the Adirondack Co. in North Creek.
- 12/24/1870 (LL) The track was completed to mile 59.5 from Saratoga
- 3/16/1871 (SA) An ice jam at North Creek caused flooding near their mill and around the boarding houses and stables.
- 1873 (DH) The station was built.
- 8/21/1873 (SA) Joseph Stillwell had been employed at the North Creek mills of the Adirondack Company.
- 1875 (from notes of Lewis Waddell) The John Reed Tannery had a value of \$2,900.
- 1875 (DH) The tool house was built measuring 12'x18' and was first located opposite the Waddell buildings.
- 1876 (Beers Atlas) A list of North Creek Merchants includes:  
Silas Hyde – Carriage maker and Blacksmith  
John McNerny – American Hotel  
C. Morse – proprietor, Boarding House  
G. R. Martine – Physician and Surgeon  
John Reed – Tannery  
John Straight – Dry Goods, Groceries, Lumber etc.  
Wm. H. Waldron – Justice of the Peace
- 1878-1881 (DH) Orange Weaver was the station agent earning \$50 monthly. He handled the Section 10 payroll which was \$155.50 monthly in 1879.
- 6/23/1881 (SA) The Adirondack Company is building a refreshment building at North Creek. [This could be the restaurant shown on the 1889 survey map mentioned below.]
- 1880 (P) Ad for Stone & Weaver, merchants. Dennis Stone was born in 1835 and Orange Weaver in 1849. Weaver was the station agent in 1885.
- 1880's (P) The original railroad bridge over North Creek was a wooden truss design identical to the one over Stony Creek. The iron bridge that is there today was built in 1891 by the Rochester Bridge Works, Rochester, NY. [The builders plaques at North Creek are missing but identical bridges over Mill Creek and Wolf Creek still have theirs. I believe the plaques were still there in the early '80's.]  
At the time of Stoddard's photo of the yard, we can see that the station does not yet have a porch and a window is in the peak. There is a large water tower opposite the station which is surrounded by a square wooden structure topped with a peaked roof. This was to help keep the water from freezing in the winter.  
In front of the Waddell stores, the yard widens to three tracks with the Third track being parallel to the others. (This is in contrast to the Beers Atlas

which shows the siding angling off towards the river.) Opposite the Waddell stores is one of Durant's sawmills.

- 3/17/1883 (DH) C. Durkee requested a quote for timbers to replace the bridge over North Creek. It was a Howe truss design with a 90' span. They planned to replace it in the spring along with three others. The materials were ordered in May.
- 1885 (RRC) The station is described as not as tidy as it could be. There is no covered platform mentioned as they do for Riverside and Hadley so perhaps it was not built yet.
- 10/6/1885 (N.C. Depot News, Spring 1997, p.6) David Dodge, a teamster at the time of Dr. Durant's death, commented on his death in his diary.  
"T.C. Durant is dead, the great railroad king of North Creek, the engine is draped in mourning, as is the depot. A great parade because he had a big pile of money, which is not of the least use to him now, he has gone where he cannot take it with him. Neither could it save his life, though his iron horse came with great speed from the city bringing two of the greatest doctors in the country who did their best no doubt. But did he have treasures laid up in heaven?"
- 1885-86 (UHVBD) North Creek Businesses: Adirondack Hotel, John Lyons; American Hotel, John McInerny; T.J. Eldridge, general merchandise; Joseph H. Higgins, carriage maker, blacksmith and undertaker; S.S. Richardson, harnessmaker; D. Stone & Co., groceries, flour, feed and grain; Jeffie W. Waldson, baggagemaster of Adirondack RR; Orange Weaver, station agent and telegraph operator for the Adir. RR.
- 1886 (from notes of Lewis Waddell) The Billings & Caton Tannery of North Creek had a value of \$8,500.
- 1887 (RRC) The station has been renovated.
- 6/25/1888 (TT) Listed as a station.
- 1889 (RRC) The wood Howe truss bridge over North Creek was in good condition and covered.
- 1889 (DH) A blueprint shows the Anderson building as "Baker's" and the 60' turntable in its new location near the present location. There is also a restaurant next to the turntable. A ghost of the old turntable can be seen as the Beers Atlas shows it on the west side of the tracks. The engine house appears to have been moved two times since its original location and is now parallel to the tracks at the south end of Baker's building.
- 1889-90 (UHVBD) Changes from 1885 listing were: Frank Cooney, baggagemaster for the Adir. RR; Joeseeph Scnetzler, telegraph operator; G.B. Sheldon, station, ticket and express agent for Adir. RR.; A.J. Pettys, carriages, sleighs and general hardware.
- 1890 (RRC) A new turntable was built at North Creek for \$3,221.
- 1890 (DH) The ice house was built measuring 18'x22'.
- 1891 (FM) The railroad bridge over North Creek was replaced. It measures 7 feet high and 77 feet long. (P) It replaced an earlier wood bridge identical in design to the one over Stony Creek. (RRC) confirms this and adds that the abutments were built then also and that the stone was grey limestone from the Cobleskill Ledge.
- 1891 (RRC) Two wood trestles were filled in and replaced with plate girder bridges of 15' and 20' spans. [These were probably the ones crossing Millington Creek and Collins Creek. The Millington Creek bridge has abutments that look like others from 1891 but the one at Collins is quite different and the concrete deck is a 2004 replacement.]

- 1/15/1891 (WN) Barton's Mine put out over 1,000 tons in 1890 which was hauled to the railroad for shipment.
- 5/14/1891 NC Tannery property for sale including 8 acres, dam, water power and flowing rights, 8 cottages, a large stable, large shed and tannery vats, two large steam boilers, and an engine and smokestack. Will be sold very low.
- 7/2/1891 W.R. Waddell and the Durants started an opposing stage line from NC to Blue Mountain Lake.
- 1891 (Atlas) There are siding agreements listed for North River Manufacturing Co., Lee Somerville (a 200' siding just north of the road crossing and penciled in at a later date), W.R. Waddell, F.W. Smith & Co. (just north of the water tank), and North River Garnet Co. (at end of tracks). North of the station is an 18'x18' tank then three buildings for Smith. Just past them is a siding for a 50' turntable and a 25' x 75' engine house. These were on the west side of the tracks as in the Beers atlas. Across the tracks from the station is a 20'x20' ice house then an unmarked 45' diameter structure which I assume is the old water tank shown in the Stoddard photo. North of that is an unmarked 25' x 85' building.
- 12/1/1892 Billy Baker bought the Hack Grist and saw mill and will move the machinery to NC in the spring. Billy is building up the old tannery dam.
- 8/29/1893 William H. Baker has his new sawmill in operation producing lumber and shingles. (reprinted in NE 12/31/61)
- 8/31/1893 New dam built by William Baker went out due to storm Sunday night. It carried with it about half of the mill. All the machinery was saved.
- 9/14/1893 William Baker is laying foundation for new dam. They are putting up part of the mill that was washed away. (reprinted in NE 12/31/61)
- 12/21/1893 Simeon Brown recently sold a fine pair of sleighs to W.W. Durant for \$118. Mr. Brown is turning out some very fine work.
- 1892-93 (UHVBD) Business listings: Adirondack Express Co., W.V.V. Marsh, agent (also Adir. Stage Co.); Adirondack Hotel, Ingraham & Lyons, prop.; American Hotel (est. 20 years); William R. Alexander, baggageman, Adir. Railway Co.; Braley & Noxon, hardware.
- 1/4/1894 (WN) Bakers Mill is going all day. The saw, planing and shingle mills are assured and the grist mill is up three stories and the others are coming.
- 2/29/1894 (NE 12/13/61) Veteran stage driver Issac Roblee (uncle Ike) drove the first coach from North Creek to Indian Lake & Blue Mountain Lake 21 years ago.
- 4/19/1894 (NE 12/13/61) "John Wade & W. Sheehan have purchased part of the original Durant lot from Mr. Hall, the present owner.
- 6/21/1894 (WN) James Kiley will take a position as freight and baggage agent at the depot at NC during the summer.
- 1/24/1895 (WN) A heavy log train leaves the station every day.
- 1895 (RRC) The station platform has been replaced.

- 1/4/1896 (reprinted in NE 12/13/61) "Simon Brown's new carriage & blacksmith shop down by the railroad has a flooring 65' x 26' and two stories high. The upper part is used for storage and paint shop. In the smithy department there are four forges and four fires. A sweep sawing and boring machine, etc., and all the latest improvements in machine setting up which is of all sorts. The shop is heated by steam from the engine boiler."
- 9/3/1896 (NE 12/31/61) "Swain brothers broke ground for a new store on the former Durant property opposite the Adirondack Hotel."
- 2/11/1897 (NE 12/13/61) James Owens, owner of the "American House", North Creek, has purchased the "Adirondack House" of W.A. Baker.
- Thomas Johnson and George Pallrand, blacksmiths, are commencing business Monday in their shop near the depot.
- 6/30/1898 (AR) A siding was added at North Creek. [not specified where]
- Poss. 1898 (WN) Dr. Lee Somerville has bought the Durant property the Gables and is repairing the house preparatory to filling it with city boarders the coming season.
- 7/7/1898? (WN) Adirondack Stage Co. started their 6 horse coaches from NC to Blue Mountain Lake last Thursday.
- 8/1899 (SA) A severe drought caused the Adirondack Railway's tanks to go dry at North Creek. [plural?]
- 10/19/1899 (NE 12/13/61) Fire destroyed W.H.Baker's saw mill & grist mill and a 3-1/2 story building on Tannery Street owned by T.J.Smith.
- 1/1/00 (OL) W. T. Campbell is the station agent.
- 9/13/01 (JS) While Vice-President Teddy Roosevelt was enjoying a stay in the Adirondacks near Mt. Marcy, he received word that the president's health had suffered a relapse. A special train had been arranged and was waiting for Roosevelt at North Creek. When he arrived there and boarded the train, he received a telegram saying that McKinley had died. Somewhere near North Creek he had become the next president.
- 1901 (P) The water tower is north of the station as in the 20s photo.
- 1902 (WN) "One of the engines on the Adirondack railway created considerable excitement Saturday night along the line of the road from North Creek to Thurman Station. It ran wild between these two joints with a sheet of flame trailing fiercely behind. The engine had been run into the round house at North Creek for the night. About 12 o'clock Gilbert Dean, the watchman, discovered that the woodwork of the locomotive was on fire. He mounted the cab steps turned on the steam and ran the engine out into the open air. The fire by this time was so hot that he was compelled to jump but supposed he closed the throttle before doing so. But instead of stopping, the engine ran wild down the line below Thurman Station before dying. It was found Sunday near Cameron flats with all the woodwork burned. The fire is supposed to have started from a combustion of gas from soft coal used." [A photo shows 4-4-0 engine #370 with the cab burned off.]
- 1903 (DH) The new freight house was built measuring 27'x70'.
- 6/11/03 (WN) Thomas Smith of Warrensburg will install an electric light plant at NC. Turbines and dynamo will be put in Baker's sawmill owned by Mr. Smith.
- 3/3/04 (WN) Mrs. J.B. Randall purchased of W.R. Waddell the building on the corner

opposite her residence which used to be the schoolhouse 50 years ago. It will be fixed into a store for stock and groceries.

- 6/2/04 (WN) W.W. Durant is in hiding. He failed to account for his share of his father's 2 million dollar estate to his sister. He is in contempt of court. A \$760,000 judgement was obtained by his sister, Mrs. Heloise Durant Rose. It is said that Durant is in hiding in Hamilton County, the greater part of which he once owned. Because of his intimate knowledge of that section, it is almost impossible to arrest him there.
- 5/18/05 (WN) W.W. Durant fled from the state and went to Europe to escape service of court papers to permit search of property. Judgement was entered against Durant in sum of half a million. Now he claims he is bankrupt. His whereabouts are unknown to his sister, Mrs. Rose.
- 1905 The D&H Freight Shippers Guide lists the following businesses:  
CS Wood: building materials, feed, grain, cement, lime, lumber & planning mill  
TJ Smith: coal  
J Anderson, Jr.: flour, feed, grain, lime & cement  
WR Waddell: flour, feed & grain  
North River Garnet Co.  
Barton & Son: garnet  
Thomas & Thompson: pulpwood
- 6/3/09 (WN) John H. Wade is pushing the work on his electric plant now in course of construction and expects to deliver power in September.
- 6/3/09 (WN) A car load of horses arrived for W.R. Waddell.
- 6/24/09 (WN) Dr. Lee Somerville has about 2,600 chicks at his poultry farm at the Gables.
- 6/24/09 (WN) North Creek with her three large wholesale grain, feed and grocery establishments, excelsior plant, saw mill and telephone exchange, numerous stores ..... is a pleasant place to live.
- 1910 (DH) W.T. Campbell was the station agent earning \$65 monthly. He had 3 other helpers and the station earned an average of \$3,633 monthly between freight and passenger service.
- 1913 (DH) A siding list gives the "Mill Track" as 1,000' long total with 110' in the ROW.
- 7/13/13 (DH) A blueprint shows the F. Kelly Livery opposite Waddell's store. A stable is shown on the south side of the creek which is the one shown in pictures from this time as a wreck. The section house was located on the west side of the tracks and 720' south from the center of the ice house. The water tank is shown next to the freight house. A small building is to the west of the water tank and labeled "Shoemaker". [This was Lou Tassi's shop.] There was also a 20'x73' ore bin shown for the McIntyre Company located about 450' south of Waddell's store. Next to it were a hopper and elevator for transferring the ore to the bin. A proposed road crossing the Hudson leading to this is shown and it was to be made from old bridge beams. Apparently this was never built as they instead reinforced the existing bridge to accommodate the ore cars.
- 1913-1914 (DH) Track improvements were made in the yard.
- 1914-15 A Freight Shipper's Guide lists an ice house with 78 ton capacity.
- 12/9/15 (EH) "Round house at NC burned." [The original one built by the Adirondack Co.]
- 12/14/15 (WN) Fire at North Creek destroys round house and damages store of John Anderson in the amount of \$500.

