

Warrensburg

Warrensburg: [1/4 mile south of Thurman Station] The branch and its bridges over the Hudson were built in 1905. Old coach #43 was placed there in 1907 for a freight office and two boxcars served as freight storage. These were replaced in 1929 with a freight house which lasted through at least 1951 but was gone by the late 60's. The branch was eliminated in 1980. No passenger service was ever mentioned on D&H timetables.

1876 (Beers Atlas) Businesses that may have used the railroad in Thurman include:
A. C. Emerson & Co. – Manufacturer and dealer in lumber
G. T. Lewis – Saw and shingle mill

1/1879 (DH) Letters mention both AC Emerson and Warrensburgh Pulp Co as businesses.

1898 (WN) Businesses of this time that probably used the railroad include:

The Empire Shirt Company: Organized by L. W. Emerson and Louis Weinman in 1879. The building was located along River Street on the Schroon River. One of the buildings still exists today at the end of the old railroad bed. It was claimed to be "one of the most comprehensive and well-equipped plants for the manufacture of shirts in the country". Its output in 1898 was 100,000 dozen shirts yearly.

J. P. Baumann & Son: This company shared space with the Empire Shirt Co. and was a producer of ladies' shirt waists. They erected a building in 1896 and their production in 1898 was 500 dozen waists and 200 dozen night robes daily. They employed about 800 people and were then working on a large addition.

A. C. Emerson & Company: This saw mill was located next to the shirt company along the Schroon River. One of the buildings and the grist mill are still there today. The saw mill was built between 1818 and 1820 by Dudley Farlin and changed hands many times since then. It contained seventy saws, set in gangs, which operated in an up and down motion. The nearby grist mill was built in 1806.

Schroon River Pulp Company: This company was started in 1892 along the Schroon River to manufacture spruce ground wood pulp. Their dam on the river was 175 feet wide and 24 feet high. The flume was 230 feet long and developed 2,000 horsepower. This later became the Warrensburg Wood & Paper Corp. A picture from 1898 shows some buildings with a large stack of logs and a crude narrow gauge railroad. [See note above from 1879.]

10/3/1903 (Mechanicsville Saturday Mercury) Surveyors are laying out the line for a connection to Warrensburg.

2/23/05 (WN) Nine car loads of bridge material arrived at Thurman station on Tuesday for the line.

3/21/05 (VM Wburg) Date of the first recorded land grant to the D&H on the line.

1905 (DH) P. Hart & Sons were contractors working on the excavation from January to September. The tool house measured 12'x24'.

1905 (HL) The Warrensburg branch was completed from Thurman. Passenger service between Thurman and Warrensburg only lasted a short time, the train making connection with the northbound morning mail train and the southbound mail train in the afternoon. The passenger station was located in back of the "Barn" dress factory. [They must mean freight station not passenger.]

