

Corinth (Jessup's Landing)

Corinth (Jessup's Landing): [mile 16.9, Elevation 641'] The original station was built on the west side of the tracks in 1865 as a combination freight and passenger station. It was remodeled into a freight house in 1891. The new station was built on the east side in 1910-1911. A section of the freight building still remained in 1984 but was probably torn down soon after. The open porch of the 1910 station was enclosed sometime in the late 1970s and used for a section house. The 1910 station measured 20' x 73' (FM). The station was torn down in 2007 due to its condition.

- 10/3/1870 (TT) Listed as a station (Jessup's Landing).
- 1879-1881 (DH) O. S. Griffing was listed as the station agent earning \$45 per month. He also received the payroll for the Section 4 crew.
- 1885 (RRC) The station is referred to as small but tidy.
- 6/25/1888 (TT) Same as 1870.
- 1888 From "The Early History of Corinth" we learn that the tracks to the paper mill were added in 1888 and extended to the lower yard in 1890. A drawing from 1888 shows the track splitting with one side going to a log pile and the other side to a warehouse.
- Late 1800's (P) Photo of station looking north shows a passenger platform extending about 50 feet south of the station. Further south along the tracks is a long platform which ramps up to about 5 or 6 feet high. There are two parallel tracks with a spur branching off to the east.
- 9/30/1889 (AR) A new water tower was built at Corinth.
- c.1890 (BLHS "Bulletin", 8/03, p. 4) "One wreck in particular stands out in Mr. Lytle's mind. It occurred at Corinth, N.Y., when two box cars loaded with wood pulp and two gondolas full of coal were backed off the end of a trestle [probably at the mill] and toppled down to the ground 75 feet below. They were so badly damaged that they had to be demolished and lifted up to the tracks in pieces. The truss rods were cut with mauls and chisels as the acetylene torch had not yet been invented. It took three days to clean up the wreck."
- 1890 (DH) The tool house was built and measured 13'x18'.
- 1891 (TT) The name "Jessup's Landing" is first changed to "Corinth".
- 1891 (Atlas) The station measures 20'x60' and has an 140' platform with a 20' wide road crossing at the south end. South of the road is another 20' section of platform. The station is on the mainline with an 1,100' siding on the east side starting 350' south of the station. There is a third parallel siding on the east side that is 750' long. This has a listing for the Standard Oil Company. There is also a 60' siding on the west of the mainline just north of the main siding and heading toward the station.
- 1891 (RRC) A new 18' plate girder span was built. [Probably Dry Brook near White's siding.]
- 1892 (RRC) Passenger & freight station construction at Jessup's Landing came to \$600. [The D&H Stations book mentions that the original station was remodeled into a freight house in 1891. This is when they added the two story south end.]
- 6/30/1897 (AR) A new connection was made with the track to Palmers.
- 1/1/00 (OL) W. W. Bates is the station agent.

- 1901 (BLHS "Bulletin", 6/98, p. 13) This recounts a story from Mike Burke, Stationmaster at Corinth, at the time when Vice President Teddy Roosevelt made his race down the line. "Mike rushed down the stairs to the platform but the train had already whistled through Corinth and stopped about a mile down the track at Hanfields, where the water tank was located. This was a railroad location where the switching yards for International Paper Company were usually filled with spare cars for the paper mill. The mill at Palmer Falls on the Hudson, once the largest paper mill in the world, was about three miles away on a company spur." [Mike and his wife Minnie lived upstairs over the old freight station.]
 "While the engine was taking on water, Mike was making steady progress toward the rear of the train. The last car was an observation Pullman and at about the time Mike recognized it, someone shouted, "Halt!". Mike stopped on the tracks and then started toward the train again. By this time he could see that there were several men with machine guns on the platform. Again he was instructed to halt in a commanding voice. He halted again and was asked what he wanted. Mike told them he was the stationmaster at Corinth and that the company had instructed him to render any assistance the train needed. The reply from the Secret Service men was, "We don't need anything! Just turn around and go back where you came from!" So Mike, desiring to stay alive, did as he was told and returned to the station."
- 1905 The D&H Freight Shippers Guide lists the following businesses:
 EH Benwy & Co.: handles
 International Paper Co.
- 3/14/08 (Daily Star) A new feldspar mill will be erected near the D&H station with the mine being about two miles southwest. It will be called the Corinth Feldspar Co.
- pre 1910 In an undated article from the "Corinthian" there is an article reprinted which was originally published by the "Evening Transcript" in Boston. It talks about a local Corinth minister putting pressure on to get several local improvements done. One such was the railroad station.
 "The railroad running through the village maintained a small, antiquated, insufficient station, in a place difficult of access. The villagers requested a new building more suitable and commodious." The pastor put together information on the station then went to the vice president of the road "who undertook to bluff the visitors from the country district by speaking roughly and profanely. The pastor rose and said, "We came here to ask what we felt we had a right to request, and on the supposition that we were to deal with gentlemen. If that is not the fact we are prepared to lay our case before the Public Service Commission, which we will do without delay." The railroad official apologized for his language and proceeded to do business. Not long after plans for a new station were sent to the village committee, and hopes were expressed that they would prove satisfactory."
- 1910 (DH) A survey map dating 6/16/10 shows a storehouse north of the new station labeled IP Co.
- 1910 (SA, 10/26/54) E.H. Benway and Isaac Densmore opened a sawmill in the spring of 1910 making excelsior and handles. Fire destroyed it soon after but it was rebuilt in the fall. It continued until the winter of 1915 when it folded.
- 1911 (AR) The Benway Chair Co. was reported as a new business. They had an existing excelsior mill near the station.
- 5/6/11 (SA) The Benway company will add a chair factory.
- 1910-11 (P&F) The new station was built and the old one across the tracks was used for freight.

