

# Tahawus Extension

**Tahawus Extension:** The US Government needed the titanium from the mine at Tahawus and allowed the extension to be built. This was begun in 1942 and finished in 1945. Shipments continued until the plant closed in 1989.

**Boreas Trestle:** (FM 9/98) This crossing of the Hudson River is about 1.5 miles south of the Northwoods Club Road where the Boreas River empties into the Hudson. The bridge is 310 feet long over four equal spans each made from two I-beams 82 inches deep by 18 inches wide. The rails are about 25 feet above the river. The build plate has been removed but it was built in 1943.

**Stillwater Siding:** (P) This 0.7 mile long siding is located at the summit of the steep grade along the Boreas River about 2.5 miles north of the Northwoods Club Road. The purpose of the siding was for doubling the hill. A section of the cars would be brought to this point then the locomotives would return to pick up the other half. There were about 80 cars and they would use three locomotives to push 40 at a time up the grade. The train would then be reassembled and continue to Tahawus. It was also used for setting off cars needing repairs. Southbound trains also stopped here to set up the brake retainers on two-thirds of the train.

**Vanderwhacker Brook Bridge:** (FM 9/28/99) This small bridge is located just north of the Moose Pond Club road crossing. The I-beams are 31 inches deep and 26 feet long. The build plate is labeled "American Bridge Company, USA, 1943". The ties were replaced on 8/6/68. The numbers "15 30" are painted on both sides representing 15.30 miles from North Creek.

**Tahawus (Sanford Lake):** [29.7 miles from NC, Elevation 1740'] For details on the early history of the mine, see "The Macintyre Mine" by Harold Hochschild, published by the Adirondack Museum in 1962 or "The Story of Adirondac" by Arthur Masten in 1923 and reprinted in 1968.

- 1826 (JS) Iron ore was discovered at Tahawus.
- 1829 (JS) The Adirondac Iron & Steel Co. was founded.
- 1852 (JS) The company was languishing when the Sackets Harbor & Saratoga Railroad was incorporated. This would have enabled them to better get their ore out but the venture failed.
- 1854 (Hochschild) A new blast furnace was first fired on 8/20 and cost \$43,000 to build. It was thirty-six feet square and forty-eight feet high. The daily capacity was fourteen tons of iron per day. [This furnace still stands along the road near the old village.]
- 1858 (Hochschild) A financial crisis along with the deaths of two owners had closed the mine.
- 1894 (Hochschild) The dormant enterprise was reorganized as the MacIntyre Iron Company.
- 7/13/13 (DH) A blueprint shows a 20'x73' ore bin 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.
- Winter 1913-14 (from *The Story of Adirondac*) The biggest problem faced by the iron ore mine at Tahawus was transportation. In 1913, in order to prove the quality of their product, it was necessary to bring out a certain quantity of ore for testing at the Northern Iron Company at Port Henry. Four Phoenix log hauling locomotives of 18 tons each and 52 sleds were used. They traveled at six to seven miles per hour and hauled about 70 tons. Ore concentrates and crude ore were hauled to North Creek during the winter of 1913-1914. Enough ore was able to be brought out and the tests proved satisfactory. This is the only time this method of transportation was used.

- 1939 (Hochschild) Imports of titanium from India were cut off due to the war and the U.S. recognized that the MacIntyre mine was the best source in this country.
- 1941 (Hochschild) The government approved the revival of the enterprise by the National Lead Company for titanium production.
- 2/27/41 **(RP) Tahawus Mines May Be Opened After 30 Years**  
 C.F. Garesche, president of the Titanium Pigment Corporation, says his company is negotiating for the purchase of the old MacIntyre iron mine at Tahawus, and hopes to open it in the spring for the first time in 30 years.  
 Garesche said that the ore of the mine, first worked in 1826, was unusual in that it was a mixture iron ore and titanium - known to chemists specifically as titanium dioxide ferrous and ferric oxide.  
 He said that his company, a subsidiary of the National Lead Company, was interested in the mine mainly because of its titanium content. Since the war in Europe began, it has become increasingly difficult to obtain titanium - used in the white pigments of paints and wall paper - from India, principle source of its supply.  
 He added that the particular type of iron ore found in the Tahawus mine was used principally in such things as armament and armor plate, but pointed out that the ore was secondary consideration to his company. Garesche said the mine was operated by the Adirondack Iron and Steel Company, beginning in 1854, but failed because of the peculiar texture of the ore and the difficulty the company had in coping with the situation. In 1894, he said, it became the property of the MacIntyre organization and some 30 years ago was abandoned.  
 Because of the expense of hauling the pig iron to Lake Champlain and other high costs, the workings were shut down on numerous occasions. Abandoned in 1860, they remained inactive until about 1907 when they ran for a year only to close down until 1913. In those days, it was said, iron ore was sought while the titanium was discarded as a worthless by-product. Titanium is widely distributed throughout the world, but in small amounts. Norway, Africa and Florida were said to be the best sources but with the two former regions closed by the war, new domestic sources are much sought after.  
 The iron and titanium mined at Tahawus will be separated and hauled out by large trucks, it was said, discounting a report that the firm planned to build a railroad spur from North Creek. A statement issued by the company this week further clarified plans at present:  
 "Subject to the establishment of a clear title and investigation of legal aspects, the Titanium Division of National Lead Company is negotiating with the MacIntyre Iron Company for the purchase of the property held by the latter in Essex County, N.Y. This property contains extensive deposits of iron ore rich in titanium, which deposits were, in fact, the original inspiration for the development of "Titanox" pigments.  
 "In the event that the negotiations are completed successfully, the titanium division will open up the MacIntyre deposits as a source of ilmenite for the continued operation of its two plants at St. Louis, Missouri, and Sayreville, N.J., where titanium pigments are manufactured."
- 4/3/41 **(RP) Titanium "Orphan" Becomes "Prodigy" At Tahawus Mines**  
 Element once was considered handicap in iron mining industry.  
 Titanium, a rare mineral which helped bring death to one of the Adirondack Mountains' most thriving mining centers, may be the cause of a rebirth of a ghost town of northern New York. It was 115 years ago that David Henderson, pioneer iron prospector, tramped through Indian Pass to the headwaters and found one of the greatest outcroppings of iron ore ever discovered on the North American continent.  
 Henderson organized a company and worked the mine, located in the very wildest part of the mountains, until his death at Calamity Pond in 1845. Thirteen years later the mine, known as the MacIntyre Iron Works, closed and Adirondack, the village that mushroomed around it, gradually disappeared. Today only a sportsman's club is to be found in this unbroken wilderness several miles south of Lake Placid in Essex county.  
 At the time, mine owners found that the lack of proper transportation facilities was not the only reason it was losing money. Another was the ore's high titanium content. This, smelters said, was a

