

Adirondack Branch Stations History

Saratoga Springs:

They may have initially shared the use of the R&S station on the main line through Saratoga but some time later began using their office on Grand Avenue for a depot. The office was in the front and passenger rooms were in the rear. When the D&H took over in 1889, they began using the D&H station on the main line.

Greenfield:

This station is on the timetable from 1870 and may have been a stop starting in 1865 when the tracks were first put down. The 1891 Atlas shows a covered platform on the southwest side of the intersection with South Greenfield Road. The D&H built the shelter shown on the left in 1911 which stayed in use until it was closed in 1932.

The building must have been sold at that time to the farm north of the tracks as it is still there in a field undergoing a restoration. There is lettering on the back exterior wall indicating that it was painted two coats of Debevoise paint in October, 1927. Hopefully it will continue to be cared for.

Kings:

This station is on the timetable from 1870 but the existing station was built later. The first station was probably built soon after the tracks were laid in 1865. For some unknown reason, a new station was built in 1887 for \$706. This station was used until it closed in 1933.

Some time soon after closing, it was moved to its present site at the corner of 9N and Porter Corners Road. At some point, the freight door was removed and replaced with a regular door and by the 1980's, it was neglected and in bad condition. The Town of Greenfield acquired the building in the late 80's and finished restoring it by 1990.

South Corinth:

This station is shown on the 1870 timetable but the station was built in 1880, according to the D&H. It was located on the northwest side of the crossing with Depot Road. In 1922, the station was closed for service but remained as a flag stop and waiting room for passengers. In 1926, the northern end that was used for freight was converted into a tool house.

In 1933, the station was retired and the building was sold and moved to a field on Hamm Road. It is now used for a private residence.

Corinth (Jessup's Landing):

The first station at Corinth was built in 1865 as a combination passenger and freight station and in 1885 was described as "small but tidy". It was located on the west side of the tracks opposite the later station. In 1891, a two story addition on the south end was built for \$600.

This station was used only for freight after the new one was built in 1911 and in 1931, the two story section was removed. In 1938, the remaining freight building (the original station) was moved back and a little north to make way for a new siding on the west side of the main. This building was torn down in the 1980's.

Corinth (2nd Station):

This station was built by the D&H in 1911 and used up into the mid 1970's. It was located on the east side of the tracks opposite the old station. The south porch was enclosed sometime after 1974 for use as a section house and in 2007, the building was torn down due to advanced decay.

Hadley:

The station was built in 1870 as a combination passenger and freight station and was the largest one on the line. It was closed in 1958 and torn down in 1959. It was located on the northeast side of the intersection with Conklingville Road in Hadley.

Wolf Creek:

A passenger shelter was built by the D&H in 1904 and used until it was closed in 1933. The trains stopped by flag signal only. It was located between the tracks and Stony Creek Road, just south of where the road crosses the tracks.

Stony Creek:

The first station was built here in 1870 and in an 1885 report is described as "small". The 1889 report stated that Stony Creek had a new depot recently done but in contrast to this, the D&H states that the station pictured here was built in 1870. The Gothic style does match the earlier 1870's stations.

This station burned in 1930 and was quickly replaced with passenger and box cars on the siding.

The running gear on the car was removed for a scrap drive in WWII and the car lowered to the ground. It continued to serve as a station until it closed in 1957. It was hauled away soon after.

Warrensburg:

When the line to Warrensburg was completed in 1905, an old coach was placed at the end of the line for use as a freight station. There was also a wooden platform and two boxcars to handle the freight. The coach was called "Old No. 43". This was located just east of Mill Street at the end of the line.

In 1929, the old cars needed alot of work so they were replaced with a freight building. It sat across the tracks from the grain store. I do not have a date when it was removed.

Thurman:

This station was built in 1870 as a combination passenger and freight station. It was described in 1885 as being a good station with two waiting rooms. Due to declining business, it was torn down in 1933 and replaced with a small shelter that was used for flag stop passenger service only. The shelter was removed sometime around 1954.

The Glen:

The first station at The Glen was built in 1870 but it either was too small or it burned down because by 1885, it was a flag stop only station. A new station was built in 1892 and was patterned after the original Gothic style stations along the line.

The station closed in 1934 and the building was sold for \$75. A few years after this, the present Route 28 was relocated right through the station site.

A new passenger shelter, probably similar to the one in Thurman, was built in 1947 and later removed in 1960. It was located just on the Johnsburg side of the town line.

Riverside:

The first Riverside station was built in 1872 as a combination passenger and freight station. An early photo shows that the covered porch was not on at first but it was mentioned in an 1885 report. In 1914, a new passenger station was built on the same site and the old station was moved to the south end of the yard and turned 180 degrees as seen in this photo. It was then used for a freight building until it was removed in 1956.

The second station was built in 1914 with a baggage room added on the south end in 1922. Passenger service ended in 1957 but the station remained in use for freight service until it closed in 1962. It was restored in the mid-1990's and is now used as a stop for the UHRRR.

North Creek:

The northern end of the branch was finished in 1871 and the final station was built in 1872. In 1885, there was no mention of a covered platform but by 1880 it was in place. Half of the porch was later filled in for use as an additional waiting room. This was built as a passenger station with freight being held in an adjacent building.

This station was in use longer than all the others; finally closing some time around 1980. In 1992, the building was acquired by a local group and restored over the next six years. It is now a museum and the center piece of the UHRRR tourist trains.

The freight house was built in 1903 and replaced an earlier one. It was later owned by Barton Mines for their garnet business then purchased by the county in 1997 for use as a ticket office for the tourist trains.