

Washburn's Eddy & The Dugway

Washburn's Eddy: This is a bend in the river at the outlet of Anderson Creek. Just north of here Robert Gilchrist built his ill-fated suspension bridge at the same time that the railroad was being built to North Creek. There was also a sawmill along Anderson (Avery) Creek.

9/8/1871 (Adirondack Bridgebuilder from Charleston, p. 85) "On September 8, 1871, nine-year old Clarence Ross was visiting his uncle, John Loveland, on Dillon Hill. They walked to the grand opening of Gilchrist's bridge some two miles away. "The road we went was by the Anderson school house on the road between Wevertown and The Glen, turned left and went down passed the Gilchrist mansion to Washburn's Eddy where the new bridge was. In the afternoon the first locomotive came as far as this and what excitement! A steam engine and two box cars!!! What an ugly looking monster it was! What an excited, enthusiastic cheering crowd." [A live account was re-printed in the NE on 6/18/41] "The Glens Falls Republican called it "A Wire Bridge Across the Hudson" and described it as "being 15 feet wide, with a span of 230 feet, constructed by Charles MacDonald of 80 Broadway, New York, of the pattern know as Roebling's bridges,... and is a most substantial structure." "A week later in The Glens Falls Republican a letter to the editor stated that "...businessmen... have formed a company called the Central Bridge Co. and are building a wire bridge costing \$15,000 across the Hudson at Folsom's Landing (some three miles above Mr. Gilchrist's bridge)... Mr. Gilchrist has got a bridge built, but he has got to dig through a mountain of granite before he can have a road to get to the bridge from the Chester side of the river.""

[Remnants of the bridge still exist if you know where to look. The stone foundation on the west side is still in good shape and a piece of one end of the suspension cable is still embedded in the rocks. To find it, leave route 28 and turn onto Harrington Road. A short ways down this road you will come to a sharp left turn (just after Han Peter Rd). After this park along the road and look for an old road that angles downhill to the south. Once you find this it is an easy walk across the tracks and to the old foundation at the river.]

4/1/1873 (ABFC, p. 96) "On April 1, 1873, like a cruel April Fool's joke, heavy, wet snow damaged the bridge Gilchrist had built. A week later...The Glens Falls Republican said, "On the 1st inst. one of the anchors of the suspension bridge at Washburn's Eddy gave way, and the bridge now hangs by one cable, bottom side up. The weight of the snow and careless manner in which the anchors were built is the cause. The bridge was erected by Mr. R.C. Gilchrist some year and a half ago and cost upwards of \$8,000.""

7/16/1883 (DH) The RR was looking for timber prices for replacing the Avery Creek bridge. It was a Howe truss design with a clear span of 57'-6".

1891 (RRC) The bridge was replaced with a new deck plate girder and stone abutments.

12/5/43 (EH) New RR bridge at Eddy [It says on the bridge "Painted Nov 1943". This is over Anderson (Avery) Creek. It measures 5' high x 60' long.]

1953 (Deed) There seems to be some controversy over the naming of the creek here. A deed from 1953 shows property on the creek owned by two families of Andersons and the creek is labeled "Anderson Brook". Andersons were also listed on the Beers Atlas of 1878 owning property at this same location. All Adirondack Railway and D&H references call this "Avery Creek" but there is no local reference to this name. Avery also shows up on a c.1865 survey map of the Adirondack Company.

The Dugway: (PS) The area called the dugway is a half mile stretch that was prone to washouts from the steep hill on the west side. Elmer Harrington patrolled this area from 1890 until 1937. The railroad provided a shanty at the dugway in c.1900 for him. There was also a siding just north of the shanty, where Mill creek empties into the Hudson, which was used for spotting cars to be loaded with pulpwood. Elmer had a three wheeled pump car which he would ride to Riverside to pick up his pay. A gas powered patrol car was in use by 1929.