quality lowering ingredient hard to eliminate.

Today, the Titanium Pigment Corporation, a subsidiary of National Lead, is negotiating for purchase of the old, long idle mine and hopes to start operations this summer. It seeks the by-product for the manufacture of pigments for paint and wall paper. The war has closed its main source of supply, India.

Once before, in 1905, an attempt was made to revive the mine. That year, Wallace T. Foote, Jr. organized the Champlain & Sanford Railroad Company and began a 58 mile survey for a line from the ghost town to Ticonderoga. His death in 1910 ended the project.

Pigment Corporation officials, however, may solve the transportation problem through the Delaware & Hudson Railroad which serves North Creek, 25 miles south of Adirondack.

4/5/41 (TC) Engineers of the National Lead Co. first visited the MacIntyre property and plans were formulated immediately afterward for the construction of a highway to the property, an open pit mine and a concentrating plant.

6/5/41 **(RP) Work Started On Road To Tahawus Mine Properties**

Approximately 100 men are already at work on preliminary preparations for the reopening of the Tahawus mines property at Lake Sanford. Offices are being built at Tahawus for the prospective purchasers.

Engineers have been surveying a new route leading from the mine and clearing has begun for the road which will allow transportation to and from the mine. The highway will be built at the expense of the company but under the supervision of County Highway Superintendent Albert J. Keating. It will be eight and one half miles long and will extend from Lake Sanford, high in the mountains, to the junction of route 29-M, the Newcomb-Minerva state highway. Company offices are also being built at Lake Sanford.

Although no announcement has been made as yet by the National Lead Company that the iron mines of Mount MacIntyre have actually been purchased, activities have begun and a clarification of title is thought to be the only thing impeding the signing of final papers. The company wants the area, mined a century ago, for its rich store of titanium which when extracted from the ore is used in white lead paint and wall paper. The world markets elsewhere have suffered and the supply in Essex County is said to be almost inexhaustible.

7/10/41 **(RP) Work of Clearing Sites At Tahawus Started**

Work has been commenced on clearing the sites for a recreation building, barracks and mess hall in connection with the reopening of the McIntyre iron ore mines at Tahawus by the National Lead Company, preparatory to the influx of a corps of employees who will be engaged in mining operations in the Town of Newcomb for the first time since 1848 when the Adirondack Iron Works abandoned the properties. The National Lead Company will mine ore there to extract titanium, used in the white pigments of paint and wallpaper.

8/28/41 **(RP) Power Project is Underway Now At New Tahawus Mines**

Actual work on the construction of the power line which will supply electricity for the Tahawus mines got under way Monday, according to C. E. Smith, superintendent for Day and Zimmerman, Inc of Philadelphia, which has the contract for the entire project.

The contract awarded Day and Zimmerman includes the cutting of a right-of-way from Tahawus to Ticonderoga, a distance of approximately 45 miles, the setting up of poles and other necessary equipment, and the stringing of the cables which will carry the 110,000 volts from high-tension lines of the New York Power and Light Corporation in that area to the long abandoned mines in the Tahawus wilderness.

Mr. Smith said that due to the fact that the mine products are on the defense priorities list that the company should encounter a minimum of difficulty in securing the necessary materials for their work. About 150 men will be employed on the project, with local labor being used almost entirely in the preparation of a right-of-way.

The work will commence at Tahawus, it is believed, and proceed to Ticonderoga. At least from four to six months will be required for the completion of the contract.

- 9/20/41 (TC) The National Lead Co. acquires the property following an extensive title investigation.
- 10/9/41 **(RP) Rich Deposits of Titanium Spur Activity at Tahawus**  
 Towering, timber-cloaked Mt. Marcy looks down on a startling scene of hurrying men and machine now conquering virgin forests of the Adirondacks to get something that makes white paint whiter.  
 Workmen are driving a right-of-way along the North Creek - Long Lake state road and clearing a 75 acre site around Sanford Hill for open bench mining of the ore. The vein, estimated to contain more than 100,000,000 tons of ore, is 514 feet wide, 1,667 feet long, and of unknown depth.  
 Construction is based on ultimate plans to mine 5,000 tons of ore a day. A mill will separate ilmenite, the substance yielding titanium, and the iron ore will be stored for later marketing to steel firms. Storage is being provided for 500,000 tons of ore.  
 The present \$5,000,000 improvement project on Lake Sanford near the old MacIntyre works has been under way for about two months. Separated ore will be trucked to the railroad at North Creek and shipped to plants in New Jersey and Missouri for refining. There will be no refining at the site.
- 10/30/41 (TC) The National Lead Co. took title to the entire holdings of Tahawus Purchase Inc. and the portion of the property of the Christine Masten Estate, which surrounds and includes Lake Henderson. About 7,000 acres total were acquired.
- 1941 (TC) Work starts on the new road, crusher building, wet and dry mill buildings and powerplant.
- 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 travelling 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 trackyard 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.
- 5/14/42 **(RP) D&H Engineers Study Tahawus Rail Line**  
 Officials in the Albany engineering department of the Delaware and Hudson Railroad say that the company has a crew of six surveyors and engineers at North Creek, where they are studying the possibilities of constructing a railroad line from North Creek to Lake Sanford in the Tahawus area, where an extensive mining development by the National Lead Company is underway.  
 If decision is reached to construct the line it will extend over a distance of 30 miles between the two points over mountainous, rugged terrain, officials said. Nothing definite as to the extension of the line to reach the Tahawus mining area has yet been decided, officials pointed out, and nothing will be decided until the engineering report is made by the crew which started the survey a few days ago.
- 7/2/42 **(RP) National Lead Co. Mills At Tahawus Nearly Completed**  
 Will make US independent of world for vanadium and titanium, both vital minerals.  
 Beside the long-abandoned MacIntyre iron mine in New York's Adirondack vacationland, of all places, National Lead Company last week put the finishing touches on a mill that will make the United States independent of imports in two critical materials and crack wide open two war-effort bottlenecks: vanadium and titanium.