- 1916 (DH) A report lists the water tank as 13,000 gallons and measuring 12'x13'.
- 1/18/16 (EH) The Adirondack Hotel burned down.
- 1/18/16 (Glens Falls Times) "North Creek Hotel Burns; Bank Saved" "North Creek, Jan. 17 – Fire tonight destroyed the Adirondack House, the hotel barn and threatened the North Creek National Bank. The loss is probably between \$40,000 and \$50,000."  
 "The fire started between 6:30 and 7 o'clock, presumably from an overheated chimney. It was first discovered in the vicinity of the hotel kitchen and the flames made such rapid headway it was impossible to check their progress. Only a few articles of furniture were saved."  
 "From the hotel, the flames quickly communicated to the barn which also was soon a roaring furnace. The bank building was saved only by the diligent work of the members of the bucket brigade. The heat caused the windows to break and the window sills were scorched, but the damage to the bank building was slight."  
 "The hotel was owned by Patrick Moynehan of Glens Falls and John Anderson Jr., of Newcomb. It was three stories high and had accommodations for 100 guests."
- 1916-c1921 (11/1/73 NE) David Sterns Jr. had a sawmill at Botheration Pond near Barton Mine and stored the hardwood lumber near the station where the current woodworking mill is. In 1918, he built a new mill near the present Gore Mt Ski Center. After his death in 1921, the mill was sold until the hardwood was used up in the area, c.1930. He also kept some lumber south of the station along the tracks.
- 1917 (DH) A report mentions that the platforms are in need of repair and that North Creek was in the budget for repairs.
- 1918 (P) The section house is at A94.49, across the tracks from the station. The ice house was at A94.63, across from the freight station.
- 12/19/18 Dr. Somerville's hardwood mill is mentioned in "Town Topics" which was reprinted in the 1/11/50 NE
- 1919 (WN) Hugh Jones is a telegraph operator at the station.
- 1/1919 (OL) The ice house is listed as 72 tons capacity.
- 1/13/19 From "Town Topics", reprinted in the 2/1/50 NE, the Knickerbocker Ice Co. will start operating Tuesday; Arthur Holcomb resigned his position with the D&H railroad; Somerville's Hardwood Mill began running again after being Closed for lack of stock.
- 1920 (AR) A lock was placed on the turntable along with several others in the D&H system due to a lawsuit in one location.
- 1920's(?) (P) An engine is on the turntable which is located in the same area as the current one but closer to the tracks. The only building showing on the river side of the tracks is a section house which is facing 90 degrees from the way it does now. The roof also has a higher peak than the current one. Stone abutments for the small creek can be seen at the edge of the photo. The road has a flat wood plank bridge. Although you can't see it, I assume that the water tower is now located just to the north end of the freight building.
- 1921 A property map of the Hudson River in North Creek shows owners along the tracks (from s to n) are The North River Mfg. Co. (280'), Adirondack Rwy. Co. (220'), Finch, Pruyn Co. (1,000' just n of the auto bridge), The John Anderson Co. (250'), W.R.

Waddell (410'), The Adirondack Rwy. Co. (440'), and Heloise Durant of RR Co. (2,860').

- 8/13/21 (DH) A blueprint of the yard shows a building for F. Kelley, Livery, across the tracks from Waddell's. It also shows the engine house just to the south of Anderson's storehouse. The engine house measures 25'x40'. [Since this burned in 1915, the print must not have been updated.] There was also a toilet shown on the river side of the tracks opposite the Anderson building.
- 1922 The D&H Freight Shippers Guide lists the following businesses:  
North Creek Supply Co.: feed, building materials & coal  
FW Smith Co.: feed, coal & building materials  
WR Waddell: feed, coal & building materials  
American Glue Co.: garnet  
Barton & Sons: garnet  
North River Garnet Co.  
Fred Rogers: pulpwood  
North River Mfg. Co.: broom handles, excelsior, toy drumsticks, dowels & toys
- 1/17/22 (EH) 183 Engine 436 off track
- 6/3/22 (EH) President Loree Special AM [pres. of D&H RR]
- 1/23 (D&H Official List) The water tank has a 20,000 gallon capacity and there is a 60' hand powered turntable. The ice house has a 72 ton capacity.
- 1923 (DH) A blueprint for proposed siding for Bartons shows a 40'x100' building just to the south of the stream. This is the same siding shown below.
- 10/15/25 "Brief History of North Creek" by John L. Brown, this was reprinted in the 10/15/52 NE; notes of interest: T.C. Durant had a saw mill and woodworking mill on the grounds known as the Coleman House which became Durant's home (The Gables); the RR came into NC in 1870 and the station was built in 1873; Dr. Durant died in his house in NC in 1885; The American was built in 1872 and burned in 1903; the "New American" was built in 1920; John Brown was the current D&H station agent in NC.
- "D&H carpenters are making some improvements at the station. The platform has been renewed and a five foot extension added to the office and a new floor is being laid."
- 1/14/26 D&H Timetable: Leave North Creek 6:05am & 3:00pm, arrive at 11:00am and 8:35pm, daily except Sunday, J.L. Brown Agent.
- 7/29/26 Alphonse Allard, a brakeman on the local passenger train, was injured in the railroad yard when part of the baggage car broke, allowing him to fall under the car. One arm was severed and the other crushed so badly that it was amputated. He also received a broken leg and fractures to the skull and spine. Two local doctors attended him and a special train rushed him to Saratoga in a record 64 minutes. He died the following Thursday.
- 9/16/26 "D&H Returns To Winter Schedule" leave at 6:15 & 3:00, arrive at 10:50 & 7:25, no Sunday trains.
- 2/2/28 "Extensive Repairs Are Being Made To The Local D&H Station"
- 4/19/28 J. Fletcher Noe was mentioned as a former agent at North Creek.
- 5/14/28 (P) A water tower was located between the freight building next to the station

and the grain building to the north. There is also a lot of lumber stacked between the station and the hill to the west.

- 5/26/28 Repainting D&H depot and other buildings.
- 6/21/28 Obituary for Hiram Brown of Saratoga Springs mentions that he was a local conductor for the D&H for over 35 years.
- 6/28/28 "Summer Train Schedule" new schedule took effect on Monday, effective through Sept. 8th, daily arrival at 10:55 & 4:30, Sat. adds 8:45 arrival, leave daily at 10:05 & 3:20, Sunday at 3:20 and 9:30.
- 8/16/28 Engine #450 jumped the McIntyre switch near the river bridge due to a defective switch. #451 was brought up until repairs could be made to #450.
- 9/27/28 First ad that I could find for Louis Tassi – Shoeshop opposite depot. The last ad that I found was on 5/31/34.
- 10/25/28 "D&H Wants To Discontinue Train" several articles were written at this time about cutting back on one of the daily trains, local business was fighting to prevent this.
- 1/10/29 Chamber of Commerce meeting on a petition to keep the current D&H schedule without cutting back the morning train. (I assume this was a continuation of the Oct. '28 problem)
- 1/31/29 John L. Brown was mentioned as the local (NC) station agent.
- 2/14/29 "Hearing at Albany Tuesday" hearing with Public Service Commission about the D&H wanting to discontinue the morning and night train to N.C.. Local attorney Warren T. Radcliff represented the local C of C.
- 5/23/29 "Barton Garnet Co. are grading near their oil tank site next to the garnet sheds."
- 8/3/29 (EH) A circus train with 13 cars and two engines came up to North Creek.
- 10/3/29 James Owens resigns from local D&H station.
- 9/30/30 (AR) A letter of liability for anchorage on D&H property was sent to the US Department of the Interior.
- 12/18/30 John Brown died. He was the station agent at North Creek for 15 years and an employee of the D&H for 40 years.
- 12/24/30 (WN) W.R. Waddell died at 66 years of age.
- 2/5/31 James M. Parkis is the new D&H station agent, successor to the late John Brown.
- 4/30/31 Train schedule starting 5/1: leave at 5:50 am & 2:45 pm, arrive at 10:25am & 7:35pm.
- 1/1/32 (OL) Listed as station with freight and Pullman ticket agencies; J. M. Parkis, agent. There is mention of a 10,000 gallon water tank gravity fed by the village main and an emergency pump. The turntable is 60' hand operated and the ice house capacity is 72 tons. There is no crane listed at this time so perhaps it is gone by then.
- mid 30's (P) If you are standing on main street and looking toward the station, there



is a small barn on the right in between the station road and the creek. The station platform has a ramp on the south end.

- 2/22/34 William Lindsey resumed work at the station.
- 3/4/34 The first ski train arrived in NC. It was organized by the Schenectady Winter Sports Club. The club had planned six trips with the Boston & Maine railroad to Vermont the previous year but were cancelled due to lack of snow. The club worked with a reluctant Mr. Gilhooley of the D&H for the 1934 season and it was such a success that a second locomotive had to be added to the train.
- 5/24/34 "Special Week-end Excursion to NY by D&H", \$6 round trip ticket to New York to see the US Atlantic & Pacific fleets, June 8 & 9.
- 6/7/34 William West Durant, 83, died in NYC.
- 6/12/34 Mr. Floyd West is telegraph operator at the local D&H station for the summer.
- 6/28/34 Charles Smith worked at the station.
- 9/20/34 Floyd West was the telegrapher at the station during the summer.
- 9/27/34 "Special Week-end Excursion to Albany and NY", reduced rates on D&H \$3 to Albany and \$6 to NY city.
- 1/10/35 "Snow Train from Capitol District Due Here The 20th", sponsored by the Schenectady winter sports club.
- 1/24/35 First snow train arrived with 702 skiers.
- 2/14/35 Second snow train arrived Sunday, 700 on train.
- 2/21/35 Another snow train is expected to arrive on 2/24 & 3/3 if weather permits.
- 2/28/35 The third snow train, in two sections, arrived with 427 on board.
- 3/7/35 About 400 arrived on the fourth ski train. Icy conditions made skiing difficult
- 4/18/35 Encouraged by the success of snow trains during the past two seasons, the D&H Railroad planned operation of a summer sports train to run Memorial day from Schenectady to North Creek.
- 5/2/35 The D&H railroad scheduled another excursion trip May 10-11 from North Creek to Albany and NYC. Round trip fare was \$3 to Albany and \$6 to NYC.
- 6/13/35 The New York Central railroad was preparing its schedule of ski trains, and made inquiries in North Creek as to how many people could be accommodated here.
- 3/23/36 There was no train service for a week due to high water as the ice broke up in the Hudson River and created ice jams resulting in heavy flooding above North Creek and near Thurman and Stony Creek.
- 3/25/36 There was no train service for the past week due to ice jams and flooding and the mail has been delivered by truck. Tracks were damaged in Thurman and Stony Creek and should be repaired in the next few days. Water flooded the basement of the station and the first floors of the Smith and Waddell stores. More than six feet of snow has melted recently.
- 1938 (AR) Portion of platform was removed.