- 12/2/05 (Glens Falls Post Star) "First Train into Warrensburg" "The first train to run over the new branch of the Delaware and Hudson from Thurman to Warrensburg was run Saturday morning, arriving in Warrensburg about noon, writes a correspondent. This was the first steam train that ever entered Warrensburg. The Thurman Warrensburg extension is about three miles long, and was begun last summer. It crosses the Hudson south of Thurman on an iron bridge [actually three bridges] that was formerly used between Troy and Green Island. The new extension connects with Adirondack branch of the Delaware and Hudson at Thurman, and gives an outlet for a large quantity of paper, pulp, manufactured linen and other manufactured products of Warrensburg, which hitherto have been carried to Lake George by team or on trolley cars."
- 1906 (Deed) A map shows just a single track at the end of the branch and crossing over Mill Ave. T.J. Smith owns the property on the north side of the tracks which has a barn on Mill Ave. and a shed further west near the track.
- 1909 (AR) Standard Oil Co. was a new industry with storage tanks.
- 1910 (DH) G.N. Lane was the freight agent earning \$55 per month. He had one helper and they had monthly earnings averaging \$2,900.
- 12/30/12 (DH) A siding was added for D.E. Pasco at the final bend in the tracks before the end of the line. It was about 200' long. Pasco needed more storage space for all the shipments he was receiving so he built a new storehouse there. It was on D&H right-of-way so he paid part of the bill. Due to the steepness of the grades near there, he didn't have a choice about where to put it. A letterhead from this time shows that he dealt in lumber, hardware, feed, stoves, etc. At this time Pasco reports having received 5 carloads of grain in 10 days. [Today, you can still see the site for this siding which is now owned by Curtis Lumber and used for storage. An old concrete foundation is still there next to a steep slope down to their store. (Deed) Curtis acquired the ROW on 10/7/81.]
- 1913 (AR) T.J. Smith & Son erected a large new building. [This is the grain elevator building currently labeled "DE Pasco".]
- 1913 (DH) The branch is listed as 23,690' long with the following sidings:
 Smith's spur - 380'
 Pasco spur - 200'
 Schroon River Pulp & Paper - 2,027' + 400' second track
- 1916 (AR) Pasco had a lease for land to build a platform.
- 1920 (AR) Proposed coal pocket for Emerson.
- 12/2/20 (WN) Emerson properties were being sold at auction. There was a description of the property and mention of a coal yard.
- 1921 (DH) The three bridges over the Hudson received inside guard rails and the two main spans received new decks.
- 4/9/21 (DH) A 140' extension was made to the end of track for AC Emerson coal at a cost of \$957 for their new storage plant. Plans for this dating to 1/29/21 show the grain building as TJ Smith & Son and the old car used for a freight station was on the east side of the street on a third track in this area. There are a lot of letters in the following years in an attempt to get Emerson to sign a siding agreement for the track to his coal plant.
- 1/21/22 (VM Wburg) "Track for D.E. Pasco and Sons extended at sta. 173+26.7." [This shows how much later some of the VM entries were written in.]
- 1/21/22 (VM Wburg) "Track "B2" extended 136'."

10/16/24 (DH) A new loading platform was just completed in front of the two boxcars sitting next to the passenger car freight house. It measured 60'-6" long with a 17' ramp on the east end. This was done to facilitate unloading of autos.

1924 (DH) A blueprint shows the section house at the last bend in the line before the end and located on the south side of the tracks.

1/29/25 (VM Wburg) "Loading platform added at end of line."

1927 (AR) Robert Hewitt was listed as a new coal industry.

6/3/27 (Atlas) Land around coal building was granted to the D&H.

1928 A map shows a second building next to the grain elevator on the west side.

5/15/28 (P) Photo from D&H collection shows the passenger car used for a station with a box car next to it for freight. The D&H lists the photo as "Passenger and Freight station"

12/18/28 (AR) Two tracks east of the main were abandoned.

3/21/29 (WN) The new D&H freight house, which has been under construction for six weeks, will be put into use on Monday 3/25. George Lane is the agent with Walter Lane assisting. The siding has a four car capacity. The building is painted green with dark green trim, has a varnished pine interior, and measures 40'x60'. There are two large doors on either side. A petition had been made less than a year ago for a new station.

3/23/29 (AR) The box cars and passenger coach used for freight were inadequate and needed major repair so they decided to build a new 20'x60' building to replace them. This was completed on 3/23.

4/30/29 (VM Wburg) "Two tracks at Warrensburg removed." [at end of line on south side]

6/4/29 (VM Wburg) "Three car bodies removed & new freight ho. added."

11/27/29 (AR) Cancellation of siding agreement with Standard Oil.

7/28/31 (P) "New Freight Station" [This building was located opposite the tracks from the existing grain building. Bill Bibby spotted cars here in the late 60's and said this building was not there at that time.]

1932 (AR) The Warrensburg Mfg. Co. was listed as a new industry making shirts.

11/14/32 (AR) There was a listing for a side track agreement with A.C. Emerson.

9/26/34 (AR) Retired portion of industry track. [not specified where]

11/5/34 (AR) Retired depot track. [Same as listed below.]

11/24/34 (VM Wburg) "Spur track "B1" at sta. 168.85.5 removed." [near end of north side of yard]

1935 (AR) New industries were Frederick Sleister, excelsior and sawdust and the Rotary Shirt Co. making shirts.

9/3/35 (VM Wburg) "Section tool ho. at sta. 166.90 at Warrensburg moved to sta. 1823+50.2 at Thurman."