National Lead bought the property in September, 1941. Before it could start building, it had to spend \$480,000 for an 8-1/4 mile road to the nearest highway. \$500,000 more for a 42 mile, 100,000 volt high-tension line. Meanwhile its engineers live like explorers in tents and ghost city shanties. Now the huge crushing plant, wet mill and dry mill are almost complete; operations will be full scale by mid-July. Total cost: \$900,000 - every cent from National Lead's own till.

National Lead was after titanium when it bought the mine, and it expects to get over 100,000 tons of titanium dioxide a year to sell at 14-1/2 cents a pound. Almost unknown to most US citizens, dazzling white titanium dioxide is so opaque that it has ten times the covering ability of white lead.

National Lead got a windfall in the vanadium at MacIntyre. It hopes to get 3,000,000 pounds a year, worth \$2.90 a pound as ferro-vanadium. This white metal is vitally needed to increase the tensile strength of steel. As such it will be snapped up like soda pop at a ball game; sale of this by product alone will rake in almost as much cash in one year as National Lead has spent on the whole MacIntyre development.

This all looked so good to the government that the Defense Plant Corp. is spending \$2,500,000 to run the Delaware & Hudson's tracks 33 miles from North Creek right into the mine.

[from Time Magazine, June 29, 1942]

7/16/42

**(RP) Would Limit Land Use to War Period at Lake Sanford**

The Association for the Protection of the Adirondacks, 350 Madison Avenue, New York City, has adopted a resolution asking the federal government to limit its use of New York State lands at Lake Sanford in the Adirondacks to the years during which the country is at war.

An iron mine has been opened at Lake Sanford and the government has proposed to build a railroad from North Creek to Lake Sanford and lease the operation to the Delaware & Hudson Railroad, the association announced.

The purpose of the resolution, it was stated, was not to hinder needed war-time production of iron ore, but to safeguard the state lands at the end of the war. The resolution asked that after the war the lands taken by the government be returned to the state and not be thrown open to commercial enterprise for all time.

7/23/42

**(RP) Proposed Line is Surveyed by D&H**

Delaware & Hudson railroad engineers are surveying a proposed 30 mile single track line to carry war-vital iron ore and titanium from the National Lead Company's Lake Sanford mine to North Creek. Percy O. Ferris, the railroad's chief engineer, said the survey is being made for the War Plants Corporation which will finance construction of the track, probably in 1943, and possibly lease it to the lead company. He said the line in Essex and Warren counties would not be part of the D&H.

National Lead expects within a few days to move ore from the rich Sanford Hill Adirondack wilderness vein by truck pending construction of the rail line.

7/42

(Trains magazine, 1/59) p.46, The first load of ilmenite concentrate went out to North Creek by truck.

1942

(from NE article in 1947 about the sale of the Smith property)

"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.

8/3/42

(EH) Started NC to Tahawus RR. [This is confirmed by Hochschild, p. 15 and below.]

8/6/42

**(RP) First Shipment of Ore from Tahawus Loaded Last Week**

The first shipment of ore from the new \$8,000,000 Lake Sanford mine of the National Lead Company, near Tahawus, in the Essex county section of the Adirondacks was loaded aboard Delaware & Hudson railroad cars at the North Creek railhead last week. The operation marked the

revival, after 80 years, of mining at one of what is claimed to be the richest titanium-bearing ore deposits in the world.

Loading of 10 cars, first shipment from the mine plant which has been in construction since last autumn, was witnessed by National Lead and railroad officials. The ore had been hauled to North Creek, 30 miles distant from the mine by special motor trucks. The first leg of the trip was over an 8-mile highway built through virgin forest and extending to the junction with state highway No. 28N. From there the state road is followed through Aiden Lair to North Creek.

From North Creek the ore-laden railroad cars began a journey south on the D&H tracks to Sayreville, NJ, Louis mills of the National Lead Company for manufacturing titanium, a white pigment.

The mine machinery, including batteries of drillers working on the solid mass of ore in Sanford Hill; crushers, wet and dry mills and magnetism separatorism began operating several days ago with about 300 employees. The ore, processed into concentrated form, when leaving the mine includes ilmenite containing approximately 48 percent titanium dioxide and magnetite. The latter, which contains quantities of vanadium, will help in relieving the nation's steel shortage.

8/6/42

**(RP) Work Started on 30-Mile Railroad Spur to Tahawus**

Construction began Tuesday on a \$4,500,000 30-mile railroad in northern New York's mountain wilderness to transport iron and metal alloys to the nation's blast furnaces from long idle mines. The single track line in the heart of the Adirondacks, linking North Creek to Lake Sanford, will permit development of the immense titanium-bearing iron ore beds which has been retarded 80 years by high mountains and dense timber stands.