- 12/7/38 (VM 29) "Portion of station platform & stairs removed. Ramps added."
- 1939 (AR) The ice house was sold to A&B Oil for \$55.
- 1/17/40 "Snow Trains for Week-end", regular snow train from NY plus train expected from Schenectady this Sunday.
- 4/27/40 (VM 29) "Ice house south of turntable on par. 7 removed."
- 6/19/40 In Coming Mails Arrive at D&H station at 11:15am and 3:15pm.
- 1/41 (D&H Official List) There is a 20,000 gallon water tank and a 60' hand powered turntable. The ice house is no longer listed.
- 7/10/41 (VM 29) "Turnout with p.s. at sta. 2986+00.2 removed. Tracks "B" and "C" connected." [from yard survey of 6/30/41]
- 11/41 to 6/42 (Deeds) Lands were granted to NL for the new yard and dumping area.
- 12/31/41 "Delaware & Hudson Will Enlarge Freight Yard at North Creek to Handle Titanium Shipments"
- Construction of an enlarged freight yard at this place to handle titanium ore shipments from the National Lead Co's new mine development near Tahawus, in the Adirondacks, has begun by Delaware and Hudson crews.
- In addition to this work, S. A. Scullen, Inc., of Cohoes, has a contract for construction of a 32 car gravity yard, where trucks traveling 33 miles over the highway from Lake Sanford will dump ore into conveyors to be loaded on to the freight cars. North Creek will serve as the loading point for cars taking ore to the National Lead Co. New Jersey and Missouri titanium mills.
- The inclined track yard will have four tracks in its initial stage of development, with space for four additional tracks. [They were never added.] The yard will be 900 feet long. Cars run in strings onto the inclined tracks will be rolled down into positions under the loading hoppers and thence on to the D. and H. tracks to be made up into trains. With about fifty tons to a car, the yard will have an initial capacity of about 1,600 tons of ore daily. Conveyor machinery has been ordered and its installation from the river bridge to a point near the residence of the late Dr. Somerville is expected to begin immediately.
- 1941 (P) The freight buildings that were just to the north of the station were being used for construction supplies for the new line.
- 1941 (AR) The side track for NL was to cost \$26,416.
- 1942 (AR) The 4 track yard for NL was constructed with a 64 car capacity and 2% to 2.5% grades to enable gravity loading of the cars.
- 1/14/42 1st D&H Ski train of season with almost 500 skiers aboard, 9th year for ski trains, 1st was in 1934 with 378 skiers, this year they will come on alternate Sundays, fewer skiers arriving by car this year "obviously to conserve tires".
- 6/4/42 (VM 29) "4 tracks added for National Lead Co. p.s. at sta. 2972+12"
- 9/1942 (DH) Shipments of iron and ilmenite started in August.
- 10/28/42 "George W. Brown resumed his duties at the D&H depot Tuesday"  
Train schedule beginning Nov. 1st, arrive at 11:05, depart at 2:10.

11/25/42 "Lawrence Sawyer has resigned his position as clerk at the D&H station. Clifford Raymond of Riverside has taken his place."

12/23/42 "Edward Martell, releaseman for the D&H RR, who has been employed at the local station, has gone to NY"

1/43 (D&H Official List) There is a 20,000 gallon water tank and a 60' hand powered turntable.

12/1/43 "William Lindsey has resumed his position as freight agent at the D&H station."

1943 (AR) Work was started on replacing the turntable.

2/19/44 (VM 29) "Old 60' turntable replaced with new 90' turntable."

1944 (AR) The turntable and track leading to it were replaced and the track to the new engine house was added. The sand tower, diesel pumps and storage tanks were also done.

1944 (BLHS "Bulletin", 5/2003, p.23) "According to Harry Schultz, retired former Assistant Division Engineer, the 90 ft. Turntable was brought from Altamont, N.Y. and installed in North Creek in 1944, after a severe washout damaged the previous turntable." [This is almost correct; I believe that the turntable was finished before the storm listed below and may have had to be repaired.]

2/19/44 (VM 29) "Tracks changed & new engine house added at station."

6/28/44 "Rain storm causes untold damage in the Town of Johnsbury", several RR bridges were washed out and train service was suspended.

8/22/45 "Burned By Explosion" a gas tank on a truck exploded burning the driver while unloading a railroad tank car of tar, a small fire used for softening the tar caused the explosion.

4/10/46 (VM 29) "Replacement of Br. 94.56 with concrete pipe." [double 12' pipes next to turntable]

4/24/46 "C.H. Raymond has resumed his duties at the D&H station at N.C.

5/22/46 Ernest Filkins worked at the D&H station at N.C.

11/20/46 C.H. Raymond worked at NC station.

12/11/46 D&H has resumed normal passenger train service cut back during wartime.

1/10/47 (VM 29) "Gasoline and oil tank added at east of tracks at sta. 2991+54.9." [between turntable & tracks]

6/11/47 Guy Martin has been employed at the D&H station for the summer.

6/18/47 Ernest Filkins works at the D&H station at NC.  
Mail is still coming by train at this time as well as in 4/49

7/47 (P) Behind engine #449 and its cars the water tower can be seen between the freight and grain buildings. Also on the right can be seen two sets of handcar tracks coming from a building which I assume is the one still standing today.

1/5/49 Heavy rains washed out tracks and surrounded depot.

- 4/18/49 (VM 29) "Diesel oil tanks added at engine house." [between engine house & turntable track]
- 2/1/50 Clarence Wray was killed when struck by a boxcar in the yard on January 28th.
- 3/15/50 D&H restores train no. 182 into service again; it was temporarily suspended
- 5/5/50 (VM 29) "Car Dept. storage room added at south end of engine house. Wood walks added on east and west side of engine house."
- 7/5/50 Mail still coming by train at 11:15 and 4:45.
- 7/26/50 Article about "The North Creek Journal" published in Dec. 1886, Vol.1, #3, by Arthur E. Prescott, it was published four times per year. Interesting items: D. Stone & Co. was located near the depot and sold grain, Coal, etc.; Mr. Burnham was the new station agent in NC; other businesses were John H. Wade's furniture store, Joseph R. Higgins – wagons and sleighs, John Perro – shoemaker, and Ovid Podvin – hardware.
- 1/1/51 (OL) E. W. Millington was the Equipment Department Foreman. Polson's is listed as the local watch inspector. J.M. Parkis is the freight and ticket agent. The station has a sloped platform for unloading autos or horses. There were two diesel tanks with a total capacity of 4,000 gallons and one water tank of 10,000 gallons.
- 1951 A yearly D&H traffic report for 1951 lists the following businesses that they dealt with: National Lead Co., Ilmenite & Iron Ore; Barton Mines Corp., Garnet; Eaton Hardwood Co., Lumber; W.R. Waddell Stores, feed, bldg. Supplies & coal; North Creek Handle Co., Handle Mill; Finch Pruyn Co., Coal & Bldg. Materials; C.W. Sullivan, grain & feeds; Hall Bros., Cement Blocks; Hutchins Lumber Co., Lumber; Great Eastern Lumber Co., Lumber.
- 2/28/51 Ad for Polson's Jewelry Store lists him as "D&H RR Watch Inspector".
- 4/1/52 (VM 29) "Water tank at sta. 2994+55 removed." [next to freight house]
- 4/9/52 "Petition To Discontinue Trains at North Creek", the Public Service Comm. has advised business groups that a hearing is scheduled for 4/15/52 about the D&H wanting to discontinue trains 181 & 182. They are losing money due to lack of passengers.
- 9/10/52 George Hall was selling his concrete block plant equipment. [He had a plant operating in town previously and ran ads in the 40's.]
- 11/26/52 Charles Clingman Jr. was employed at the D&H station.
- 1953 (P) The ore conveyor and its tracks are still there and the siding is still being used. At this time, there are three parallel tracks at the south end of the yard which converge back to one just before the spur going to the conveyor. The Russell Heel Corp. is in operation on the old excelsior mill site.
- 4/29/53 "Train Service" the Public Service Commission ruled that the D&H must continue at least one train each way daily from May 15 to September 30. In 1950, winter service was discontinued.
- 12/16/53 The NC Post Office marks its 100th year on December 20th.
- 1/20/54 (VM 29) "70'-6" of platform on west side of freight ho. removed."

- 2/10/54 Ski Train coming 2/21, hasn't been one in 12 or 13 years. [No mention of actual occurrence in the 2/24 NE; weather report said that it rained.]
- 4/28/54 The Public Service Commission denied the petition of the Delaware and Hudson railroad to discontinue the last remaining passenger service between Saratoga Springs and North Creek. They must keep service from third Sat. in June until the first Sun. after Labor Day. There were a total of 5319 passengers for 1953 on 278 trips.
- 8/18/54 (VM 29) "Spur track with p.s. at sta. 2987+49 removed." [the one built in 1923]
- 9/26/54 (ETT) North Creek is listed as a Train Order and Block office open weekdays, 8-5. The northern yard limit is at A94.86 and the southern limit at A92.0.
- 5/11/55 The B R Lumber Company sawmill in NC was destroyed by fire on 5/5.
- 5/29/57 "D & H To Discontinue Passenger Service at North Creek" On May 21st, the Public Service Commission authorized the D&H to discontinue the last passenger service between Saratoga Springs and North Creek. A special train will still be available for large groups traveling to camps and resorts. Prior to 1950 there were two round trips daily. Losses increased from \$13,230 in 1955 to \$14,731 in 1956. The average number of passengers dropped from 24/trip in '55 to 16/trip in '56. Year around truck service would be provided for express.
- 1/8/58 George Brown retires as the station agent and is replaced by Reginald Raymond.
- 2/19/58 From "History of NC"; The NC Tannery was built in 1852 and burned in 1889. It stood just below the village dam site.
- 5/9/58 Clifford Raymond and George Cole were laid off at the D&H station.
- 9/24/58 "Fall Foliage Train Sunday" Special train from Albany on Sunday, August 28th will arrive in NC about 1 pm. There will be an open door baggage car and an open gondola car for photographers. On 10/1, 343 people were reported to have been on the train.
- 3/25/59 "The Gables, Old North Creek Landmark Destroyed By Early Morning Fire, Sunday" The Alpine motel, which is located within a foot of the building, was not damaged. As many as 10 hoses were pouring water on the house. Prior to 1870, the property was known as the Coleman house. TC Durant purchased it in 1870 and extensively remodeled it. It was since owned by Dr. Lee Somerville and then Dr. James Glenn. During WWII it was used by the War Production Administration as headquarters for Mosher's Trucking Company that hauled the Titanium and Magnetite from Tahawus to the loading plant here in town. After the war, Daniel Baroudi purchased it and converted it into seven apartments. It is currently owned by Nicholas and Joseph Baroudi, who also own the Alpine Motel.
- 12/30/60 (VM 29) Equipment Department building at 2991+35 sold and removed. [This is where the existing tool house stands so perhaps they never ended up removing it or else there was another building there next to it.]
- 12/26/62 George Brown died. He was a D&H employee for 41 years as a cashier at North Creek from May, 1916 until December 1, 1957.
- 6/26/63 "History of North Creek" written by Mrs. Jesse W. Schild; In 1852 the Tannery was built by Milton Sawyer and Taylor Meade. The partnership ended in 1865 and Mr. Sawyer continued alone until 1876 when John Reed bought it. William Healy of Boston had some connection with it until 1876. They produced about 30,000 sides of leather per year with about 20 men.; On 1/4/1876 the first team crossed the new bridge over the Hudson River. Old residents state that a bridge was started ¾ mile

up the river but was never finished. The abutments can be seen now.; The railroad was finished in 1871; The American Hotel was built in 1872.

- 7/24/63 From the North Creek Journal published in 1886, vol.1, no.1. Timetable for the Adirondack Railroad stated that: Freight...6:45 am, Express...2.35 pm. Roy Waddell had the paper. His W.R.Waddell store was operating at this time.
- 9/2/64 "Caboose Demolished in RR Accident Here Monday" Six men were injured when a caboose was piled into the end of a line of ore cars on the North River siding. Traffic to the mines was opened Tuesday morning by the D&H crews.
- 7/25/67 (VM 29) Freight house sold [to Bartons Mines]
- 1/30/69 (Deed) Part of the NL land was sold to Philip Baroudi for \$2,000.
- 11/16/70 (VM 29) Remaining D&H portion of National Lead Co. tracks removed. [An "As It Used To Be" column in the 11/15/73 NE mentions that the conveyor tracks were still in place.]
- 10/11/72 Mr. Waddell's column of the week shows a picture taken from River Road looking across the Hudson looking at the railroad and the backside of many businesses. In the center is a large swing boom between the river and the tracks used for unloading railroad cars. He mentions its use for unloading coal, heavy machinery and other objects as well as stone. The photo was shot about 1919-1920. Just behind the boom is Baroudi's Clothing store and the NC Pharmacy. On the opposite side of the tracks from the boom is a house that some railroad workers lived in at the time. This later burned down.
- 3/1/73 William R. Waddell's article mentions in relation to a ski train photo that the "engines were turned around one at a time on the old turn-table that had to be pushed by hand". In another undated article he says that it was located "near the site of the present one". The photo shows the section house that remains today (but with a later addition in the north side) as well as another maintenance building to the north that "was taken from the site in the early 1940s when the new turntable and roundhouse were built." He also mentions that the station had recently been painted with a new coat of light green paint.
- 4/29/73 (ETT) North Creek is listed as the location for a standard clock, train registers, order boards and an on line telephone.
- 7/2/73 (VM 29) Siding removed [1,435' siding between main track and river starting at south end of yard]
- 7/5/73 "CRUST To Promote Winter Ski Trains" The Committee to Reestablish Unlimited Ski Trains to North Creek will be activated at a public meeting July 11. Preliminary plans have been discussed with D&H officials who are willing to run a "trial" train here in October for the fall foliage. The first ski train was on March 4, 1934, bringing in over 800. The biggest arrived in January 1936 bringing 987 skiers on 14 coaches.
- 8/2/73 "Committee Awaits Ski Train Decision" A decision by Amtrak and the D&H railroad in regard to resumption of ski trains is being awaited by the local committee.
- 8/9/73 "D&H To Run Special Train Here Oct. 7" A leaf peakers special will be run from Albany to North Creek and return on Sunday October 7. The special will be pulled by three of the famous D&H Alco PA-1 engines. A repeat trip will follow on October 14 provided the first sells out. The round trip fare will be \$25 for adults and \$15 for children under 12.

