

Stony Creek

Stony Creek: [mile 29.5, Elevation 604'] The first station was built in 1870 then replaced in 1889 with a combination freight and passenger station measuring 20' 3" x 48' 3". This burned in 1930 and was replaced with a passenger car. This was removed in 1956 and replaced with a shelter.

- 1865 The bridge over Stony Creek was built. It was replaced in 1879 and again in 1891.
- 8/11/1868 (Deed) A 1,226' strip of land was sold to the railroad. It was 35' to the east of the centerline and 64' to the west of the centerline and totaled 2 acres.
- 6/15/1869 (Atlas) The station grounds were granted to the Adirondack Co. by Seth Thompson. There is also a hand written letter in the Adirondack Museum collection with the same date which has a survey description of the lot.
- 1870 (DH) A report lists the station being built in 1870 and measured 20'x48'.
- 10/3/1870 (TT) Listed as a station.
- 2/14/1871 (LL) "Stony Creek bridge carried off by flood on [?]"
- 3/14/1871 (LL) "Was obliged to put in two more bents than we expected at Stony Creek. Will be from two to three [days] before can cross."
- 3/16/1871 (SA) The railroad bridge at Stony Creek was badly damaged when logs tore away the north abutment and broke the bridge in two places. It was reported as a Howe truss of 125' span and costing \$4,000. They will save most of the bridge and had repaired it enough the day before to get an engine across for use north.
- 4/10/1871 (LL) "Engine got through to North Creek on Saturday"
- ? 1871 (Utica Morning Herald) The Stony Creek bridge was a span of 125' and workmen were busily engaged in reconstructing it. Regular travel will resume in a few days.
- 10/27/1874 (GFR) The time table of the Adirondack railroad has again been changed. The express train, going north, now arrives at Stony Creek station at 10:46 am..., and going south at 3:46 pm...
- 11/17/1874 (GFR) Phillip Whittaker, the freight agent at Stony Creek station, had his foot badly hurt a few days ago, by being caught between the wheel and the step board of the express wagon as the horses started.
- 5/12/1875 (DH) A property report states that there was an immediate need to rebuild the abutments at Stony Creek for a cost estimate of \$1,000.
- 10/23/1877 (GFR) The station agent at Stony Creek informed your correspondent on the 15th inst. that up to that date he had received 25 cents for one message the present month and that no message had been received. Surely business is reviving.
- 7/1/1879 (DH) Timber for replacing the Stony Creek bridge was ordered; 202 pieces of pine and 166 pieces of white oak. It was received on 7/25 from Christian Fritz of Martinsville, NY. A check was sent on 8/18 for \$531.35 which covered both this bridge and the one at Wolf Creek.
- 12/1879 (DH) Two deeds from Seth Thompson went to the Adirondack Co. [Probably station area from 1869]
- 1879-1881 (DH) Clarence Crannell was the station agent earning \$35 monthly.