Bulldozers, scrapers and work gangs began their estimated 15-month job at North Creek on a two-mile right-of-way. More than 50 years ago an attempt was made to build a railroad through the Adirondacks to Sackets Harbor. The plan was abandoned because of construction costs. The right-of-way was purchased by the Delaware & Hudson Railroad, which has leased it to the government for the new spur.

Surveys for the railroad are nearing completion under the direction of Percy O. Ferris, chief engineer, who said trains will have to climb up a two percent grade from North Creek to the mine, 1,750 feet above seal level. The railroad will operate under a three-way agreement representing the War Production Board, the National Lead Company and the Delaware & Hudson Railroad. The line will be owned by the Defense Plant Corporation.

8/13/42

**(RP) Adirondack Group is Willing to Have Wartime Railroad**

Members of the Association for the Protection of the Adirondacks are being circularized to use their influence with their respective senators and representatives in congress as a last minute stand to ask them to reconsider the federal government's idea of building a railroad spur in Essex county to bring out the ore contents of isolated mountain mines. If it is built, they want it limited to the war's duration.

In explaining the association's stand, the communication from its president, Ottomar VanNorden, states, "We are entirely in favor of the quickest and best method of getting the ore out of Sanford Lake mines, but we oppose the extension in perpetuity of a grant to two private corporations, to operate a rail line, which will mean a perpetual fire menace, across the most beautiful section of our Adirondack park and the taking of state lands in violation of their constitutional protection."

8/20/42

**(RP) Ground Broken for 30-mile Railroad to Tahawus Mines**

A small army of laborers and machine operators broke the ground last week for the railroad that will run from North Creek to Tahawus, a 30-mile line to the newly opened mines on Lake Sanford, deep in the heart of the Adirondacks. This is the largest piece of railroad building in the state since 1925. The road is being built at an estimated cost of \$4,500,000.

Stephen A. Sullen, contractor, is in charge of the work under a three way agreement between the war production board, National Lead Company and the Delaware & Hudson railroad.

The contractor recently completed the eight mile highway from the main route to the mines where the company is mining titanium on the site of the century-old McIntyre iron works. The railroad will be single track. It will be owned by the defense plant corporation and leased to the National Lead Company. The road will be used to haul ore, titanium and vanadium. The latter is vitally needed in

the steel industry.

The completion of this road will mark the end of a problem that has been facing the company and one that has also held back the development of the immense McIntyre ore beds for 80 years.

10/21/42 Higgins home in North River to be removed due to the building of the Tahawus mine RR.

1943 (AR) All bridges on the SL extension were completed during this year.

6/17/43 (RP) **Sintering Plant at Tahawus to be Run by Nat'l Lead Co.**

Adirondack Mountain production facilities of the National Lead Company, directly related to the war effort, will be materially enlarged as the result of a building and construction contract at Tahawus just awarded to the Turner Construction Company, it was announced this week. The facilities will be financed and owned by the Defense Plant Corporation and they will be operated under lend lease agreement by National Lead.

Designed to sinter the magnetite output of the recently completed neighboring titanium ore concentrating plant, in order to produce feed of a size suitable for blast furnaces, the new project will be of reinforced concrete construction and will feature a minimum use of critical materials. The principle unit of the group, which will also include storage bins and a dewatering house, will measure 308 by 64 feet with heights rising to 42 and 72 feet. Plans have been prepared by John E. Greenawalt, engineer.

8/43 (Unknown) S. A. Scullen Contracting Co. was advertising for 50 men wanted for track work on the new line to Tahawus. Pay was 75 cents an hour plus overtime.

9/9/43 (RP) **Safety Devices on Railroad to North Creek are Sought**

The state began court action last week to force the Defense Plant Corporation, which is building the 33-mile railroad from Sanford Lake to North Creek to comply with state laws governing safety devices at highway crossings. State law requires that plans for the crossing of highways be approved by the state superintendent of public works and that warning and signal devices be approved by the Public Service Commission. Asserting these requirements have been disregarded in building the half completed railroad, the state is seeking to compel the filing of the appropriate applications.

The Defense Plant Corporation contends that as a federal unit it is not bound by state law and both the National Lead Company and the Delaware & Hudson claim to share that immunity. According to Goldstein, compliance with state law will not impede or delay construction of the railroad.

9/30/43 (RP) **Rules U.S. Need Not Comply with State P.S.C. Highway Laws**

Supreme Court Justice O. Byron Brewster has just handed down a decision upholding the Defense Plant Corporation, National Lead Company and the D&H Railroad Corporation and turning down the application of Arthur Brandt, State Superintendent of Public Works, for an order to compel the above mentioned respondents to install safety grade crossings on the new railroad between North Creek and Lake Sanford in the town of Newcomb, Essex county.

2/2/44 "First Serious Train Wreck"

"The first serious train accident ever to occur near this place, happened last Wednesday, on the spur line which is under construction in which one man lost his life and a score or more were injured.

"The spur line, under construction, runs from North Creek to the Tahawus Mines, of the National Lead Company. On the afternoon of January 26th, a train backed down the mountain carrying workers on the construction crew back to their homes and boarding places in North Creek and North River. On a sharp curve, another train with three cars filled with ballast, going up the mountain, crashed into the car containing the workmen. Ballast is hauled from the old Hooper mine to fill in the roadbed of the new spur line and the load was estimated at 90 tons. Each train was driven by a heavy (900) engine.

“Peter DiPhillips, 55, of Whitehall, one of those injured in the wreck on the North Creek-Tahawus railroad late Wednesday in which Roy Edson, 35, of Port Henry, was killed, was in critical condition in Glens Falls hospital Friday. Suffering from fractures of both legs, fractured ribs, multiple contusions, lacerations, and shock, DiPhillips was the most seriously injured of those who survived the crash, and the hospital described his condition as “not good”.