- 10/11/73 "Town Turns Out to Greet Special Train" More than 450 passengers on the train reveled in the greeting at the end of their trip from Albany. D&H officials expressed interest in local plans for resumption of ski train service to North Creek this winter.
- 11/21/73 "Mid-January is Target Date for Ski Train Arrival in North Creek"
- 11/29/73 "Plans Progress for Jan 18 Ski Train" The train will arrive on Friday, Jan. 18 and return Sunday evening Jan. 20. It was indicated that the D&H is interested in running trains to the annual White Water Derby canoe races in North Creek in May.
- 1/4/74 "Chamber Arranges Plan for Ski Train" Lack of snow was hurting sales for the D&H ski train scheduled for January 18. Refunds would be made if the train does not operate.
- 1/10/74 "Cancel Ski Train Owing To Conditions" Lack of snow led Tuesday to the cancellation of the ski train. It is hoped that more will be scheduled later in the season. (poor conditions killed more plans for Feb. 8 and Mar. 1)
- 10/74 "D&H Officials To Visit North Creek" The board of directors and president Carl B. Sterzing, Jr. will be arriving at NC Thursday on special executive private cars. They will be visiting Tahawus and discussing the scheduling of ski trains for this winter.
- 10/17/74 "Ski Train Plans are Reactivated"
- 5/1/75 Late 40's picture shows a steam engine on the turntable. This may be #449 that ran to North Creek for several years. [#449 was a Class G-5 4-4-0 built in 1904 and scrapped in 10/48.]
- 7/29/76 The dedication of the North Creek D&H railroad station as a historical site is being planned for September 4th with a reenactment of Roosevelt's arrival in 1901.
- 8/12/76 "Excursion Train Due Here Oct. 2"
- 9/9/76 "D&H Railway Station Dedicated" Hundreds gathered of the D&H station in North Creek for its dedication as a state historic site. W R Waddell played the part of Roosevelt in a reenactment of his arrival and departure in 1901. [Took place on 9/4.]
- 10/7/76 The D&H ran a special excursion train from Watervliet to North Creek on 10/2 called "Autumn in the Adirondacks" The train had two engines, one of which is the "1776".
- 10/21/76 "Train Derails, Repairs Started" Five ore cars and the caboose of a train derailed on October 15th at about 10:30 pm at the crossing of Ordway Pond Road north of North Creek. The cause of the accident was not determined. About 1000 feet of rails and roadbed require replacement. The cars were loaded with magnetite from NL Industries.
- 10/28/76 "Another Derailment" Saturday night October 23rd, 19 cars and two engines derailed between Riverside and North Creek. By Monday, seven cars had been rightened and hopefully service will be resumed this week. The cause has not been determined.
- 11/18/76 "Resume Service on Railroad" Following the 3rd derailment in a month, service was resumed Tuesday on the D&H railroad through North Creek. On November 11th, 11 cars of a southbound train derailed at the railroad bridge over North Creek. Two of the cars went down an embankment south of the bridge.
- 3/31/77 Fourteen cars derailed just north of North Creek and tore up 600 feet of track.

- 4/20/78 The North Creek station was in consideration for the site of an arts center.
- 4/30/78 (ETT) North Creek is the only station on the line still listed as a Train Order office.
- 6/1/78 Photo of workmen replacing tracks in front of the North Creek station which had to be replaced when nine ore cars derailed. They tore up several hundred feet of track.
- 2/1/79 "Engines Righted, Track Reopened" On 1/24, three engines derailed on the Route 28 crossing north of North Creek. It was blamed on ice built up on the tracks at a logging road north of the crossing. Damage was estimated at about half a million dollars.
- 8/2/79 "Rehabilitation of D&H Adirondack Branch Planned" New York State is providing \$850,000 from existing appropriations for essential maintenance of the line. Upon passage of the bond issue in November, details will be determined jointly by the D&H and the state. The upgrade would increase train speeds for possible snow trains in the winter. Operation of snow trains over the line has been a continuing project of the North Creek Chamber of Commerce.
- 2/26/81 "Flooding Threat Subsides in Area" "Many piles of ice coming down the river trapped a D&H freight train north of North Creek about 1pm, but the crew cleared the tracks and the train moved to the local train yard, where it still was standing on Tuesday. Tracks south of North Creek were affected by the flooding."  
 "Water rose quickly in the D&H station area and caused considerable damage to work ready for shipment by the Great Eastern woodworking plant. Machinery in the plant was covered by the rising waters."
- 9/24/81 A picture is shown of a crane putting an ore car back on the tracks just north of North Creek. Three cars had come off the tracks at the Ordway siding.
- 1983 Robert Gonyo retired as the last agent in North Creek. He started in the late 60s. [He was born in 1930 and died in 2005.]
- 7/18/85 "Train Derails in North Creek" A train derailed in the yard near the station. A photo shows an ore car on its side.
- 9/19/85 "Leaf Peaker Train Due October 12" A special fall foliage train was to run from Albany to North Creek sponsored by the Mowhawk & Hudson chapter of the National Railway Historical Society. In the October 3rd issue it was announced that the train was cancelled.
- 12/85 "Adirondack Life" has an article about the North Creek Santa who delivered toys to needy area children before WWII. He was Sam Coplon, a toy salesman from Brooklyn who spent time in Johnsbury recovering from illness due to the Spanish American war. He loved the people and vowed to repay them by supplying Christmas toys to the poor children, which he did up until just before WWII. By 1936, he brought a freight car on the D&H filled with 50,000 items. He took in many donations of materials but never asked for help in storage and shipping. The Braley & Noxon Hardware store was a major distribution point for many years. Sam died in 1949.
- 10/15/87 "Train Derails, Cars in Pond" 12 cars derailed at Ordway Pond 3 miles north of North Creek. Three cars went into the pond while the others remained upright. "Work to clear the wreckage started on Saturday, and by Tuesday the cars were out of the pond and laying of new rails was started."
- 8/17/89 The American Hotel was going to be torn down to make way for the new Copperfield Inn.
- 8/24/89 "Train Destroys Car Saturday" A man drove his car off River Road on to the tracks and after he left to get help, the car was struck by the train. The car burst into flames causing extensive damage to the locomotive.



- 10/5/89 "Commemorative Train Passes Through Area" A special excursion train passed through the area on September 30th marking the coming end to rail service between North Creek and Tahawus. The train carried employees of the D&H railroad and National Lead Industries. The train was operated by the New York Susquehanna & Western Railway Company. Several pictures are included in the article.
- 11/23/89 "Last Train From Tahawus Leaves North Creek" The plant will be closing its facilities in a few weeks.
- 1/11/90 "Copperfield Inn To Open This Week"
- 9/13/90 "Committee Seeks Station Acquisition" On Thursday September 6, a committee was formed to pursue acquisition of the historic North Creek railroad station. Plans would be to restore it as a museum. Bill Bibby reported on the status of the station in its present ownership by the Canadian Pacific railroad.
- 1/9/92 "Committee Hopes For Gift" "The committee to Save Our Station is awaiting official confirmation that the North Creek train station will be gifted to their care. The matter has come before the board directors of D&H, Canadian Pacific, and the committee is hoping for official confirmation soon. In the meantime, they continue to seek grant funds for renovation work, and even though winter is already here, work on the station roof will be done as soon as possible."
- 6/26/92 (Deed) Release of land and station at North Creek.
- 9/17/92 Sales of 1993 "As It Used To Be" calendars will go towards repairs of the depot roof this fall.
- 10/15/92 "North Creek Station Gets Temporary Roof" Volunteer workers placed a temporary roof on the North Creek station last Saturday; the first step in the local Save The Station group's efforts to restore the historic depot. A wood shingle roof is planned for next year. A number of local contractors donated their time.
- 2/25/93 (NCRDPA website) CP deeded the station to NCRDPA. [This matches the deed from the same date.]
- 3/25/93 ("The Chronicle") On Wednesday, March 24, for the nominal cost of \$10, the North Creek Railway Depot Preservation Association (NCRDPA) was set to obtain the title to the station from the D&H Railroad Company, a division of CP Rail. They plan on replacing the roof this summer. The roof budget is \$12,500. Total project cost to fix the station is \$200,000 to \$300,000 with a timetable of 2-5 years.
- The restoration movement got its start in September 1990. Rosemary Pelkey of Wevertown attended the first meeting and was one of five who volunteered to help. A formal membership drive will start in May. Donation and grant money will be sought. The North Creek station has been closed since the early 1960's.
- 7/22/93 "Station Group Receives Grant" The Save Our Station group recently received title to the station. The title was transferred to the NCRDPA on June 14. On July 13, the New York State office of Parks, Recreation and Historical Preservation awarded the group a matching grant of \$56,000. \$14,000 in matching funds must be raised.
- 7/29/93 "Auction To Benefit Train Station Preservation"
- 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.

- 10/7/93 "Train Station Renovation Moving Forward" Work began scraping paint from the station in preparation for a new coat. Work will also begin on the new roof.
- 11/18/93 "Train Station Renovation Is Beginning" Contractors have begun putting up the cedar shingle roof, the first step in the reconstruction of the depot. The structure will be remodeled to reflect its appearance around the turn of the century.
- 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.
- 7/21/94 "Station Committee Receives First Grant Installment" The Save Our Station committee received \$56,000 matching grant for the station.
- 8/4/94 "Save Our Station Auction This Friday"
- 9/29/94 The Johnsbury Town Board and Gore Mt. discussed locating a pump house in the engine house near the station. This would bring water from the Hudson up to Gore Mt.
- 3/2/95 "Town Backs Station Request" The town agreed to match \$20,000 in funds to apply for a federal EPA grant.
- 6/95 (N.C. Depot News, v.1, p.1) The Preservation League of New York State awarded \$4,000 to hire an architect for an interior design of the station.
- 9/14/95 A decision is anticipated about placing a new water pipeline near the station for snowmaking on Gore.
- Spring 96 (NC Depot News, v.1, p.1) "We are presently meeting the requirements for a \$5,000 award from the Natural Heritage Trust for platform designs. January 18, 1996 brought a letter from the Commissioner Bernadette Castro of the NYS Office of Parks, Recreation and Historic Preservation congratulating us on a matching grant of \$31,000 from the Environmental Protection Fund. Ours was one of only 79 grants awarded state wide from 357 applicants." [This was for the interior work.] (p.3) The platforms will be rebuilt as they were in 1901 when Roosevelt was there. The architectural firm of Joy, McCoola & Zilch is designing it's layout, height and precise location relative to the tracks. Construction is scheduled from late spring through summer. Robert Nessle is to be the project manager. [This did not happen until 1998.]
- 5/30/96 "North Creek Station Awarded \$116,600 ISTE A Grant" The ISTE A was established to provide funding for modern and historic transportation facilities. This money will be used to complete the exterior platform area and all interior renovations. The NCRDPA must raise 20% in matching funds to receive the grant.
- 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.
- 8/22/96 "Roof Collapses On First Train Station" The roof of the original train station collapsed last week. The building dates back to 1872.