- 10/26/1886 (Adk Museum) A letter from C.A. White requests \$1,000 for the station property.
- 11/9/1886 (Adk Museum) A reply from the Adirondack Railway declined the offer and told him they were willing to pay \$50 for clear title to the property. [They may have been trying to acquire more land near the station or perhaps it was needed for the new station listed in 1889.]
- 6/25/1888 (TT) Listed as a station.
- 1889 (RRC) There was a new station at Stony Creek. [No mention of what happened to the old one.]
- 1889 (RRC) The wood Howe truss bridge is in good condition but the north abutment has been washed away and replaced with wood.
- 1890 (DH) The tool house was built and measured 12'x16'.
- 1/1/1891 (WN) A new railroad bridge is being built by the Delaware & Hudson Railroad company near Stony Creek. The amount of money paid out by this corporation for improvements this fall and winter mount up to many thousands of dollars. The Adirondack road, since it passed into the possession of this company, has been wonderfully improved. [A photo from 1918 shows this bridge to be a Whipple truss design. (FM) The current bridge is 132 feet long and 26 feet high and built on the original stone abutments. There is no date on it but it is from 1943. It is marked A 66.55 (distance from Albany) and "Painted 2 coats Zinc Chromate Primer Du Pont Bridge Black Aug. 1953". This must be a tough paint as it is not too bad even today.] (RRC) confirms the bridge replacement and adds that there were new abutments also.
- 1891 (Atlas) The station is on the west side and located on an 1,000' siding. It is about 100' north of the Albany 67 mile marker. The siding starts 250' south of the station. The station platform extends about 25' on the south end and there is a 40' gap between it and a store house to the north measuring 22'x50'. There is an 8' x 100' platform across the tracks from the station with the north end about 15' north of the station. Just north of this platform is a siding agreement listed for Stony Creek Handle Company. A 400' siding starts about 1000' north of the main siding and curves away from the mainline. This is a siding agreement with Lee Hall who had a sawmill. [see 1913 note] This siding was penciled in at a later date. The depot grounds were granted to the Adirondack Co. on June 15, 1869 by Seth Thompson.
- 4/12/1893 (Deed) A parcel of land was granted by Emeline Thompson to Clarence Crannell as agent for the Adirondack Railroad.
- 2/15/1894 (WN) "The Work of a Fire Bug" A freight house owned by the Stony Creek Tannery company, near the railroad station at that place, was totally destroyed by fire last Thursday night. While all hands were fighting the fire it was discovered that the residence of E. M. Smith, near by, was also in flame. All efforts to save either building were futile. Most of Mr. Smith's household goods were saved. Both fires are thought to have been started by some evil disposed person.
- 1/1/00 (OL) C. E. Crannell is the station agent.
- 1905 The D&H Freight Shippers Guide lists the following businesses:
AD Scribner: excelsior, lumber & chair stock
Lee Hall: excelsior, lumber & chair stock
Garnar Leather Works: leather & tannery
W Stone & Son: lumber & chair stock
Charles Smith: lumber
Saratoga Wood Co.: cord wood
Thomas & Thompson: pulp wood
A Waldren: pulp wood

- 1910 (DH) C. E. Crannell was the station agent earning \$50 per month and worked alone. The station brought in \$880 per month.
- 1918 (P) Tool house #6 is shown at A66.80, between the bridge and the station and on the west side. A small house just north of the station on the same side is labeled as a section worker dwelling. Its location is A67.14.
- 7/1/21 (DH) A small house north of the station was owned by the D&H and was leased on a monthly basis. At this time John Lanfear rented it for \$3 per month.
- 1922 The D&H Freight Shippers Guide lists the following businesses:
 Stony Creek Handle Co.: chair stock, dowels & handles
 Creek Lumber Co.: lumber & blocks
 WJ McCarthy: lumber
- 1926 (DH) A blueprint showing track upgrades for Stony Creek shows a 350' siding opposite the station that went to a 40'x65' single story storehouse. There was also a 20'x30' storehouse located 60' north of the station on the same side. The storehouse on the siding was probably the Austin Brother's mill mentioned below in 1930 as there were two houses next to it on the plans.
- 6/5/29 (VM 16) Track at PS 1535+97.6 removed. [Industrial siding on the east side.]
- 12/20/30 (AR) "Retired station building." [This seems to be in conflict with the article below but perhaps they had the date wrong and meant 12/30.]
- 12/25/30 (WN) "Railroad Station Burns" Stony Creek structure is destroyed-most of contents are saved. The Stony Creek station of the D&H Company was destroyed by fire shortly after 7:30 last Thursday evening, entailing a loss estimated at \$3,000. With the exception of two crates of turkeys awaiting shipment, and a few other articles, all valuable contents of the building were saved. Station agent John Aufiero and a crew of section employees were successful in taking the express from the building. The origin of the fire is unknown. A passenger car and freight car have been placed on the siding at Stony Creek to serve as a station for the time being. It is said that the station will not be rebuilt.
- 3/17/31 (P) A passenger car has been placed on the siding for use as a station. It is the same style as the car in Riverside. The D&H lists the photos as "Temporary Station Facilities". A box car is north of the station for freight use.
- 4/2/31 (WN) "Albert C. Eichler Argues for Retention of Stony Creek Railroad Station" A hearing was held at the Glens Falls City Hall by the Public Service Commission about the proposed abandonment of the Stony Creek Station. The businessmen of Stony Creek are united in the effort to retain the station.
- 1/1/32 (OL) Listed as a station with freight and ticket agencies in summer only.
- 9/5/34 (TT) Listed as a flag stop only station.
- 11/6/34 (VM 16) Dwelling at 1540+40 removed.
- 1934 (AR) A house in Stony Creek was sold to T.B. Ward for \$25. [This may be the small house mentioned above in 1918 and 1921 just north of the station. Ward probably tore it down for material.]
- 6/18/35 (VM 15) Toilet building at 1534+55 removed. [50' north of old station site]