“Leo O’Keeffe, of North Creek, who received minor injuries, was discharged from Glens Falls hospital Sunday. Harold Aldrich of Riverside was improving.

“Edson’s body was taken to Port Henry Thursday from Swain’s Funeral Home, North Creek.

“The value of Civilian Protection training was effectively demonstrated here when the train wreck occurred.

“Twenty-five or thirty were treated for minor injuries and shock.

“No telephone connections had been established and uninjured workers loaded the injured on the ballast train and brought them back down to the North Creek station. About one hour elapsed between the time the wreck occurred and the arrival of the train at the station.

“As soon as word of the accident reached North Creek, all Emergency Medical Services responded. The casualty station at Murphy’s Hotel was opened and beds were prepared for incoming patients.

“Kenneth W. Swain, deputy director of Civilian Protection, Town of Johnsbury, who received the first call, supervised the transporting of the injured from the station to the hotel, using his own ambulance and station wagon and Murphy’s and Ordway’s station wagons. These are available for use by the Emergency Medical Service.

“Dr. James A. Glenn, chief of Emergency Medical Service, Town of Johnsbury, and Dr. George Bibby of Pottersville, together with registered nurses, Mrs. Kenneth W. Swain and Mrs. Emmett Higgins, received the patients as they were brought to the hotel. Carl Simmonds, president of the Gore Mt. Ski Club and assistant to Dr. Glenn, had summoned Nurses Aides and those with First Aid training. He also brought Thomas splints and fracture boxes from the Ski Club equipment. Mr. Simmonds supervised first aid treatment to those less severely injured.

“Sheriff Edgar J. Baker, Warren County, was present to render any assistance his office could give.

“Since the accident occurred just over the Essex County line, the Essex County coroner was called.

“Other doctors who worked with the local staff were: Dr. and Mrs. Morris Hosley of Long Lake; Dr. A.B. Beckray, Indian Lake, Dr. Hans Lowenstein of Warrensburg, Dr. Swartz and Dr. Suzanne Schrenk of Chestertown and Dr. Johnson of Newcomb. Emergency ambulances were also sent from Glens Falls and Warrensburg. Dr. Lester C. Husted of Glens Falls drove here with twelve units of plasma from the OCD supply and two from the Glens Falls hospital blood bank. Eight units were used at the casualty station.

“Nurses aids, Mrs. Burns and Mrs. Monthony, under the direction of Carl Simmonds, accompanied Dr. and Mrs. Hosley to North River where about 12 men with minor injuries were given first aid treatment. Miss Marion Ervin of North Creek recorded names, addresses, nature of injuries, and the treatment administered to all patients. Each patient sent to Glens Falls hospital was properly tagged and this attention to detail was of assistance to the hospital staff on arrival there.

“If the trained Emergency Medical Service had not been available with their equipment, greater suffering and loss of life would undoubtedly have resulted.

“Auxiliary policemen, Town of Johnsbury, were on duty throughout the evening and assisted State Police in keeping the streets clear.

“Dr. Glenn and Mr. Swain both expressed their personal satisfaction with the splendid cooperation extended by every person who assisted and the untiring efforts of both of these men deserve the highest commendation.”

2/17/44

### **(RP) 3 Trainmen Held on Manslaughter**

Three trainmen have been ordered held for grand jury action on second degree manslaughter charges as a result of the collision of two work trains at Tahawus. Thirty-two were injured, two fatally, in the crash, which occurred January 26 on a private Adirondack line operated by the National Lead Company.

Arraigned Friday before Essex County Coroner John S. Miller of Crown Point were Robert D. Falkenbury, Saratoga Springs, engineer; Nathaniel J. Wood, North Troy, conductor and Thomas Papa, Fonda, fireman. They were released in \$1,000 bail each.

3/30/44

**(RP) Rush Railroad Work**

The new railroad extending from North Creek to the National Lead Company mines at Tahawus is rapidly being completed. It is expected that by early spring the ore now being shipped by truck to North Creek for loading on freight cars will be done at the mines direct and sent over the new road.

4/5/44

The Scullen Construction Co. under Milton McKenzie, North Hudson, is building RR from NC to Tahawus. [They were leasing the Frank Smith buildings at this time.]

5/31/44

“Engine for Railroad to Lead Co. Mines is Being Used in Albany”

“While awaiting the completion of the new Delaware & Hudson 30 mile railroad between the D&H line at North Creek and the Lake Sanford mines of the National Lead Co., a new Diesel electric locomotive obtained from the American Locomotive Co. in Schenectady, is doing shunting duty as a switch engine in the yards at Albany.

“The new engine, first fuel oil driven locomotive obtained by the D&H, was purchased especially for the new road to the mines, but railroad officials decided to make use of it even though the new road will not be completed for another month. Crews have been receiving instructions in its operation at the Kenwood yards. The new locomotive, No. 3000, is valued at \$85,000.

“Crews accustomed to the coal burners have been impressed with the visibility provided by the windows, the quick stops and starts, the exterior railing and longer performance without stops for water or fueling. The new engine is the first of an expected series of Diesel electrics for the D&H.”

6/19/44

(EH) First train to Tahawus. [This is also confirmed in a "Trains" article from 1/59.]

8/17/44

**(RP) Tahawus Artery is Now Part of Co. Highway System**

Essex county acquired a 15-mile long highway built by the National Lead Company and leading to the company's mines at Tahawus when a resolution was adopted by the Board of Supervisors at its quarterly meeting Monday in Elizabethtown that the road be incorporated into the county highway system.

9/7/44

**(RP) 29 Houses Will Be Erected For Nat'l Lead Co., Tahawus**

The Duplex Construction Company of Glens Falls has started work on a project calling for the erection of 29 houses and additions to a machine shop, garage and storehouse for the National Lead Company at Tahawus as a result of negotiations between the company and the Federal government, just completed. Miscellaneous construction work it also included in the project.