- c.1950 (Thurman *Quarterly*, p.17) Steve Parisi lived in a house just across the bridge on the Warrensburg spur and remembers the train often going through at 2am. At that time the train serviced the pulp mill, Pasco's Feed & Grain Store (now Curtis Lumber), A. C. Emerson & Sons and the Railway Express Office. Coal was a big commodity at that time with the large coal tipple at the end of the line. Pasco's had a satellite store in Hadley on a siding.
- 1951 Partial list of businesses shipping through the D&H from their Shippers Guide:
Warrensburg Pulp & Paper; Pasco - feed, grain & hardware; Emerson - lumber; Atlantic Lumber; Crandall - grain; McPhillips Bros - lumber.
- 1/1/51 (OL) J.D. Foley is the freight agent and the station has a sloped platform for autos or horses.
- 9/26/54 (ETT) Locomotives with water tanks of 1600 gallon capacity were restricted from crossing the Hudson River bridges unless the tanks were empty.
- 7/13/55 (VM Wburg) "Main track removed from sta. 162.56 to sta. 175+70.8." [There was still a parallel track here that remained in use.]
- 9/29/58 (Sch. Gazette) Railroad enthusiasts traveled on a special train sponsored by the Capitol District Railroad Club which brought the first passengers to the Warrensburg freight station.
- 10/29/61 (ETT) Trains with more than two engines were not allowed on the Hudson River bridges.
- 10/27/63 (ETT) Same two unit restriction on the bridges.
- 2/21/68 (Deed) A map shows the Pasco siding near the present lumber yard, a single track that splits into two before the grain building, both tracks crossing over Mill Ave. and a single building on the south side of the tracks from the feed store.
- 2/29/68 (Deed) The D&H sold the property with the current two silver sheds to Northeastern Products Corp. who owned it until 1995. Bill Bibby says that cars spotted here were loaded with bagged sawdust. It is now owned by the Hudson Headwaters Health Network. [NEPCO was founded in Warrensburg in 1955, making hardwood smoking sawdust for the meat industry and by the mid 60's was a leader in manufacturing wood fibers for the animal bedding industry. They now have three locations. I contacted them in 2010 and learned that they retained no history or photos of the buildings.]
- late 60's Bill Bibby remembers that Pasco Feed did a good business with the railroad and there was still an occasional car for Emerson Coal.
- 1973 An article from the Hadley Luzerne Historical Society mentions that freight service consists of two trains each way per week. They go north on Monday and Thursday and go south on Tuesday and Friday. The freight for Warrensburg is handled on the southbound trip when the cars are pushed over the Hudson river bridge by one of the locomotives due to a weight restriction. The cars are then pulled back to Thurman where they are coupled to the front of the ore train.
- 4/29/73 (ETT) Warrensburg is listed with a distance of 3.4 miles, has a restriction of one locomotive only and has speed limits of 10mph on the bridges and 20mph elsewhere.
- 4/30/78 (ETT) Same listing as 1973 except that the speed limit was 10mph for entire branch.
- 11/78 A freight service structure map of the D&H does not show the branch to Warrensburg.
- 6/3/80 (Deed) Date of official order #1244 of Department of Transportation regarding abandonment.