- 9/19/96 "Bids To Be Awarded For Gore Pipeline" The existing engine house will soon house the ORDA pump house. Ground is expected to be broken as early as next week. ORDA has agreed to make exterior repairs to the building in exchange for its use.
- 1996 (P) The station has been repainted as part of the restoration and the train shed has a new addition on the south end for a pump station. The small building on the east side of the train shed which pumped sand up to the tower has been removed.
- 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.
- 9/27/96 (Deed) An easement was granted for snowmaking pipeline.
- 11/28/96 "Town Board Sponsors Train Station Grant" The Town Board has agreed to act as a sponsor for the ISTE A \$116,000 grant.
- 1997 (P) The train shed has now been painted the same colors as the station.
- 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 ISTE A grant. A franchise for excursion trains is expected to be awarded by March.
- Spring 97 (NC Depot News, v.2, p.1) Work has been delayed due to contract signing. Interior renovations will include a new heating system, new wiring, handicapped toilet, all surfaces scraped and painted, floors sanded and oiled, asbestos removal and new light fixtures in an early 1900 design.
- 10/9/97 "County Moves Closer To Buying Barton Building" The county has voted to support purchase of the building just north of the station to be used as part of the tourist train operation. It will be used for restroom facilities and ticket sales. A tourist franchise is expected to be awarded by early 1998. They expect to have a train on the line by early August 1998.
- 4/22/98 "Work is well underway at the North Creek train station on rebuilding the exterior platforms."
- 6/98 (P) The station platforms are under construction and the county is repairing and repainting the freight building.
- 6/18/98 "Riegel & Sons Awarded Tourist Train Contract" Train is expected to be fully operational this fall.
- 1998 (from Summer/Fall Area Guide pub. by the NE) The depot was built in 1874. The colors chosen for the exterior were based on paint analysis from 1910 graffiti. The main color is called "Johnsburg Brown".
- 7/30/98 "Town of Johnsbury and Warren County May Purchase Former A&B Oil Co. Property" It is currently the subject of a DEC lien, having been designated as a toxic spill site. The area has been cleared and capped and has sat vacant for a number of years.
- 10/98 (P) The station platforms are completed and work on the freight building is almost done
- 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.
- 4/6/2000 (The Chronicle) North Creek's new train museum hires its first director. Elaine Reynolds has been hired as the first director/curator and they plan to open on July 1. The Upper Hudson Railroad attracted 20,000 last year and they anticipate 30,000 this year. Ms. Reynolds was hired as part of a nationwide search for a director. [She left after one year.]
- 9/21/2002 (BLHS "Bulletin", 5/03, p.23) "On September 21, after a lapse of about 40 years, Johnsbury Town Supervisor Bill Thomas pushed the button to take former Alco plant switcher #5 on the first turn. Later that evening, after darkness had fallen on the turntable, a rail photographer lit former D&H locomotive 5019 with flash bulbs while shutters clicked."  
 "Even before the D&H sold the line to Warren County, the turntable sat unused for years, but was restored last year by Warren County's Parks and Recreation Department, along with the Town of Johnsbury. The old timbers were removed, the metal primed, new timbers and wooden sidewalks installed and the rail added."  
 "The most difficult part of the job was installing the replacement stub ties in the concrete that forms the foundation ring that the circular rail sits upon. These ties were carefully shaped, reinstalled and lagged into the concrete."
- 10/10/2002 (FM) The turntable is currently being restored. It is said that it had not been in use for 37 years. One gear had to be made and Barton's Mines has donated a motor to run it. They are planning on adding a control cab at one end based on another similar turntable.
- 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."
- 8/5/2004 (Post Star) The North Creek Depot Museum unveiled an extensive new automated exhibit depicting the heyday of railroading in the Adirondacks at their annual summer party in June. The exhibit fills the former Station Agent's office and was built by Clarke Dunham of Dunham Studios. It was a gift from Will and Elizabeth "Nan" Clarkson of Johnsbury and Buffalo.
- 6/2007 (BLHS, p. 24) Warren County supervisors toured the old Waddell buildings to assess their future use. One building may be demolished and replaced by a picnic pavilion. Another is slated for roof replacement. The County has received a \$20,000 grant to help with this work.
- 10/30/2007 (WCBOS) The Board of Supervisors passed a resolution to enter into negotiations with the NCRDPA to lease in perpetuity the North Creek Depot Museum and its platform, the Owens House and the land holdings in exchange for some consideration.
- 5/29/2008 (Post Star) Facing financial trouble, North Creek Museum board members recently approached the Town Board in an effort to solicit support. Each year the museum had operated, there has been a budget deficit. Helen Miner said she has one part-time worker with the rest of the schedule being filled by volunteers, more of which are always needed.
- 11/2008 (P) The area around the Waddell buildings is cleaned up and the southernmost garage has been painted. There are two new picnic pavilions, one on each side of the buildings.
- 3/2/2010 (WCBOS) Issues regarding possible contamination on Waddell's property have finally been resolved and they are ready to proceed with the transfer of the property from OSI to the county. OSI has the first right of refusal if the county decides to sell in the future.  
 Of the three buildings, the T-shaped one has been fixed up, the center one is considered "basically

collapsed" and the old barn has foundation problems. Grant funding of \$200,000 is available for restoration but it was questioned whether this was enough for the work. Following discussion on this, it was decided that the acquisition be postponed until restoration costs were known. [This is important to know because OSI requires that they maintain the buildings. It is amazing that such basic information is not brought up until the last minute.]

- 9/1/2010 (WCBOS) They passed a resolution to transfer the Waddell property to the Town of Johnsbury.
- 4/30/2013 (WCBOS) They authorized the S&NCR to install two new windows in the freight house to provide better lighting for the ticket office and gift shop.
- 7/2/2013 (WCBOS) The S&NCR asked for approval to remove the old lumber storage sheds just north of the station that sit on county property. There was no objection from Sweets who own the mill that used to use them and the board approved it.
- 5/21/2014 (WCBOS) Repairs were being made to the railings on the station platform and ramp. The building inspector would be reviewing the addition to the engine house in the next few days.

**Durant buildings:** Dr. T.C. Durant and his son William West Durant built the railroad to NC and owned many of the original buildings along the tracks.

- 5/23/29 "Old Barn Being Razed" old Durant barn being torn down on Dr. Somerville's property on Main street, it has been a "terrible eyesore" for many years.
- 6/18/47 Gabra Baroudi remodeled "The Gables" into 14 apartments, former Dr. Lee Somerville property. (the house was originally built by T.C. Durant And was also where he died, it was then inherited by his son W.W. Durant)
- 1959 The Gables burned down.

#### **Articles concerning North Creek businesses along the railroad.**

**Industrial area east of North Creek:** There were numerous businesses located along this siding starting with the excelsior mill in the late 1800's.

**1. North River Excelsior (Manufacturing) Company:** This site is bounded on the west by North Creek and on the east by a small brook draining into the Hudson.

This mill was built in the late 1800's and had the first power plant in the area. It was located just south of the North Creek RR bridge and had its own siding. Excelsior was used for packing delicate material and was made from poplar wood (for its whiteness and crumble resistance) and white birch (added for heft and body). The moisture had to be driven out to keep from rusting steel goods. It came in three grades: coarse, medium, and fine. The GE Co. was the main buyer. The mill at North Creek was converted from steam to diesel power in the early 20's with a 90kw generator. The company went out of business in the early 30's due to the depression and the availability of cheaper substitutes. The company was reformed under the name of the Empire Manufacturing Co. but soon closed. The Diesel engine bought in the early 20's was made by Anderson and used for 12 years. It was a 2 cycle engine with 180 hp at low rpm and had a 6' diameter flywheel. It was started with compressed air and cooling water was drawn from the creek. [From recollection of Bill Wade, son of Charles Wade who owned the mill]

- 1906 (AR) North Creek Excelsior Co. was listed as a new industry employing 25 people.

10/17/06 (Deed) North River Mfg. buys land from a Campbell.

10/24/07 (Deed) They buy a half acre lot along North Creek up to the railroad bridge.

1911 (AR) The North River Mfg. Co. was owned by Albany Embossing Co.

1913 (DH) The mill siding was listed as 110' on the D&H r.o.w and 890' off it for a 1,000' total.

1/5/14 (Deed) John Wade sells some property to them

1922 They are listed in the D&H Freight Shippers Guide under broom handles, excelsior, toy drumsticks, dowels, toys and games.

7/1923 (DH) The North River Manuf. plant added a sawmill at North Creek. [A blueprint from 1937 shows a mill along North Creek, southwest of the excelsior mill.]

11/27/24 An ad appears for North River Mfg. Co. and "Wade's Lumber Yard, All kinds of rough lumber and Finished lumber sawed in our own mill. Everything that goes into the making of a house."

6/11/25 Ad for Wade's Lumber Yard but no mention of North River Mfg. Co.

10/15/25 "The North River Mfg. Co. have closed down their excelsior plant on account of the scarcity of orders for their production."

1927 A Sanborn survey map shows a 2" suction line coming from the river to a building labeled "Oil Engine". There is also a 6" water pipe coming from a water tower to the same building. There is a conveyor going from the factory to the store house near the tracks.

8/2/28 Excelsior mill is undergoing repairs caused by air compressor explosion Mon.

12/13/28 Note on existence of Excelsior plant.

5/2/29 Poem about Charles Wade's sawmill & crew "on the banks of the Hudson at the foot of the hill"

11/28/29 Excelsior mill is idle due to broken air compressor shaft. Mr. Wade is installing new dryer to make product better.

2/30/30 Fire did nearly \$500 in damage to a garage belonging to the North River Manufacturing Company and located near the Excelsior Mill. It damaged quite a bit of lumber. President John Wade gave the fire company a donation a few weeks later in appreciation.

4/25/30 (AR) The North River Mfg. Co. had a side track agreement.

1933 They buy 10 acres of land along North Creek up to Silas Hyde's Blacksmith shop on southwest side the North Creek bridge.

3/9/33 The first orders in some time have been received by the Gore Mt. Garnet Co. and the North River Manufacturing Co.

7/26/34 "Fire at Excelsior Mill Causes Slight Loss" 8am Mon., slight damage to Empire Excelsior Mfg. Co., plant re-opened Monday after a year's shutdown. Ancel Bell was the manager. They were formerly called the North River Mfg. Co.

11/7/34 (AR) The North River Mfg. Co. sold to Empire Excelsior Co.

- 6/28/34 "D. J. McFarland has opened a block manufacturing plant at the excelsior plant, and will do business under the trade name of Adirondack Maple Block Company."
- 11/18/36 The Empire Excelsior Company is operated by Martin Bell.
- 4/24/37 A. C. Bell recently resigned as manager of Empire Excelsior.
- 6/28/37 (Deed) Van Freeburn is listed as the property owner.
- 9/17/37 (Deed) Charles Barton received the property from Glens Falls National Bank.
- 7/19/39 (Deed) The deed changed from Charles Barton to Barton Mines.
- 8/5/66 (Deed) Barton sells all the property to the Brooklyn Improvement Co.
- 1977 (Deed) Leon Morin buys the excelsior property from Brooklyn Improvement Co. He still owns this in 2013.

**2. The North Creek Handle Company:** they bought three lots on the opposite side of the stream from the excelsior mill and built a new mill

- 6/15/37 (Deeds) Three lots are bought by the Union Fork & Hoe Co.
- 6/16/37 A deal was reached on Tuesday between North Creek and the Union Fork & Hoe Co. of Columbus, Ohio for the purpose of erecting a new mill. Town Supervisor Charles Kenwell has been working for more than two months with them. The company intends to start construction of the building at once.
- 9/22/37 "The North Creek Handle Factory which is under construction here is nearing completion and it is planning to start manufacturing operations in about a month."
- 10/27/37 "The North Creek Handle factory was started last week turning out plugs which will eventually become fork and hoe handles."
- 10/28/42 Advertisement "Wanted – Two Log Cutters, North Creek Handle Co."
- 7/14/43 "Fire Threatens Factory" fire destroyed a hen house and 300 chickens at the North Creek Handle Factory Saturday morning.
- 5/23/45 Ad appeared for men wanted to work at the N.C. Handle Co., this ran for many weeks.
- 12/12/45 Large ad by NC Handle Co. asking for white ash trees.
- 9/48 Advertisement appeared "stovewood for sale, Thomas M. Pierson", a weekly ad through '49. (I assume Mr. Pierson was the owner at this time)
- 1951 Listed on D&H Traffic Report as having shipped 8 carloads.
- 1/4/50 through 2/6/52 They ran a weekly ad in the NE, "For Sale – Hardwood Stovewood"
- 7/14/52 (Deed) North Creek Realty buys the property.

**3. Russell Heel Corporation:**

- 8/13/52 "New Factory Business Opening Here" "The Russell Heel Corporation, who recently purchased the North Creek Handle Mill here, are preparing to open

their business as soon as possible.”

- 8/13/52 First ad for Russell Heel Corp., they sought maple and birch logs; Mr. Goldbaum was the contact person, they ran a weekly ad through '56.
- 10/21/53 The ad for Russell Heel Corp. changed. They wanted maple logs only and the new contact person was Mr. Barton.
- 1/55 – 8/1/56 The Russell Heel Corp. ran weekly ads asking for hardwood stumpage, standing timber and maple logs. Contact person was Mr. Barton.

#### **4. North Creek Kiln Drying Company, Inc.:**

- 8/28/59 (Deed) Irwin Elkins buys the property from North Creek Realty.
- 9/30/59 “Erwin Elkins, Vermont, Purchased North Creek Lumber Mill” The Brattleboro Kiln Drying & Milling Company, Inc. has purchased the plant and facilities formerly known as the Russell Wood Heel Corp. at North Creek. The new plant is now in operation as the North Creek Kiln Drying Co. under the management of Charles Fee. The plant consists of four standard dry kilns of modern construction with a capacity of drying 200,000 board feet of lumber per charge. Mr. Elkins plans to commute between the NC and Brattleboro plants.
- 10/1/59 (Deed) Elkins grants the land to Kilns, Inc.
- 9/21/60 “Fire Destroys Buildings of Dry Kiln Here; Will Be Rebuilt Soon” Last Tuesday fire destroyed two buildings filled with lumber at North Creek Kiln Dry Co. managed by Charles Fee. Started in boiler room of former Russell Heel Co. Mill. Two one story buildings were burned to the ground. According to Mr. Fee the operation will be rebuilt.
- 4/11/62 “E.M. Corbin to be New Manager of North Creek Dry Kiln” Ellison M. Corbin to succeed Charles Fee as plant manager. Joined as Maintenance Supervisor in September 1959. The North Creek Kiln Drying plant is the only dry kiln in New York State and presently employs 8 men. He will be moving into the manager’s house on plant property.