The houses, intended for occupancy by junior executives and other employees of the National Lead Company, which is developing the iron mines at Tahawus, will be of permanent frame construction. All will be one story in height, some containing three bedrooms and others two. The houses will be laid out on a circular street plan. The cost of the project was not made public.

9/21/44

**(RP) Plattsburg Men Get Tahawus Contracts**

Two Plattsburg contractors Monday were awarded contracts for construction work on several new buildings at Tahawus, where the National Lead Company is in the midst of operations in development of the mining area. Both contracts were awarded by National Lead through the Duplex Construction Company of Glens Falls, general contractors. Francis Speth received the contract for the plumbing and heating work and William Murray, the contract for the wiring and electrical work.

9/28/44

**(RP) First Woman Worker**

Mrs. Mary Jordon, Newcomb, has the honor of being the first woman war worker at National Lead Company's new sintering plant in Tahawus. J. S. Barry, personnel director, has announced that approximately 30 women are needed to fill the gap due to the critical manpower shortage in that area.

- 10/19/44 (RP) Harold Edson settled out of court for \$14,500.00 in a case against the Delaware & Hudson Railroad for the accidental death of Roy Edson in the collision of January 26, 1944. He had been employed by S. A. Scullen Construction Company.
- 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. [at North Creek]
- 1/18/45 (RP) **Tahawus is Re-Discovered**  
 Tahawus, now a community of almost 300 persons, boasts 84 modern insulated housing units. Two family apartment buildings with central heating, one for 15 families, the other for 12 families; a boarding house; a dormitory which houses about 80 persons; restaurant; recreation hall; movie hall; pool room; post office; and store where a wide range of merchandise is available from frosted foods and fresh fruits to clothing and hardware. Children attend school at Newcomb, traveling by bus.  
 Beyond the village proper and extending toward the summit of Sanford Hill are offices, change house, medical unit, and various plants, dominated by the twelve giant steps or benches where the ore blasting takes place.  
 Operations include dynamite blasting of ore from benches, following blast hole, wagon-drill and jackhammer drilling; loading with power shovels into Diesel trucks carrying 15 to 30 tons to a load; transportation of ore down a winding road to crushing plant equipped with jaw and cone crushers; (huge chains at the bottom of the bin into which ore is dumped, keep the lumps from all going into the crusher at once) screening and grinding in rod mills; separating in magnetic separators, which process results in magnetite concentrate and rejected material which carries titanium minerals. The latter is treated on gravity concentration tables to remove rock and waste and the table concentrate is then dried and passed through separators of another type to clean the ilmenite concentrate. The magnetite concentrate is piled, for processing in the sintering plant, and the ilmenite concentrate is shipped by rail for further processing to plants of National Lead at Sayerville, NJ and St. Louis, Mo.  
 In the Greenawalt sintering plant (all plant buildings are light grey, several stories high and from a distance merge into the darker grey background) magnetite is spread in pans by a charge car and over this the ignition car passes, finishing the mass, one pan being sintered every 20 minutes. The sintered ore is air cooled, then dumped into a bin holding about 50 tons. Women operate both charge and ignition cars. The sintered ore is shipped by rail for use in blast furnaces.  
 Water for all uses at the mine is provided from Sanford Lake and is pumped through a 24 inch line to a reservoir of 750,000 gallons capacity, 225 feet above lake level. Water for domestic purposes is treated with chlorine, aerated and filtered. There are also two sewage plants.  
 Compressed air for mining operations is supplied at 90 to 100 psi by a 1,000 cubic foot compressor and a 650 cubic foot per minute semi-portable compressor installed at the machine shop. Also by a portable 315 cfm compressor, Diesel powered.  
 Power supplies electric energy to approximately 400 motors varying in size from 450 to 1/16 hp with a combined demand of 3500 kva. A 41 mile, 110kv power line was constructed and terminates at a steel outdoor substation serving three 2500 kva transformers, which step voltage down to 2400 volts.
- 10/10/45 “Cost of constructing Adirondack RR soars past estimate” cost of the 55 mile line was expected to be 2.5 million but will total 4.5 million due to extra costs in the mountains. [probably in the Boreas River Gorge area]
- 11/7/45 (EH) Elmer Harrington went with Leo Baker to Tahawus and back on Diesel #3003.
- 2/20/46 “\$4,000,000 NORTH CREEK-TAHAWUS RAILROAD BUILT AS WAR MEASURE OFFERED BY U.S. FOR SALE, LEASE”  
 “The Federal Government has offered for sale or lease the \$4,000,000 single track railroad from North Creek to Tahawus, built during the war to open the titanium ore resources of the Adirondacks, it was disclosed Feb. 11th.

“Along with the railroad, the Reconstruction Finance Corporation has listed as surplus the \$8,000,000 magnetic ore reduction plant erected at Lake Sanford, near Tahawus post office, to tap the immense ore beds idle for more than a century.

“Both the reduction plant and railroad were constructed by the Defense Plant Corporation as a war emergency when the supply of titanium ore used in obtaining important pigments was cut off from India by Nazi undersea warfare. Both are leased to the National Lead Company, which is still operating the properties, shipping out crude ore at the rate of 20 to 25 carloads a day.

“The magnetic reduction plant employs 150 to 200 workers. It maintained a production schedule which ran up nearly 40 cars a day at one time during the war.

“Under the terms of surplus property disposal the lessees will have an opportunity to say whether they desire to continue in possession. If they decide to give up the operation, the bidding will be open to all qualified.

“To build the railroad, which crosses state forest lands at the lower end of the Adirondack preserve the War Department exercised emergency rights of public necessity. These were upheld in a ruling by Supreme Court Justice O. Byron Brewster, but the Appellate Division reversed the opinion and the question of upholding the state’s constitutional prohibition against occupancy of state lands is now before the Court of Appeals. A ruling is expected in a few weeks.