- 10/8/80 D&H General Order #7-16: "Effective at once: That portion of the Delaware and Hudson Railway referred to as the Warrensburg Branch is eliminated."
- 2/9/81 A D&H Stations & Mileages map does not show the branch to Warrensburg.
- 10/31/85 (Deed) Property abandonment of branch was executed pursuant to Official Order #1244.
- 9/5/86 (Deed) The land from 0+00 to 171+72 was sold to the Delaware River Estates with the stipulation the D&H and its successors retained the right to remove the bridges in the future. This included the former yard area at the end of tracks.
- 1991 (P) Track goes only to the first bridge.
- 1997 (P) There are still several buildings at the end of the tracks. There is a coal building with a spot for dumping loads of coal on to a conveyor. There are four chutes on the west side of the building for local deliveries. There is a large grain building on the north side of the tracks which was the Pasco feed store. There are also two green storage sheds with corrugated steel siding opposite the feed building. This is where the old D&H freight station once stood.
- 11/7/2008 (P) Walked the old roadbed to the siding labeled for Pasco that was on the last curve before getting to the end of the line. There is a large, level area used by Curtis Lumber for storage and an old concrete foundation in the area on the map that shows buildings. I was told that the lumber company used to be called Pasco. Just east of South Street is what looks like an old well with laid up cut stone walls. This is on the south side of the tracks and set into the hill. This looks to be marked on the 1916 map but not labeled.
- June 2010 (Thurman Historical Society *Quarterly*, p.9) From memories of Gary Martin.
When I was about four years old ('53), Mom and Dad moved our family to Warrensburg, 30 Smith Street, also known in old Warrensburg as "the Klondike". Emerson operations were still being worked and the grist mill, sawmill, coal bins and shirt factory were operating. It was a great place for us kids to be around, or at least we thought so. About once a week or so the train would back in from Thurman station bringing hopper cars full of coal and boxcars with grain. Sometimes Bruce Buick or Duell's Oldsmobile would get new cars. There was a large ramp for unloading cars. We used to ride our bikes on it. Our house at the time was heated with coal so the men came in the fall with a big truck and set up a coal chute that ran into the coal bin my father had built down in the cellar. The coal was in canvas bags each weighing fifty pounds or so. Sweet's lumber and Emerson's shipped out lumber and there was a freight office for certain packages.
The spur line from Thurman Station had a siding that could be switched to bring coal into Pasco hardware (now Curtis Lumber). Hopper cars dumped the coal into a pit in a large coal building which had a conveyor to carry the coal up into the coal bins. This siding was a dead end, so when the train was finished, it had to pull back out so the brake man could switch the tracks. From Pasco's to Emerson's there was another switch, one side going to the grain building and the coal bins and the other side for the freight depot and car ramp. It must have taken some real organization by the train crew to get all the cars in the right order.
One time at Pasco's some kid broke the padlock on the track switch and switched from the spur to the dead end siding. The train seldom came during the day, most times at night. Well, when the train came in from Thurman that night, it was headed for Emerson's further down and didn't realize the tracks had been switched into Pasco's. By the time the engineer realized what was going on, he had backed two or three cars of coal down over the bank right into Reed's back yard. This caused a big investigation and eventually the arrest of the kid. The D&H brought in a large crane and worked for several weeks to bring those cars back up the bank. We spent every day down there watching. We always played down at Emerson's, climbing on the cars, always pretending something. If workers caught us, we got run off. None of us ever got hurt.

8/22/2011 (Post Star) A massive fire this morning destroyed two buildings and damaged four others along River Street, and the owner of the complex where the fire started said she believes arson was the cause. The fire began in a three-story former coal storage facility that was being used for storage. The owners are Kent and Glenda Duell.

Branch to Paper Company:

1892 Schroon River Pulp Company: This company was started in 1892 along the Schroon River to manufacture spruce ground wood pulp. Their dam on the river was 175 feet wide and 24 feet high. The flume was 230 feet long and developed 2,000 horsepower. This later became the Warrensburg Wood & Paper Corp. A picture from 1898 shows some buildings with a large stack of logs and a crude narrow gauge railroad.

10/14/01 (Troy Times) The Schroon River Pulp & Paper Co. was incorporated today with capitol stock of \$315,000. Two of the founders were Louis & James Emerson.

12/5/01 (WN) The foundation of the new paper mill is going up rapidly and should be completed in 10 days.

1/9/02 (Deed) Harrington and Brown sold the property to the Schroon River Pulp & Paper Co. for \$37,500.

7/18/02 (Troy Times) The new mill is nearly completed and the machines have been tested.

3/22/05 (Deed) The D&H bought the right of way branch to the paper company.

1913 (DH) The Schroon River Pulp & Paper Company had a 2,027' siding with a second 400' one.

1917 (DH) A blueprint shows the side track to the paper mill.

10/30/24 (DH) A proposed side track for the Schroon River Pulp & Paper Co. is shown on a plan but never built. It would have been located on the main line, not on their spur to the plant. W. Durkee was in charge of the mill at this time. The reason to abandon the siding was because of problems in obtaining the right-of-way.