#### **5. Elliott Hardwood Company:**

- 5/28/65 (Deed) Kilns, Inc. deeds the property to Litchfield Park Corp.
- 6/2/65 "Elliott Hardwood Company Buys Kiln Drying Plant Here" Elliott Hardwood Co of Potsdam, NY, a division of Litchfield Park Corp, 111 Broadway, NYC, has purchased the assets and real estate of the North Creek Kiln Drying Co., Inc. at North Creek.  
"Richard S. Elliott, vice-president of Litchfield Park Corp. advises that the plant will continue to be operated as a custom kiln drying operation. Carl LaPage will continue as plant manager of the North Creek operation."
- 8/5/66 (Deed) Barton sells property to the Brooklyn Improvement Co. [This is the old excelsior mill site and with this, they now own the entire strip of land between the railroad and River Road.]
- 8/24/66 "Elliott Hardwood Co. Purchases Property from Barton Mines Corp." 5 acres of land was purchased on August 17 adjacent to the kiln drying facility. It includes storage areas for lumber, a residence and a warehouse of approximately 7,000 square feet. [My Uncle, Ted Patton, can remember loading garnet for Barton Mines in this area during the 60's.]
- 8/24/72 "Fire At Kiln" A fire at the dry kiln occurred last Thursday night at the Elliot Hardwood Co.; only slight damage was reported.



- 6/14/73 In an "As It Used To Be" column by W.R. Waddell, he mentions that the mill site was currently the site of Elliot Hardwood company's dry kilns at the bend in the river.
- 11/25/74 The Elliot Hardwood lumber yard was mentioned.
- 8/6/76 (Deed) Litchfield Park Corp and Elliot Hardwood Co. both grant the land to Elliot Lumber Sales.
- 1983 (Deed) J. Michael Farrell buys the land from Elliot and Whitney Industries [?].
- 1985 (Deed) Farrell sells the land to The Contore Co.
- 10/29/87 The old dry kiln on River Road was mentioned.
- 9/7/89 The dry kiln was mentioned again so part of it may still have been up.

**6. Torrington Industries:** This company built a concrete batch plant next to the excelsior mill site in 1988. They were owned by The Contore Co.

- 6/9/88 A public hearing was postponed about re-zoning the land along River Road from industrial to residential. Torrington Industries of Glens Falls has proposed to establish a batch plant on their property.
- 8/11/88 The batch plant is now in operation.
- 8/18/88 A picture is shown of the new batch plant on River Road of Torrington Industries.
- 4/29/93 Torrington was at a Town Board meeting to discuss a water rent disagreement dating to 1988. Some local angry residents complained of operating hours outside of 7am to 5pm.
- 1993 The zoning in the area was changed from industrial to residential. The plant could still be used unless it became inactive for at least a year.
- 7/3/95 (Deed) The Contore Co. sells the property to Graystone Materials.

**7. Cransville Block:**

- 6/11/96 (Deed) Cransville Block buys the property from Graystone Materials.
- 4/1998 A letter was sent from the Town saying that Cransville would now have to apply for a variance since they hadn't used the plant in over a year. Cransville showed proof that they used it twice in 1997.
- 12/23/99 The Cransville Block cement plant on River Road was under legal scrutiny about violation of zoning ordinances. [This plant is the same one built by Torrington Industries in 1988. It was only occasionally used at this time.]
- 11/2008 Tax records show that they still own the parcel of land with the batch plant.

**Smith property / North Creek Woodworking property history:**

**1. Dennis Stone & Company: c1880-1896**

- 1880 I came across a letter with the name "Stone & Weaver" dated 1880 and advertising that they sold feed, flour, salt, lime & coal.
- 1885 Ad found for D. Stone & Co. selling groceries, flour, feed & grain.

- 1889 A survey shows two buildings north of the station labeled "Store House" but the dimensions of the buildings differ from the later ones.
- 1891 A survey shows the same two connected buildings as before and labeled "Store".
- 10/21/1896 (Deed) Dennis Stone deeds the store to John Randall for the purpose of selling the business.

## **2. Thomas Smith: 1896-1906**

- 12/18/1896 (Deed) Randall sells the property to Thomas J. Smith for \$600 which included all buildings, store and storehouse.

## **3. C. S. Wood store: 1896-1919**

- 1896 See reference below under John Anderson - Baker Buildings. Charles Wood had his business there until it burned in November of 1896. He probably then moved into Smith's buildings.
- 1905 The D&H Freight Shippers Guide lists CS Wood under building materials, feed, grain, cement and lime.
- 10/1/1906 (Deed) Thomas Smith sells the store to Charles S. Wood.
- c.1910 A photo shows two buildings that might match the 1891 map but there is no water tower.
- 1912 A Sanborn map shows new buildings at this site compared to 1891 and a new water tower close to the freight house built in 1903. The buildings match later ones for Smith. The southern building is labeled "Coal, Oils & Hardware", the middle building "Wholesale & Retail Groceries & Grain" and the northern building "Fertilizers".
- 1913 A D&H map labels the buildings as "C.S. Wood Stores".
- 4/3/19 (Deed) Charles Wood sold a ½ interest in the store to Frank W. Smith.

## **3. Frank W. Smith: 1919-1945**

- 1920 (AR) Smith added a new grain elevator.
- 10/6/21 (WN) Mention of Smith grain store in North Creek.
- 1922 Smith is listed in the D&H Freight Shippers guide under feed, coal and building materials.
- 4/3/24 Ad for "Frank W. Smith & Company" "Grain, Flour, Feed, & General Provisions" "Building Materials / Wholesale & Retail" (The inclusion of "& Company" is only found in the '24 ad.)
- 10/22/25 "Frank Smith has the foundation already constructed for a garage which is being built on the old "Bee Hive" site. Two living apartments are to be constructed on the second floor. The garage will be used for his fleet of several trucks."
- 11/12/25 The new garage was ready for a roof.
- '26 - '28 An ad appears weekly for "Frank W. Smith – Wholesale & Retail"
- 1927 A Sanborn fire map shows that the fertilizer building has been replaced with three buildings that probably date from the 1920 grain elevator addition.

6/25/31 Frank W. Smith dies in house fire in Warrensburg.

4/26/34 "Frank W. Smith Est., Grain, General Provisions."

Late 30's through '40 – Ads appearing almost weekly

1937 (Deed) North Creek Supply sells four lots along Main Street opposite the station to Smith Estate.

2/1/40 (Deed) The Frank Smith Estate was changed to Hilda Smith.

6/5/40 Full page ad: "Closing Out Sale" June 6th to 13th, Frank W. Smith Estate, Inc.  
"Everything must go"

11/30/66 An obituary of Charles Sullivan mentions that he was the manager of the Frank W. Smith store near the railroad station for several years.

10/20/45 (Deed) Hilda Smith sells four lots along Main Street opposite the station to Ginsberg.

10/24/45 "Smith Property Purchased By Harry Ginsberg"

"Harry Ginsberg, furniture manufacturer and lumberman, New York, has purchased from Miss Hilda A. Smith of Glens Falls, the warehouse and vacant land of the Frank W. Smith Estate, Inc., located on the Delaware and Hudson Railroad siding at this place.

"This property has been in the Smith family for a number of years. The late Frank W. Smith began operation of it in 1920 as a wholesale and retail grain, flour and general provision store along with similar businesses at Warrensburg and Riparius.

"After Mr. Smith's death in June, 1931, the business was operated by his daughter, Miss Hilda A. Smith, and his wife, Mrs. Bertha B. Smith, as the Frank W. Smith Estate, Inc. Mrs. Smith died in July, 1937, and from that time the business was operated by Miss Smith until August, 1940, when the merchandise was sold and the land and warehouse were leased by the National Lead Company and the Scullen Construction Company. These firms used the property as offices and warehouses during the construction of the railroad being built to Tahawus.

"Mr. Ginsberg, who has been staying at Glens Falls for several days, said that his new firm, which will be known as the North Creek Lumber Company, will be ready to start manufacturing operations about the middle of next month following improvements and installation of equipment.

"In addition to manufacturing several types of furniture, the firm will manufacture several wooden novelties and will operate a general lumber business."

1946 (AR) Hilda Smith sold the lumber business to the North Creek Lumber Co.

#### **4. The North Creek Lumber Company: 1946-1950**

1/17/46 (Deed) The name on the deed changes from Harry Ginsberg to North Creek Lumber Co.

2/12/47 A fire partially destroyed a building of the North Creek Lumber Company on Saturday. It started in a kiln drying furnace. Another fire company was called in because high winds threatened to burn the nearby D&H station.

5/28/47 J.G. Marcum mentioned as the owner of the N.C. Lumber Co.

1948 (AR) A fire at the North Creek Lumber Co. caused \$30-40,000 in loss.

- 1/21/48 The North Creek Lumber Company had a fire in the kiln building 30' from the station. Nine car loads were being kiln dried.
- 5/5/50 (Deed) James Marcum sells the property to the Reconstruction Finance Corp. for \$6,000 in foreclosure.
- 8/14/50 (Deed) John Bennett Jr. is appointed referee for North Creek Lumber Co. and the property is sold to Great Eastern Lumber Co.

#### **5. Great Eastern Lumber Co.: 1951-1986**

- 3/21/51 (Deed) The Reconstruction Finance Corp. sells property to both Great Eastern and Max and Jacob Eisenberg.
- 1951 The D&H Traffic Report shows that Great Eastern shipped one carload this year.
- 3/25/55 (Deed) Property transfers from Great Eastern to Eisenberg.
- 1/2/58 (Deed) Property transfers from Eisenberg to Great Eastern.
- 1958 (P) The two older southern buildings of the Smith store are gone but the grain elevator and two northern buildings are still in place. Perhaps the two buildings were burned in the '47 or '48 fires.
- 1/21/59 "Great Eastern Opens New Sawmill Here" The Great Eastern Lumber Company, operators of the dry kilns at NC for several years [probably the one next to the station], have opened an additional plant in NC. The new plant is on Peaceful Valley Road. They ran an ad on 1/28. [The Peaceful Valley plant was still in operation in 1998 but later closed.]
- 5/13/59 A fire damages the dry kiln near the station.
- 1962 North Creek Woodworking Corp. was founded.
- 1964 (P) All the old Smith buildings are gone and the existing storage sheds are in place.
- 10/11/73 (P) The North Creek Woodworking Corp. looks just like it does in 1999.
- 11/1/73 Mr. Waddell in his column mentions that David Sterns, who owned several sawmills in the area and used the area where the NC Woodworking building now stands to stack his lumber.
- 8/18/77 An article mentions a new dry kiln installation at the Great Eastern Lumber Co. on Peaceful Valley Road. It also stated that they employed "80 persons at its North Creek and Peaceful Valley installations."
- 1/19/78 Fire destroyed a large wooden structure owned by the North Creek Lumber Co. near the D&H station. Nine carloads of lumber burned up and there was \$30,000 to \$40,000 in damage. Firemen kept the fire from damaging the station which was thirty feet away.
- 4/19/79 A fire at the Great Eastern dry kiln near the station caused some roof damage to a storage area.
- 2/7/80 Martin Schnall was mentioned as being president of the Great Eastern Lumber Company as well as the North Creek Woodworking Corporation and the Luzerne Timber Company.

#### **6. R. J. Sweet Inc.: 1986-present**

- 7/2/86 (Deed) Great Eastern Lumber sold the plant to R.J. Sweet.
- 3/12/92 "Fire Damages Woodworking Plant" Damage was due mainly to water and smoke. A sprinkler system helped control the fire at the North Creek Woodworking facility near the station. It is believed to be electrical in nature.
- 11/4/93 "Fire At North Creek Woodworking Plant"
- 10/98 (P) The business was unchanged and still in operation.
- 3/7/2003 (Deed) The property was granted to the North Creek Woodworking Corp. by Sweet.
- 11/2008 An internet listing shows that the plant is owned by Robert J. Sweet, Inc. of Warrensburg.
- 10/24/2013 (WCBOS) The business is not in operation currently and they intend to sell the property to the Saratoga & North Creek Railway.
- 1/31/2014 (Deed) North Creek Woodworking, Inc. sells to Robert J. Sweet, Inc.
- 4/29/2014 (Deed) sold to Aldrich - Sweet, LLC
- 12/5/2014 (Deed) sold to 320 Main, LLC for \$69,500
- 10/4/2015 (P) The old storage sheds north of the station have recently been removed and the concrete foundations have been broken up. The sheds were on Warren County property.

**John Anderson / North Creek Supply store history:** This structure was located just to the north of the North Creek Woodworking Co. buildings. It sat along the tracks and had its own siding which was the old engine house siding. It is shown on the D&H Valuation map. Since the map does not mention adding or removing the siding I am assuming that it was there in 1916 and still existing by the mid-1950's. This later became the North Creek Supply Co. then finally Finch, Pruyn.