“Under the present agreement with the state, the railroad may be operated for the war’s duration plus 15 years, it was said.”

- 5/22/46 (AR) A rock slide at Hyslop cut, 9 miles south of Sanford Lake, dropped 1,000 tons of rock on the tracks, covering them up to 7' deep. Explosives had to be used in some places to break up the large pieces. The line was opened 4 days later.
- 1948 (AR) A 2,783' siding was added [Ordway siding] for 60 cars. [listed below on the VM] Also added that year were tracks at Tahawus.  
Track 1 West at 2,551', Track 1 East at 1,164', Track 2 East at 932', Main Lead to #1 West, and Crossing #2 Loading track to Team track at 110'  
The new industry was expected to ship 300,000 tons annually.
- 3/9/49 (VM 30A) “Permanent easement granted to US Government in part of r.o.w. parcels 1 and 4 & all of parcels 2 and 3.”
- 3/9/49 (VM 30A) “New siding with south p.s. at sta. 3051+15.56 added. (30B) “New siding with north p.s. at sta. 3078+98.26 added.” [This gives a total length of 2,782.7 feet for Ordway siding.]
- 10/11/51 (RP) National Lead was advertising for welders needed at a starting rate of \$63 per week.
- 12/17/53 (RP) The Secretary of the Air Force told a Senate sub-committee that we are woefully weak in our supply in titanium. There is no shortage of titanium in the ground but the bottleneck is in refining the ore, done at the Allegheny - Ludlum Steel Corporation plant at Watervliet. They process the greater share of titanium which goes into jet engine manufacture at a rate of about three tons a day.
- 11/4/54 (RP) **Tahawus Titanium Mines Bring Change In Hudson River Bed**  
The course of the Hudson River is being changed for three quarters of a mile in the Lake Sanford region near Tahawus by the National Lead Company in a move to find space for 1,000 tons a day of slurry water. They have been pouring this into a diked off portion of the lake for 12 years but found that the lake couldn't take much more.  
Work was begun a year ago in cutting a new channel, 80 feet wide and 3,400 feet long to carry the river around a small mountain and safely away from the tailings area. It will take 20 years to fill the newly created depository in Lake Sanford.
- 1955 or 56 (Bob Warnock) A worker was crushed between two cars near Tahawus. [see next article]
- 3/24/55 (RP) Robert Monroe, 30, of Pottersville, was crushed to death Thursday evening on the No. 2 sublevel of the National Lead Company mine, when he was caught between the counterweight and

tread on an earth moving shovel driven by Ivan Waldron, 42, of North Creek. The shovel was loading at the time of the accident. According to the troopers investigating, he was underneath the machine when it was set in motion by unsuspecting co-workers, the power shovel running completely over him.

- 11/24/55 (Bob Warnock) There was a derailment in the Vanderwacker Flow area due to a broken rail. One mile south of Route 9N. No one was injured.
- 3/1/56 (RP) The National Lead Company has announced that it is expanding by 26 percent the capacity of its ilmenite mine and mill at Tahawus, already the largest operation of its kind in the world. Expenditures will be utilized mainly to add a fifth production line to the mill where ore is concentrated for shipment. Another shift will be added to the mine forces, and additional manpower to the mine and mill sections, the company said.
- 2/19/58 "National Lead Company was shipping a hundred cars of ore a day, now they are shipping less than one-third of that, and besides that they are stockpiling a lot of their production."
- 7/3/63 "Village of Tahawus to be moved this month"
- 7/11/63 (RP) July 15 will be moving day for the Adirondack community of Tahawus of about 650 and its 76 buildings. The community will move to a new location at Newcomb, 10 miles southwest of here, because the National Lead Co. has found a rich vein of titanium ore beneath that hamlet.
- 12/30/70 "New Plant To Expand Markets" 4.5 million magnetite regrind circuit at National Lead mine is expected to be built by early 1971. The facility is designed to remove more titanium ore.
- 5/5/71 "Freight Cars Derailed" Two cars loaded with coal, 7 empties and 2 engines heading north derailed on 5/4 at 8am at the 13th Lake crossing. It is believed to be caused by recent thaws and heavy rains.
- 12/2/71 **(RP) Proposed Sale of Tahawus R.R. Protested**  
State Commissioner of Environmental Conservation Henry Diamond has protested the proposed sale of the Tahawus railroad in the Adirondacks to the National Lead Company. The railroad, built in 1941 as part of the national defense effort, is owned by the Federal government. The right-of-way acquired in 1941 consists partly of privately owned land and partly of Forest Preserve land owned by the state.  
The General Services Administration proposes to sell the railroad outright to the National Lead Company for \$2,100,000 in a negotiated sale. Commissioner Diamond has proposed, instead, alternatives which would permit continues use of the railroad by National Lead while preserving the State's interest in that portion of the right-of-way which consists of Forest Preserve land.
- 2/2/72 "Agree to Defer Sale of Railroad" The proposed sale of the Tahawus railroad to National Lead Co. has been deferred indefinitely. The US General Services Administration proposed to sell the right-of-way to National Lead for 2.1 million. Three alternatives have been suggested: reversion back to the people should NL cease operations, selling the right-of-way to the state which would transfer NL's payments to the federal government, and giving the easement to the state for park purposes subject to NL's continuing use of the railroad.
- 4/10/80 The last eight cars of a 61 car train derailed near Newcomb, ripping up 300 feet of track. Workers Edward Diet and Dennis Corsale received minor injuries in the caboose. Service was restored on April 9th.
- 8/89 (BLHS "Bulletin", 8/97, p. 25) In August of 1989, the General Services Administration of the U.S. Government auctioned off the 33 miles of railroad running from the D&H connection at North Creek to NL Chemicals, Inc. NL Chemicals was the successful bidder at \$950,000. Actual mining of the big open pit ceased about September of 1982, with the surplus ore being stockpiled, to be carried out by the trains. There is reportedly still about a billion dollars worth of these materials in the ground

remaining to be mined. It has been reported that some time in late 1989, NL Industries discovered two rich titanium ore veins in the big open pit mine.