1/21/25 (DH) A blueprint shows the existing siding to the Schroon River Co. with two tracks at the mill; one of which curves around the east end of the mill.

8/30/34 (Troy Times) The paper mill will re-open after being idle for three years.

2/8/35 (VM Wburg) "2 tracks at Schroon River Pulp & Paper Co. shortened. Track "A1" shortened 99' – track "A" shortened 60'."

1942 (AR) The Schroon River Pulp & Paper Co. was sold to the Warrensburg Pulp & Paper Corp.

3/18/43 (WN) The paper company was sold in bankruptcy to the Ashland Paper Manufacturing Company for \$37,500 at the mill on Friday March 12. [Ironic that this is what they paid for the property in 1902.]

4/1/43 (Deed) The S.R.P.&P. Co. went bankrupt and sold to the Warrensburg P.& P. Corp.

4/17/46 Ad for Warrensburg Pulp & Paper Corp. asking for balsam and spruce

12/30/55 (VM Wburg) "Spur track "A1" with p.s. at sta. 17+39 removed." [in front of Paper Co.]

3/23/56 (VM Wburg) "Track "A" extended 135'." [At Paper Co.]

5/1/61 (Deed) Warrensburg Paper Mills sold the business to the Warrensburg Board & Paper Co. for \$100.

- '60's & '70's Bill Bibby says that this was the main customer on the branch and they spotted cars there at least every other day and sometimes every day.
- 8/3/1992 (Deed) The right-of-way to the mill transferred to Santolin & Middleton.
- 7/31/99 (Adirondack Journal) "Paper Company Cleanup Set" The Warrensburg Wood and Paper Corp. pleaded guilty to violating State Environmental Conservation law because of years of leaking oil into the Schroon River. As part of the plea bargain, the company will soon start tearing down the abandoned plant. It has been closed since a flood in 1976 and was discovered in 1995 to have a 20,000 gallon fuel tank leaking into the Schroon River. The DEC pumped it dry. Efforts to contain oils have been hampered by the unsafe condition of the building. Company vice-president Alexander Landy has assumed responsibility for demolition and cleanup. [I have a photo from 1997 showing the ground all re-graded from the clean up work.]
- 9/27/2000 The Warrensburgh Wood & Paper Corp. buildings have now been torn down and the area leveled.
- 8/15/2013 (Deed) The property transferred to Warren County.
- 8/16/2013 (Deed) The property transferred to the Town of Warrensburg.

Summary of Businesses in Warrensburgh:

Pasco Grain Building:

- 1886 A grist mill and grain business was sold to Thomas J. Smith.
- c.1900 Son Frank W. Smith joined the company as bookkeeper.
- 1905 Frank becomes a partner in the company.
- 1907 T. J. Smith builds a grain elevator in Riverside.
- 1913 (AR) T.J. Smith & Son erected a large new building. [This is the grain elevator building currently labeled "DE Pasco".]
- 1913 (DH) The branch is listed as 23,690' long with the following sidings:
 Smith's spur - 380'
 Pasco spur - 200'
 Schroon River Pulp & Paper - 2,027' + 400' second track
- 12/1/16 (Deed) Frank Smith buys a 1/3 ownership in the business.
- 1920 Frank Smith builds a grain elevator in North Creek.
- 1/22/23 (Deed) Frank Smith inherits the business after TJ's death.
- 1/31/27 (Deed) The business was sold to Delbert E. Pasco.
- 1928 A map shows a second building next to the grain elevator on the west side.
- 6/25/31 Frank Smith dies in a fire in Warrensburg.

late 60's Bill Bibby remembers that Pasco Feed did a good business with the railroad and there was still an occasional car for Emerson Coal.

1970's The business was still owned by grandson Delbert H. Pasco.

12/31/85 (Deed) The property including the storage sheds was sold to Northeastern Products Corp.

7/27/95 (Deed) The grain building property was sold to Lavender Fund Raising.

6/22/2004 (Deed) Both the grain building property and storage sheds were sold to Hudson Headwaters Health.

6/8/2008 (Deed) Both properties were sold to Enter Play Sports, Inc. for \$215,000.