- 9/4/36 (AR) Reclassified passenger cars to station.
- 2/15/37 (VM 15) Passenger car body added for station at 1533+53.5. [Either they replaced the earlier one or the map entry was seven years late!]
- 6/26/38 (TT) Listed as stop on signal only for all trains.
- 6/23/40 (TT) Listed as stop on signal only for two of three daily trains and as a regular station for the other.
- 1943 (AR) The bridge over Stony Creek was replaced with the current one. It was completed in late 1943 except for paint, which they planned for the spring.
- 7/15/45 (TT) Listed as a non-agency station not handling baggage.
- 1940's ("Stony Creek, Then & Now") p. 30, The steel running gear on the cars used for the station were removed for a scrap drive during WWII and the cars set lower to the ground.
- 12/7/47 (TT) Listed as a non-agency station.
- 12/29/47 (AR) 90' of track washed out due to a flood.
- 9/48 ("Stony Creek, Then & Now") p. 30, The last steam train to leave Stony Creek was in September of 1948, southbound 4pm. A picture is shown.
- 6/29/50 (P) The station car sets on the ground with a baggage wagon in front. The siding is still there. There is a building opposite the station but you can only see a portion of it in the photo.
- 1/1/51 (OL) Listed as a non-agency station under the jurisdiction of Hadley.
- 4/52 (TT) Listed as a non-agency station.
- 8/53 (FM) The bridge over Stony Creek was repainted.
- 9/26/54 (ETT) Stony Creek has a siding which could be used for passing trains. A telephone is located at the north end of the station.
- 7/13/55 (VM 16) Passing track at old station site removed.
- 2/22/56 "Passenger Service Only at Stony Creek" The Public Service Commission authorized the D&H to discontinue all services other than pick up and drop off of passengers on signal at Stony Creek. Railway Express Agency also allowed to discontinue service. The station has had non-agency status since 1931 and has had a part time caretaker. There have been no carload shipments to or from since 1953. Only 50 or 60 partial carloads since then. One passenger train daily only from mid June through mid September. The railroad may dismantle the old passenger and freight cars used as a waiting room and freight shed but must erect a new passenger shelter. "... there is no need for the service of a caretaker or the deteriorated station buildings."
- [A 1989 article from the "Warrensburg News" mentions that Joe Corsale, the conductor on the last freight train on November 17, remembers that he had been on the locomotive pulling the old railroad station from its location in 1955. This is in conflict with the above article. Perhaps he did this in 1956.]
- 11/27/56 (VM 15) Passenger and freight station at 1533+53.5 was removed and a new shelter added at the same location.
- 5/20/57 (VM 15) Tool house at 1522+35 removed. [between the station and Stony Creek bridge]

- 10/29/61 (ETT) The passing siding is now gone from the list.
- 8/27/69 Lewis Crandall was killed by a load of railroad ties which were being unloaded in Stony Creek at the Thousand Acres Ranch.
- 3/2/2010 (WCBOS) The decision over the Stony Creek Platform at Thousand Acres Ranch has been placed on hold until the future of the railroad was decided. Grant funds would be available until December 31.
- 9/14/2013 (P) There is a nice covered platform at the ranch with half the structure used for a ramp.

Industries near the Station:

Handle Factory: There was a factory just east of the station on a siding that had multiple owners.