### 1. Baker's Buildings: c.1880-1905

- 1889 A survey map shows a 25' x 220' structure north of the engine house labeled "Baker's Buildings". [This may have belonged to William Baker who had sawmills in the area in the 1890s.]
- 11/5/1896 (G.F. Morning Star) "A two story frame building near the railroad station owned by William Baker and occupied by Charles Wood as a grain store and also by the Beverwyck bottling works, was totally destroyed by fire. The Adirondack Railroad company's engine house was slightly damaged and one freight car was destroyed. The cause was not known." [The Beverwyck Bottling Works were located in Saratoga Springs in 1907 and may have been the parent company.]

### 2. John Anderson Jr. & Co. : 1905-1919

- c.1900 John Anderson Jr. is a foreman for W. W. Durant. (from "Durant", Gilborn, 1981)
- 1905 (Deed) John Anderson Jr. buys four lots along Main Street opposite the station. [The present North Creek Woodworking Corp.]
- 1905 Listed on the D&H Freight Shippers Guide under flour, feed, grain, lime and cement.
- 1906 (P) There are three connected buildings as shown on the 1912 map. They appear to have some age so are likely the same ones shown on the 1889 map.

- 10/17/06 (Deed) John buys a small lot along the Hudson River just south of Waddell's store. [he put up a coal shed here along the railroad]
- 1907 (Deed) John Anderson incorporated as the John Anderson Jr. Company.
- c.1910 (P) Buildings appear to be the same as in 1912 map.
- 1912 A Sanborn fire map shows three connected buildings north of the engine house labeled with "Wholesale Grain, Wholesale Groceries, and Cement". The total length for the buildings is 195' so these are likely the same ones from the 1889 map.
- 1913 A D&H freight receipt mentions the John Anderson Co.
- 1913 A D&H survey map shows the same buildings as the 1912 Sanborn map and labeled "John Anderson Jr. & Co. Warehouse and Store". A letter from the D&H discusses possible changes to the track in front of Anderson's coal shed which was located just south of the Waddell buildings.
- 12/9/15 (EH) "Round house at NC burned." [The original one built by the Adirondack Co.]
- 12/14/15 (WN) Fire at North Creek destroys round house and damages store of John Anderson in the amount of \$500.
- 4/11/18 (WN) John Anderson Jr. has filed for bankruptcy. He owned three hotels, stores, blacksmith shop and snow plow factory, a highway builder and prominent lumberman.
- 1/13/19 Mention is made of Anderson's store.
- 1/24/19 (RP) The annual stockholder's meeting of the John Anderson, Jr. Co. was held.
- 1920 John Anderson Jr. dies
- 1921 (VM29) Buildings are labeled "John Anderson Jr. & Co." and the south end has a building over the tracks that is connected to the others so the one story addition from c.1929 may have been added to this map.

### **3. North Creek Supply Company: 1919-1937**

- 1919 (Deed) North Creek Supply buys four lots along Main Street opposite the station from Anderson.
- 12/8/1919 (Deed) NC Supply starts a lease with the D&H.
- 1922 The D&H Freight Shippers Guide lists:  
North Creek Supply Co.: feed, building materials & coal
- 11/27/24 "North Creek Supply Co. Inc., wholesale and retail grain, lime, cement, coal, teas, coffee, canned fruits and vegetables, building supplies and provisions."
- 1927 The Sanborn map shows three connected buildings labeled "North Creek Supply Co, Buildings Materials and Grain".
- 1933 Same buildings shown on Sanborn map with track siding going right up to the south end.
- 4/26/34 "North Creek Supply Co., Inc., Grain, General Provisions, Coal, Building Materials"
- 5/19/37 (Deed) North Creek Supply sells property to Hilda Smith. George Ostrander is listed as the president of North Creek Supply. [this was the four lots along Main Street opposite the station]

#### 4. Finch, Pruyn & Co.: 1929-1966

- 6/18/29 (AR) The D&H had a lease with F.P Co.
- 8/29/29 The Finch & Pruyn Co. improved their lumbering headquarters at the lower end of the village, "Several large barns, storehouses, etc. have been erected and all buildings repaired and painted." [this is the same building as NC Supply so perhaps they leased the buildings at this time]
- 1931 (P) There is a one story building on the south end with a sign reading "Finch, Pruyn & Company".
- 9/5/36 (Deed) F-P buys the store for \$5,250. It was mentioned that NC Supply had a lease with the D&H dating to 12/8/1919.
- 1937 (AR) North Creek Supply Co. was sold to F.P. Co.
- 5/19/37 The new Finch Pruyn store is being remodeled.
- 6/10/37 "New Store Opens This Week" Finch, Pruyn & Co. will open North Creek store on June 11th and 12th, located in buildings formerly occupied by the N.C. Supply Co., they will sell building materials, fuel and provisions. The Company has been in operation in the area for 70 years.
- 10/30/37 F-P bought the small lot south of Waddell's store for \$400 where Anderson built a coal shed.
- mid '46 ads still appearing for Finch, Pruyn & Co.
- 4/19/50 Ad for FP Co, North Creek, 186 Main Street
- 1951 Listed on D&H Traffic Report as receiving 7 carloads for the year. (coal & building materials)
- 4/9/52 Another ad, they advertised lumber, paint, and appliances through '52.
- Other ads appeared on 5/18/55, 10/8/58, 10/29/58, 4/5/61.
- 1964 (P) There are five sections to the building with a one story light colored one at the south end, the three original buildings and a taller one at the north end.
- 8/24/66 Ad for FP says they are closing out the North Creek store.
- 6/28/67 The Finch Pruyn store was recently torn down.

**A&B Oil Company:** Started by the Alexander Brothers and a Mr. Bennett in 1929. This property was probably purchased from Barton Mines who had a siding put in here in 1923 and a storage building.

- 5/23/29 Old Mack property near the D&H depot is being graded for the Alexander Brothers and Bennett for erecting storage tanks for gasoline distribution station, main street side of the property will be a service station. [probably the station still across from the Copperfield in '98; Alexander's garage later moved to the building at the corner of Main and Rt. 28N.]
- 6/6/29 (AR) A&B Oil received a side track agreement. [They were using the siding built for Barton that was removed in 1954.]
- 1930 (AR) A side track extension was pending for several years but was finally cancelled in 1933.

- 7/8/32 (Deed) Barton sells the property to A&B Oil.
- 1939 (AR) The ice house was sold to A&B Oil for \$55.
- 1954 (VM) The siding was removed.
- 1985 (P) A&B oil was still in operation. There were four large storage tanks and a three bay garage located opposite the Waddell stores.
- 10/2/87 (Deed) A&B Oil sells the property to D. E. Mundy.
- 1/14/88 The A&B Oil Company was sold to the D.E. Mundy Company, Inc. of Chestertown. The North Creek office will remain open.
- 2/14/2000 (Deed) Warren County received the property through tax foreclosure of D.E. Mundy.
- 2002 (P) The area where the tanks were located was cleared out last year to make way for an expanded parking lot for the station. The steel garage is now gone and the only remaining building is a wood structure that the railroad is using for an office.

**The Bolt Mill – Dr. Lee Somerville**

- 1911 (AR) The North Creek Mfg. Co. was a new industry making mangle rollers.
- 1911 (AR) A new siding was declined by the Coudersport Mangle Roller Co. [Perhaps this was who Somerville sold his rollers to.]
- 1912 (AR) North Creek Mfg. Co. was owned by Biddle Purchasing Co.
- 12/10/13 Lee Somerville had applied for a siding to be added at his plant which was described as a mangle roller plant receiving rock maple from Stony Creek. It would have been 250' long but was not made.
- 6/22/14 A letter from Lee states that the siding idea was stopped because he was able to use another siding there (McIntyre track) and that he didn't expect to use the mill more than one more winter.
- 12/19/18 and 1/13/19 Dr. Somerville's mill was mentioned in "Town Topics"
- 1/24/19 (RP) Somerville's hardwood mill started running Monday after being closed for lack of stock.
- 3/14/18 (Deed) John Wade sold a ¼ acre parcel to the North Creek Mfg Co.. One corner of the lot is said to be next to a stone ice house.
- 1918 (AR) The North Creek Mfg. Co. was now making broom handles instead of mangle rollers.
- 1920 (AR) J.D. Wescott & Son was a proposed industry making broom handles. [Perhaps they used this mill.]
- 5/8/24 The North Creek Mfg. Co. was mentioned.
- 10/8/25 The North Creek Mfg. Co. mill closed Thursday for an indefinite period.
- 1929 (Deed) The Somerville site was granted to Ona Somerville by the North Creek Mfg. Co.
- 1/17/35 Dr. Lee Somerville died on Dec. 16, 1934.



- 4/19/73 William R. Waddell shows a picture with the mill that was called the bolt (or handle) mill. He describes it as “the bolt mill of Dr. Lee Somerville which was built after 1905, and dismantled in the late 1920s or early thirties. At one time it was a flourishing business and employed several men. It was located along the track back of the present Alpine Motel.” The picture was shot from atop a pulpwood car on the siding closest to the river. It looks like a gang of men was loading this wood from piles along the banks of the river.
- 11/15/73 William R. Waddell has another “As It Used To Be” column showing the Bolt Mill of Dr. Somerville. The photo was reproduced from a glass plate owned by Arthur Prescott of North Creek. The photo was taken around 1913. He states that the “mill was run by a steam boiler that may be seen protruding from the building at the right. The area around the mill in the left foreground and left center of the picture is strewn with the quartered wood that was used in making the bolts. A railroad car is on the siding near the north end of the mill.” He later states that “The area where this mill was located now contains an idle siding the National Lead company built in the early 1940s to ship ore from its mine at Tahawus until the completion of the railroad line to the mine. The tracks in back of the mill are about all that have remained pretty much unchanged over the years.” The photo was taken from the west side of the building with the Hudson in the background.
- 2000 (FM) A foundation here measures 25’ x 150’.
- Barton Mines Corp.:** The larger storage shed north of the station was probably the one below from 1904 and the second one may have been added in 1937. Both were removed in the mid 1990’s. They were located just north of the station around a slight curve to the west. The foundations and railroad siding tracks could still be seen in 1998. Some sections of the foundation are of stone while others are concrete. Bartons also owned the freight building next to the station until it was bought by Warren County for use as the ticket office when the excursion trains started in 1998. They also had a warehouse on a siding that was sold to A&B Oil and owned the old excelsior mill site at one time.
- 1904 (AR) The North River Garnet Co. built a warehouse and a siding was extended to it.
- 1905-14 (Deeds) Lewis Thomson bought several parcels in the area of the storage sheds listed above.
- 5/21/23 (VM 29) “Side track added sta. 2987+49.” [334’ long, went to 35’x50’ building, this was opposite the station and just south of Roblee Brook.]
- 1924 (AR) Barton was listed as having a new or added building. They shipped 10,000 tons annually. [This new building may have been the one on the siding added in 1923 at the later A&B Oil site.]
- 1928 Barton Mines bought the North River Garnet Co. after they ran out of garnet at their site.
- 5/23/29 “Barton Garnet Co. are grading near their oil tank site next to the garnet sheds.” [Since A&B Oil bought the other site near the station, this must be at the sheds north of the station at what was then the end of the tracks.]
- 5/28/29 (AR) A side track agreement was made with Barton Mines Corp.
- 12/31/31 (Deed) The property north of the station where the sheds are was granted to Barton Mines by Emmerson, Reoux and Rice for Lewis Thomson.
- 8/5/32 (AR) A liability agreement was made for cars on the side track.
- 9/1/33 (AR) Another side track agreement for Barton.
- 1937 (AR) A new building was added for Barton Mines. [Possibly the southern shed which has a more modern concrete foundation.]
- 9/17/37 (Deed) Charles Barton received the old excelsior plant property from Glens Falls National Bank.

- 7/19/39 (Deed) The deed for the excelsior plant property changed from Charles Barton to Barton Mines.
- 1951 The D&H Traffic Report lists them as receiving 45 carloads and shipping 236 carloads for the year.
- 8/5/66 (Deed) Barton sells all the excelsior plant property to the Brooklyn Improvement Co.
- 7/25/67 (VM 29) Freight house sold [to Barton Mines; they probably purchased this in 1966 and moved their storage from the old excelsior plant to here]
- 1/91 (P) Storage sheds still there but not in use for some time. They are painted a medium green color.
- mid 1990's The buildings have been removed. [My uncle, Ted Patton, says that by this time the buildings were not used and kids had been breaking in. Either the Barton company tore them down or they allowed someone else to take them down for the materials.]
- 1998 (FM) There are three sections of foundations. The center section looks the oldest with a stone and mortar base with a poured concrete floor measuring 16 feet by 120 feet. A 30 foot section of all poured concrete is attached directly to the north end. A 16 foot by 75 foot section, also of poured concrete, is to the south and separate from the center section by 5.5 feet. The siding is about 600 feet long. A mile marker at the switch at the south end of the siding reads "NC-0 / SL-29".
- 1999 (P) The siding is now being used by W. J. Riegel & Sons, Inc. for storing some maintenance equipment.
- 11/3/2004 (Deed) Barton Mines Corp. became Barton Mines Co. LLC

#### **W. R. Waddell Stores:**

- 8/29/1890 (see 1/73 below) William & Ellen Moore purchased the property from Heloise Durant. He was involved in the garnet business.
- 11/7/1891 (see 1/73 below) Henry Barton purchased the property for use with his garnet business.
- 3/17/1894 (see 1/73 below) Teamsters Isaac Roblee and Samuel Stone entered into a contract to buy the property.
- 11/1/1895 (see 1/73 below) Roblee sold his interest to Stone.
- 6/30/1897 (see 1/73 below) William Waddell buys the contract for the property and received the deed in 1901.
- 1905 He is listed in the D&H Freight Shippers Guide under flour, feed and grain.
- 5/27/09 (? news article) "A car load of horses arrived at North Creek Saturday from the West for Hon. W. R. Waddell who occasionally indulges a speculating trait in the commodities of life, horse kind in particular. His latest vent in this direction will certainly prove one incentive for prospective burgers to put up their money confidently. The bunch includes heavy work horses as well as roadsters, to drive which leaves a thrill of delight that lightens the heart for hrs. afterward, also fine saddle horses capable of hobnobbing with all the gaits that tingle the rider with delight."
- 1922 He is listed in the D&H Freight Shippers Guide under feed, coal and building materials.
- 5/21/25 Waddell is building a new store and office.