- 11/23/89 "Last Train From Tahawus Leaves North Creek" The plant will be closing its facilities in a few weeks.
- 12/14/89 (Deed) NL Chemicals acquires the ROW in Warren County.
- 8/19/2003 (OSI) The Open Space Institute acquired the 9,646 acre Tahawus Tract through its land acquisition affiliate, the Open Space Conservancy, for \$8.5 million. OSI will sell a significant portion of the tract, approximately 6,000 acres, to New York State. They plan to protect the remains of the village of Adirondac, which is listed on the State and Federal Register of Historic Places.
- 7/21/05 (Railroad.net) The ROW owned by the OSI is to be scrapped. The Sinter Plant has been demolished and the Dry Mill has been started. They are supposed to finish by June 2006.
- 2/17/2006 (Railroad.net) Demolition has ceased for the winter with most of the buildings now gone. The Dry Mill, Sinter Plant, machine shop, crusher, screen plant, boiler house and loco shop are all gone. The Wet Mill is 2/3 down with completion expected by June. The office, truck garage, work shop and Foote Cottage are to remain for now. NL still owns the mine and 1,000 acres.
- 2005-06 (Sabre Demolition Article) NL Industries sought bids for removing all buildings on the site. Sabre Demolition Corp was the company chosen. In January 2005, they were awarded a \$2.3 million contract and began work in April. They had from five to 25 workers on site as things demanded. The project included asbestos abatement, iron ore cleanup and complete demolition of fifteen structures and two 200 foot stacks. It included over one half million square feet of concrete and ten thousand tons of steel which had to be cut to five foot pieces. A special new cutting attachment allowed them to process about 60 tons of steel per day. Environmental clean up involved florescent tubes, PCB ballasts and transformers. An exceptionally harsh winter forced them to stop for three months but the project was completed by summer 2006.
- 12/2006 (BLHS, p.36) A \$750,000 grant from the state is to be used to purchase the line from North Creek to Tahawus. The grant goes to the Town of Newcomb which has joined Warren County in acquiring the 29 mile line. [This must not have gone through as NL Chemicals and Essex County own it.]
- 1/31/2008 (NYSDEC) New York State closed on the purchase of 6,813 acres of the Tahawus wilderness from OSI for \$5.096 million. This has been added to the Adirondack Forest Preserve.
- 11/16/2009 (Email) Friends of the Upper Hudson Rail Trail has received a grant from the Parks and Trails New York organization which will provide technical assistance in developing the Tahawus extension into a rail trail. They also will be applying for another grant this week to provide funding to get the organization up to speed with PR materials, a website and other similar items.  
Curt Austin and Mark Bergman of Friends of the Upper Hudson Rail Trail met with OSI in Albany last week to discuss the trail. OSI had looked into a rail trail back in 2005 but complications ensued with the APA as they worked on gaining approval for the entire Tahawus project. A meeting with the APA is scheduled for December 15th.
- 12/18/2010 The president of Iowa Pacific Holdings is currently seeking to buy a 20-mile stretch of track extending into Hamilton and Essex Counties if they are awarded the operator contract for 2011. President Ed Ellis said that they have a previous relationship with NL Industries (owned by Kronos Worldwide) and have received an offer.
- 3/2011 (BLHS, p.16)  
Warren County is currently working to make Iowa Pacific the new operator of the line. They propose to reopen 28 miles of the former branch to Tahawus. The Essex County Industrial

Development Authority currently owns the line for tax purposes but is preparing to transfer it back to National Lead.

Iowa Pacific is also looking into restoring freight service with both T.C. Murphy Lumber and Barton Mines.

- 1/5/2012 (Post Star) The Adirondack Council, the most influential environmental group in the Adirondacks, may join a petition filed by Protect The Adirondacks to stop the S&NC Railway from reopening the line to Tahawus. They raise issues of ownership, compatibility, environmental impact and legal precedent.  
Iowa Pacific wants to haul tailings from NL Industry's mine at Tahawus and possible the Barton Mine in North River.
- July 2012 (BLHS, p.35)  
On May 14th, the Federal Surface Transportation Board approved Iowa Pacific's request to reopen the 30 miles of track above North Creek and start freight service to Tahawus. The waste rock at the closed mine is currently being moved by truck. Track work should create 15 to 20 short term jobs. They plan on investing about \$5 million in the work.
- 8/9/2012 The S&NC Railway ran a train up to North River this week for the first time since 1989. This was just for publicity and to show Barton's they are serious about a partnership. Work is progressing on track clearing.
- 10/25/2012 (Internet) The Saratoga & North Creek Railway ran their first train to Tahawus today with Alco S-2 #821 and a caboose.
- 2/20/2013 (San Francisco Chronicle) Iowa Pacific announced that they made their first shipment in 25 years on the newly renovated Adirondack tracks. Renovations on the first leg of the freight route, running 5-1/2 miles from North Creek to North River, were completed in August and on February 20th, Barton Mines began shipping garnet used in industrial abrasives.
- 7/2/2013 (WCBOS) Freight operations on the S&NCR are moving ahead and they are working with a potential customer to ship 250,000 tons of stone to Troy where it would be loaded on a barge and shipped to NYC. They are also supposed to ship another test load for Barton Mines which is arranged with the CP and shipped to Reserve, Louisiana.
- 12/12/2013 (Deeds) Right-of-way property is currently owned by NL Chemicals in Warren and Hamilton Counties and the Essex County IDA in that county.