- 1/6/1870 (SA) The trestle over Mill Creek was carried away by ice break up along with about 60 feet of track.
- 9/8/1874 (DH) Mill Creek was mentioned as one place needed for coal delivery. [Not sure for what.]
- 8/26/1877 (DH) The switch at Mill Creek was mentioned in a letter regarding shipments by Humphrey & Son. It seems they didn't like being charged more for shipping from that location and the reason given to them was that there was extra time involved for switching.
- 3/7/1882 (SA) Landslides near Thurman were being removed. [possibly here]
- 3/17/1883 (DH) The railroad was seeking prices for timber to replace the Mill Creek bridge. It was a Howe truss design with a span of 90'.
- 1889 (RRC) The wood bridge over Mill Creek is in good condition.
- 1890 (PS) Elmer Harrington starts working at the dugway.
- 1891 (P) The bridge over Mill Creek has a plaque dating it to 1891. It measures 7' high and 77'-4" long and was built by the Rochester Bridge Works, Rochester, NY.
- 1891 (Atlas) There is a 750' siding on the west side of the tracks which ends 120' south of the Mill Creek bridge. The bridge is 85' long. The property just south of the creek is listed as Harrington and just north of the bridge as Tannery Co.
- 2/7/1898 (WN) 1500 cords of pulpwood have been shipped from the station and Mill Creek since January 10.
- 1900 (P) Elmer is standing in the door of the shanty with some of his family in front.
- c.1900 (P) Mill Creek bridge is shown with piles of logs to the south for the siding there.
- 6/10/03 (EH) "13 years on dugway."
- c. 1905 (P) Elmer Harrington and the local section gang are standing around a pump car in front of the shanty. The building is just big enough for a few seats and a stove and is located on the east side of the tracks.
- 1907 (Univ. of the State of NY Bulletin no. 561, 2/15/14, p. 80) The Sanders Brothers Mine was in operation near the mouth of Mill Creek in 1914 mining garnet. Work began in 1907 on the south side of the creek but is now all on the north side. [The garnet was put in barrels and delivered to the Riverside station. PS mentions that a Pete Sanders was involved with the construction of the mill but he was not aware of a brother. An "Adirondack Life" article from spring 1976 says that the mill was built by Rexford and Sanders and that it had a rich but small deposit. "Kerosene engines were used to power the mill, and a dry process was used to screen the garnet. The volume of garnet produced by the mill was never very large."]
- 8/1/10 (EH) "Duffy & I began work on Garnet Mine." [He worked there occasionally when the railroad went on strike.]

1913 (DH) Mill Creek is listed as an 812' siding.

3/ /13 (EH) Heavy rains caused washouts and no trains 3/25-29.

8/ /14 (EH) "Work at garnet mill for 2 weeks."

1916 (VM24) The shanty is shown at A84.23.

1918 (P) There are two photos of the shanty with a location of A84.23.

1919 (EH) Elmer Harrington's railroad income for the year was \$1,224.71.

10/21 (From a map showing property owners along the Hudson River, A.P. & L. Corp, 10/21, revised 6/22.) The Warren County Garnet Mills owned 7200 feet of river property from near the end of Mill Creek north towards Riverside.

1/3/23 (EH) "To Mill - work until 11:00 pm, repr to crusher."

1925-26 (PS) Elmer built steps up the hill toward his house from marble pieces. There were at least 200 steps as well as a railing.

11/1/26 (EH) "Work extra with steam shovel." [This was for working on the dugway area to make it safer and to get ready for marble rip-rap.]

12/18/26 (EH) "Work extra with marble - 12 loads."

12/21/26 (EH) "Work extra with marble - 8 loads."

1929 (TT) Lists Mill Creek siding which could be used for passing trains. 955' south of A-85.

1930 (From notes of Lewis Waddell) "Mill Creek switch last used about 1930. Garnet, pulp, 4 ft hardwood."

1932 (P) Elmer Harrington is standing in front of the shanty with his brothers and sisters.

3/1/34 (BLHS 7/04, p.4) A list of station symbols includes "Mill Creek Siding" at 3.4 miles north of The Glen.

5/18/35 (EH) "Thru on Dugway."

6/10/35 (EH) "45 yrs for D&H"

7/6/37 (VM24) Mill Creek siding at A84.80 was removed. The 1922 survey shows it at 786' long.

7/19/37 (EH) "Recd orders to return to Dugway tomorrow AM."

8/31/37 (EH) "Retire from RR service. 47 yrs, 2 mo, 11 days."

1941 (AR) The Mill Creek bridge abutments were repaired using pressure grouting.

6/19/44 (EH) "Down to shanty to see Diesel engine go up."

3/28/48 (EH) "First train since the 22."

9/26/54 (ETT) A telephone is on the south side of the Watchman's Shelter.

- 10/26/58 (ETT) The telephone is still on the Shelter.
- 1959 (ETT) The telephone is no longer on the shelter so was probably removed in 1958.
- 1961 (TT) A telephone is listed for the Dugway, 1,225 feet north of mile post A84. [This is the former location of the shelter which was removed sometime probably in 1959.]
- 11/6/2008 (FM,P) The Dugway starts just south of A84 and goes about 1800' north. There is a steep hill on the west and a drop off to the Hudson on the east. Lots of marble pieces from the 1926 repairs. Also some old concrete piers used for fill at the north end. No evidence of the shanty except for finding an old bar with a chisel at one end which may have been used for chipping ice. I did find the stone steps going up the hill toward the Harrington farm. There is no evidence of a phone location.
- 11/6/2008 (FM,P) The Mill Creek bridge is 17' wide, 85" tall and 85' long. The flange is 18" wide and the cross beams are 10"x30". There is no evidence of a siding just south of the bridge but there is room for one. I did find a definite old road leading to this area down the hill in the woods. Just north of the bridge is a 60' long stone foundation that may have been used by the garnet mine. An old road in the woods follows the north side of Mill Creek back towards the main road and may have been for the mine. No evidence of mining.