A. C. Emerson Coal: the building burned down in 2011

1920 (AR) Proposed coal pocket for Emerson.

4/9/21 (DH) A 140' extension was made to the end of track for AC Emerson coal at a cost of \$957 for their new storage plant. Plans for this dating to 1/29/21 show the grain building as TJ Smith & Son and the old car used for a freight station was on the east side of the street on a third track in this area. There are a lot of letters in the following years in an attempt to get Emerson to sign a siding agreement for the track to his coal plant.

6/8/21 (Deed) Filed date of deed for Emerson sidetrack.

11/14/32 (AR) There was a listing for a side track agreement with A.C. Emerson.

2/19/47 (Deed) Emerson made an industry track agreement with the D&H.

12/22/78 (Deed) Emerson property was sold to R. N. Iselin Associates, Inc.

5/21/81 (Deed) Iselin has no need for the sidetrack and wishes to have the 1947 agreement terminated and the track removed. The track started on the west side of Mill Avenue and extended 140' east to the end.

12/28/88 (Deed) The property was sold to David Eastwood for \$240.

12/3/2003 (Deed) The property was sold to MSRY, LLC for \$60,000.

8/22/2011 (Post Star) The old coal building was completely burned down and is thought to be caused by arson. The owners had no insurance on the building and it was being used for storage.

Standard Oil Company:

12/3/1909 (Deed) Standard Oil purchased a lot between the Pasco mill and the railroad tracks.

1912 A Sanborn map shows an oil tank on the lot purchased in 1909.

The Hudson Valley Railway: This was a trolley line that started in Troy and went through Glens Falls and Lake George then ended in Warrensburg.

12/24/01 (WN?) "Trolley Runs to River" "Tuesday was a red letter day in Warrensburgh's march of enterprise. It was about 3:00 o'clock in the afternoon when the first car of the Hudson Valley Railway system, No.33, reached the Schroon River and was stopped – not by obstructive local policy or dormant public spirit, the bridge is not completed, that was all, or "33" would have come whizzing on through Main street to the Adirondack Hotel.

“The car was in charge of Crosby Taylor, motorman, and Charles Hartman, conductor. The party was driven from present terminus of the road to the Adirondack Hotel, where the officers of the road had a consultation with Hon. L. W. And James A. Emerson in regard to some detail matters of special moment.

“A ticket office was established at the Grand Army house in addition to the one at the Adirondack Hotel.

“Negotiations were opened with Lockwood’s stage for the transfer of passengers from Thurman station to Warrensburgh, and it is announced that special rate tickets will soon be issued for the benefit of persons living at Thurman and points north who may prefer to take the trolley at Warrensburgh for Glens Falls and points south instead of going by the Adirondack railway to Saratoga and then up.

“The advent of the trolley, which will give Warrensburgh the benefit of railway facilities for freight as well as passenger traffic, says the Glens Falls Star, is one of the most important epochs in the history of the village, and the advantages which it will afford in the matter of shipments and in providing an easy means of communication with the outside world, will doubtless result in a notable development of the industrial interests of the place.”

- 1902 (HL) This line ran a car every hour during the summer and two hour headway in the winter, taking three hours and 48 minutes to cover the 65 miles into the center of Troy. Freight was handled by the electric line and cars were interchanged with the D&H at Bloody Pond.
- 9/1903 (Post Star?) “Trolley Cars Operated by Electricity from Spier Falls Dam”
- “The Hudson Valley Railway company is operating its cars under power from Spier Falls. After midnight the connections between Spier Falls and the Queensbury power house of the Hudson Valley Railway were perfected and this morning at 3:30 o’clock the first car under the new electrical power was run out of the sheds and to the village. Throughout the day 1,500 horsepower was furnished the trolley line.”
- 9/22/13 (Glens Falls Times) A horse driven by Dennis Pratt of Bolton was struck by a car from the Hudson Valley Railway just south of the Batesville crossing near Lake George. The man was intoxicated and fell asleep allowing the horse to wander on to the tracks. The car had left Warrensburg at 8:10 pm.
- 9/1/27 The Warrensburg to Lake George trolley will soon be scrapped.