- 1893-1904 (Deeds) Land in this area was purchased by Walter Stone (he died in 1923).
- 1905 W. Stone & Son is listed under lumber and chair stock in the D&H Freight Shippers Guide.
- 1910 (AR) Hart Specialty Co. was a new industry making mop and broom handles.
- 1913 (DH) A list of sidings shows "Stone's Spur" with 483' off the r.o.w.
- 1914 (AR) Lebentaler Bros. handle mill is listed as a new industry.
- 12/17/14 (WN) The Lebentaler Brothers were moving machinery to the Stone sawmill near the station in order to manufacture broom and tool handles.
- 8/27/1917 (WN) The Lehentaler Brothers broom handle factory was destroyed by fire Saturday. It had been in operation for three years and located opposite the station. It had a capacity of 10-15,000 broom handles per day and employed 20 men.
The mill was formerly owned by Lee Hall and was to be rebuilt in a few months.
- 5/9/18 (WN) "Mr. Dineen has recently installed machinery in the Lebentaler mill at the depot for the purpose of making gunstocks for the government."
- 5/13/18 (SA) Lehentaler's Broom handle factory is being equipped for manufacturing gun stocks for the gov't.
- 1919 (DH) A blueprint shows the mill opposite the station next to two dwellings.
- 1920 (AR) A change of ownership shows the Stony Creek Handle Co., makers of broom handles.
- 1/4/21 (WN) Lebentaler's mill is now referred to as the Gardner broom handle factory. A deed shows that William Garner bought the property from Herbert Stone at this time.
- 1922 The Stony Creek Handle Co. is listed under chair stock, dowels and handles in the D&H Freight Shippers Guide.
- 1926 (DH) A blueprint showing track upgrades for Stony Creek shows a 350' siding opposite the station that went to a 40'x65' single story storehouse. There was also a 20'x30' storehouse located 60' north of the station on the same side. The storehouse on the siding was probably the Austin Brother's mill mentioned below that burned in 1930 as there were two houses next to it on the plans.
- 2/7/29 (WN) Report says that the Austin sawmill will soon start up at the depot.
- 4/28/29 (AR) Abandoned mill track.

- 6/5/29 (VM 16) Track at PS 1535+97.6 removed.
- 7/10/30 (WN) Early Thursday evening a fire broke out in Austin Brother's mill at the station. One building and two vacant houses were destroyed. On the fourth the fire truck was called out twice to put out a fire in the saw dust which threatened the D&H station. This makes the fourth fire Austin Brothers have had in less than two years.

Lee Hall Excelsior Mill: This was a short-lived enterprise on a siding about 1/4 mile north of the station. He also owned a sawmill that he inherited from his father and probably shipped a lot of lumber from the station.

- 1913 (AR) New track for Lee Hall.
- 11/1913 (DH) A 500' siding was built north of the station for Lee Hall. He built a new excelsior mill there at this time so save time and expense in the shipping to the railroad from his current mill. The mill was one story and measured 22'x50'. There were also two large sheds for excelsior. He also shipped poplar and basswood lumber.
- 5/22/14 (DH) Lee Hall's mill burned down.
- 10/24/14 (DH) Lee Hall was bankrupt and the D&H was being sued for \$15,000 for the burning of the excelsior mill due to a spark from an engine.
- 1/9/22 (VM 16) Spur track at 1552+00.4 removed.

Saratoga Wood Company: They had a siding at the County line south of the station and another south of The Glen. The 1921 report mentions they were located at 29 Columbia Street in Albany and headed by E. W. Porter.

- 1913 (DH) A siding was added a few miles south of Stony Creek for the Saratoga Wood Co. They were from Albany and used the siding for about two years to ship hardwood. The siding was 260' long and the north end was 200' south of the county line. They also had a siding near The Glen.
- 1919 (AR) The Saratoga Wood Co. added more loading facilities. [In light of the statement below, this may have been at the siding near The Glen.]
- 1920 (AR) The turnout for the industry track has been temporarily removed pending decision of abandonment.
- 1921 (DH) A siding a few miles south of Stony Creek built for the Saratoga Wood Co. in 1913 was removed. It had not been used for several years. Work was finished in October. The station agent at Stony Creek said there was no business in 1920. The length is listed as 468' and there is a 20'x40' sawmill on the west side of the track near the north end.
- 1/19/22 (VM 15) Spur track at 1449+32 removed.

Other Sidings and Agreements:

- 1914 (AR) Julius Breckwoldt & Co., a lumber dealer, purchased property from the Stone Estate.
- 1919 (AR) A lumber side track was to be done in the spring for D.A. Dennon.
- 1920 (AR) A side track was built for D.A. Dennon, lumber. [There is nothing shown on the D&H maps.]
- 4/3/29 (AR) Cancellation of agreement with Saratoga Wood Co. [They may have been shipping products from near the station at this time.]

- 1929 (AR) Creek Lumber Co. burned with \$20,000 loss.
- 1933 (AR) Cancellation of agreement with T.C. Luther for a derrick on D&H land.
- 1938 (AR) E.D. McLaughlin was a new lumber industry listed; estimated 600 tons annually.
- 1944 (AR) W.P. Smith, wood handles, was listed as a new industry; estimated 200 tons annually.
- 1948 (AR) Some land was sold to Warren County; no location specified.