- 6/18/25 "William R. Waddell, who is building an addition to his store, has the job well under way. The building is a two story structure, the first floor for office use and the second floor for living apartment."
- 1927 Shown on Sanborn map as "Wm R Waddell, Coal, Grain, Flour & Feed". The shed attached to the south side of the store is labeled "Grain Stge" and there is a small coal shed next to it along the tracks.
- 8/25/27 Waddell moved his household goods from the grain store into the old bank building which he recently purchased and renovated.
- 4/30/31 Ad for W.R. Waddell Stores, North Creek and Riverside
- 7/14/33 (AR) A side track agreement was made with Waddell. [This may have been when he built the freight house across the tracks from his feed buildings although it is shown on the 1927 Sanborn map.]
- 3/8/44 "Fire Destroys Waddell Store" grocery and grain store of W. R. Waddell Est. was completely destroyed Thursday at 8 am. [The building added in 1925.]
- 6/6/45 Ad for WR Waddell Stores, NC & Riverside, Purina Dealer (other ads appear occasionally through 8/48)
- 9/25/46 Robert Waddell dies Sunday – he ran the Waddell stores and bus line between Riverside the Schroon Lake.
- 3/6/47 (Deed) The freight shed property across the tracks is under the Waddell Estate.
- 1951 Listed on D&H Traffic Report as receiving 32 carloads for the year.
- 4/26/50 & 5/2/51 ads for W.R. Waddell stores, Riverside and NC
- 4/28/54 The W.R. Waddell store was to have its 5th annual free ckick day on April 30, when 20 ckicks would be given free with the purchase of 25 pounds of Chick Startena. (A Purina brand feed)
- 1955 (1/4/73 article) William Waddell starts a Coca-Cola dealership at the store.
- 5/16/62 Ad for stores in North Creek and Riparius
- 10/31/72 (1/4/73 article) The Coca-Cola dealership was turned over to Jack Prouty, a longtime employee.
- 12/30/72 (1/4/73 article) The feed business was closed.
- 1/4/73 William Waddell has a column about the Waddell stores and offers a detailed history of the business. The property was originally owned by Durant and was sold by Heloise H. Durant to William and Helen Moore on 8/29/1890. Mr. Moore was involved in the garnet business and the buildings were probably used to store garnet. Henry H. Barton then purchased the property on 11/7/1891 and used it in relation to the garnet business as well. On 3/17/1894, Mr. Barton entered into a contract with Issac Roblee and Samuel Stone for the purchase of the property. These two men were engaged as teamsters in the area. The contract lasted until Mr. Roblee sold his interest to Stone on 11/1/1895. On 6/30/1897, Stone sold his interest to William R. Waddell who continued until it was paid in full and Waddell was granted a deed in 1901. Mr Waddell was born on 4/5/1864. In the early 1900's he used the buildings to house his horses which were used for stage lines to Indian Lake and Blue Mountain Lake.
- In addition to horses, he also bought and sold cattle and lambs and provided meat for many hotels in the area. He was also a partner in the Riverside – Schroon Lake Stage line. Mr. Waddell operated the North Creek business with his brother Lee Waddell and his sons Robert and Roy until his death in 12/21/30.

In the picture shown from the 1930's, the original horse barn on the north end had been converted for auto use and storage. The long building which is now the southernmost building facing the tracks had been built over from the original Durant building and was used as a store. The building on the right near the tracks was built as a home and store in the mid 20's with the back part being one of the original (this Durant building can be seen on the extreme right edge of Stoddard's photo looking north at the station up the tracks). This was the building that burned in 1944. The small building at the north end of the complex was briefly used as the station until the existing one was completed.

In the 20's, Waddell sold grain, hay, and coal which he sold at NC, Riverside and Schroom Lake. Grain was still being sold because of the large number of horses still in use in the lumbering business. The business was later bought by the author's (William R. Waddell) father from Robert Waddell's wife Katherine. His father (Roy) ran the business until his death in 1946. This was the oldest Ralston Purina dealership in the state when it closed.

- 1/19/87 (Deed) The Estate of Mabelle Waddell sells the property to Kellog & Associates, Inc. for \$460.
- 8/22/96 "Roof Collapses On First Train Station" The roof of the original train station collapsed last week. The building dates back to 1872. [This was the small building near the tracks and shown as a harness room on a 1912 Sanborn map.]
- 1997 (P) The walls of the small building are still standing but it's about to fall in. It was removed by 1999.
- 5/25/2004 (Deed) The Open Space Institute buys the property for \$205,000.
- 3/2/2010 (WCBOS) Issues regarding possible contamination on Waddell's property have finally been resolved and they are ready to proceed with the transfer of the property from OSI to the county. OSI has the first right of refusal if the county decides to sell in the future.  
Of the three buildings, the T-shaped one has been fixed up, the center one is considered "basically collapsed" and the old barn which has foundation problems. Grant funding of \$200,000 is available for restoration but it was questioned whether this was enough for the work. Following discussion on this, it was decided that the acquisition be postponed until restoration costs were known. [This is important to know because OSI requires that they maintain the buildings. It is amazing that such basic information is not brought up until the last minute.]
- 4/27/2010 (WCBOS) The County has proposed to transfer the Waddell property to the Town of Johnsburg.
- 1/28/2011 (Deed) The Town of Johnsburg takes ownership for \$0.

**Hand Co.** : They made cement blocks; not sure of location; the owner was C.H. Hand; he probably bought the equipment from George Hall.

- 1951 Hall Bros. are listed on the D&H Traffic Report as receiving one carload for the year and that they made cement blocks.
- 4/28/54 Ad for C.H.Hand, cement blocks
- 6/30/54 Ad for Hand Co., cement blocks

more ads appeared through '55, on 9/56 and on 8/19/59.

**T. C. Durant's Sawmills:**

- 1871 (Adk Museum) There are several letters relating to work on the "North Creek Mills" owned by Durant & Co. There are bills for Silas Hyde (blacksmith), boarding men who were building the mill and E.M. Hersey (sawyer at the mill).

- 2/23/1871 (SA) "A special train went north yesterday on the Adirondack Company's railroad with additional machinery for the North Creek mills." They were to be completed in two weeks.
- 1872-73 (LL) There were many telegrams exchanged regarding the mills at North Creek. James C. Doty was the manager.
- 7/26/1872 (LL) A letter from Durant to Henry Crane regarding lumber contracts says, "Hope to get side track down Sunday so that we can load with less delay."
- 12/1/1873 (LL) The mills were shut down due to snow and eight below temperatures.
- 1876 The Beers Atlas shows two Durant saw mills; one opposite the future Waddell stores and the other at the later site of the ore loading yard. The latter does have the siding mentioned in 1872.
- 1889 A survey map shows that both mills are now gone.

**Other businesses mentioned that were served by the railroad:**

- 1905 The D&H Freight Shippers Guide includes:  
           CS Wood: building materials, feed, grain, cement & lime  
           Thomas & Thompson: pulpwood
- 1912 (AR) The Eureka Lumber Co. was to build a sawmill in the spring of 1913.
- 1916 (AR) The Eureka mill was purchased by D.W. Stearns.
- 1918 (AR) The American Glue Co. was a new industry opening a garnet mine and requiring a storage area.
- 1920 (AR) The American Glue Co. was again listed as having a new garnet mill.
- 1922 From the D&H Freight Shippers Guide:  
           American Glue Co.: garnet  
           Fred Rogers: pulpwood
- 1925 (AR) Stack Bros. was a new pulpwood industry.
- 1926 (AR) Adirondack Garnet Products was a new industry.
- 1927 (AR) Both the American Glue Co. and Adirondack Garnet Co. were bought by Adirondack Garnet Products.
- 10/11/27 (AR) A side track agreement was made with the Adirondack Garnet Products Co. [This mine was west of North River at Casey Mountain. It closed in December, 1928.]
- 1932 (AR) The Webber Co., contractors, were listed as a new industry.
- 1933 (AR) The agreement with the Webber Co. was ended.
- 1938 (AR) A lease was ended with Socony Oil for land for a portable boiler.
- 1939 (AR) Arthur Oliver was mentioned as a new lumber dealer with an estimated 400 tons of product.
- 1942 (AR) Najer Veneering Co. was a new industry shipping logs.
- 1942 (AR) An agreement with Louis Mayersohn was ended for a site for his sand and cement bins.

- 1945 (AR) A new agreement was made with Arthur LaPorte, Jr. for veneer logs with and estimated 800 tons of product annually.
- 1945 (AR) A lease ended with Turner Construction Co. for an office and storage in connection with the construction of the new line to Tahawus.
- 1948 (AR) New industries mentioned were Empress Wood Mfg. Products, J.H. Anthony - road paving and A.O. Slutzky, school contractor.

**Hudson River Auto Bridge:**

- 5/10/1870 (GFR) The state legislature has passed and Governor Hoffman signed a bill appropriating \$5,000 for the construction of a bridge across the Hudson River.
- 1875 (NE 5/22/63) "Local History" The Hudson River bridge was built in 1875.
- 1/4/1876 (NE 6/26/63) The first team crossed the new bridge over the Hudson River. Old residents state that a bridge was started ¾ mile up the river but was never finished. The abutments can be seen now. [Possibly the one from 1870.]
- 9/23/26 The bridge over the Hudson River was recently condemned.
- 4/26/28 "Railroad Crossing To Be Built By Dept. of Public Works" An order was issued on 4/23 to eliminate the existing railroad crossing about 0.4 miles south of the depot in North Creek. Work was expected to start in August or September.
- 10/4/28 "River Bridge Contract Awarded Sackett & Schofield" \$101,859.80
- 10/18/28 "Machinery for Bridge Job Here" Construction to start Monday.
- 11/8/28 "New Bridge Well Underway" contractors Sackett & Schofield of Beacon poured first cement on Monday, 25-30 men working on it
- 12/20/28 New HR bridge being built
- 1/10/29 "Four trucks hauling dirt for new bridge" Piers were completed for bridge and fill was being transported from the Baroudi lots opposite Wade's hotel.
- 6/20/29 Work restarted on bridge over Hudson, waiting for steel and completion of river drive, the American Bridge Co. has contract for steel work.
- 8/1/29 "Steel Nearly Placed for New Bridge" steel will be placed by Saturday, "riveting is well under way", ready for use in November.
- 8/15/29 Steel work done, forms being placed for concrete floor.
- 10/10/29 "Concrete Floor on Bridge Completed"
- 11/7/29 "New Bridge Open For Traffic", opened Tuesday 11/5, contractors are tearing old bridge down, new railing is being placed.
- 11/14/29 First to cross the new bridge were Mr. & Mrs. John D. McSweeney on Fri. 10/25. He "stole his way to the center of the bridge before he was detected by Mr. Dodge." The bridge was opened on Nov. 5th, 454.5' long x 22' wide
- 1/28/31 (VM 29) "Highway Xing at sta. 2974+26 changed from grade to over-head."

6/21/67 "Hudson River Bridge To Be Cleaned and Painted" estimated at \$9000

8/2/67 "Sore Contracting Corp. Low Bidders on Cleaning and Painting Bridge Here" \$6,680

8/15/74 In another "As It Used To Be" column of Mr. Waddell, he highlights the old river bridge. He stated that it "was built about 1875". In another article from 6/8/72 he says that the "bed was of wood covered with macadam. Sometimes you could look down between the boards to the river below."

8/4/88 The route 28N bridge over the Hudson at North Creek was found to need extensive repairs and had a traffic light installed to limit traffic to one direction.

6/8/89 The bridge was reduced to a 10 ton weight limit as repairs were ongoing.

6/22/89 The weight limit was reduced to 5 tons. The project was to cost 1.4 million dollars.

10/12/89 The bridge was reopened to all traffic.

2009 Warren County lists the bridge as "Structurally Deficient".