- 6/1911 An article from the "Corinthian" mentions that "the D&H clerical force took possession of the new station on Friday morning. The new structure is modern and up to date in all particulars and is a credit to the enterprise of the D. & H. R.R. Company and an architectural credit to the town. It cost about \$8,000 and will be greatly appreciated in this locality."
The same article also mentions that the E. H. Benway company was breaking ground for a factory to build mission furniture. It was an annex to the existing excelsior building. [This was on the west side of the tracks and south of the station. A business listing from 1931 does not list him so perhaps closed by then.]
- 1912 (AR) The Benway Chair Co. had a fire but did rebuild.
- 1912 (DH) A plan dated 5/21/12 shows new tracks planned for Corinth including an 1,100' siding on the west side south of the freight station and a new siding now referred to as Hanford at the south end of the yard. There are two storehouses north of the new station measuring 25'x130' and 25'x190'. They are parallel to the siding north of the station. A water tower is shown about 1,300' south of the station on the west side. [This is the one removed in 1944.]
- 1913 (DH) There is a listing for two sidings totaling 1,600' near A53. [My guess is that it is supposed to be A54 which would put it in the area of the 1912 listing above.]
- 2/8/13 (Stillwater Times) The Benway Company was bankrupt and bought by Eggleston of Saratoga for \$2,500.
- 1914 (AR) The C.B. Scott petroleum business leased land from the D&H.
- 1915 (DH) A 60' platform extension was added to the freight house on the south end. There is one storehouse shown about 130' north of the station measuring 25'x130'. About 100' further north is an oil tank. [The storehouse is shown as 15' away from the station in 1912 so perhaps one of the surveys is wrong.]
- 1915 (AR) The Standard Oil Co. had a new lease to cover and increased area.
- 1915 (SA, 10/26/54) The Benway mill closed in the winter.
- 1918 (AR) Additional land was leased to Standard Oil as well as land to H.S. Shorey for a sawmill and excelsior plant.
- 1922 The D&H Freight Shippers Guide lists the following businesses:
WJ Burnham & Son: feed
Dennis O'Brien: coal
International Paper Co.: paper, wood pulp, printing
Elixman Paper Core Mfg. Co.
Standard Oil Co.: fuel; they had a siding
W&J Pitkins: feldspar quarry
- 7/12/23 (EH) "183 6:40. Collision below Corinth."
- 1923 (D&H Official List) 60' hand operated turntable listed as out of service. A 16,000 gallon water tower was listed.
- 3/5/24 (DH) The turntable was out of service and partially dismantled due to it being too small to handle the newer locomotives.
- 10/24/25 (AR) The turntable and track were abandoned. (DH) Work done from September to October and the table had been out of use for some years.

12/30/25 (VM9) "Turntable and track removed." [275' spur track with 50' turntable located 4,300 feet south of station on west side of mainline. A circular depression could still be seen here in 2008.]

10/11/56 (SA) Fred Ide retired from the Corinth depot.

5/16/28 (P) The D&H lists the original station as "Freight Station". The building has been slightly altered from an earlier photo with a door being removed from the two story section on the left and the platforms south of the building are now gone.

5/16/28 (P) The new station has an open porch on the south end. There is also another building to the north of the station which may have been for freight. [The south end was later enclosed with a door and tracks for a hand car.]

1930 (AR) Leases were cancelled for Standard Oil and Y.P. & L. Corp.

4/1/31 (AR) The freight office was consolidated into the station.

6/25/31 (VM9) "Freight office at south end of freight house removed and station building remodeled to house freight office." [This is the two-story section that was originally used as the station.]

1/1/32 (OL) Listed as Interline ticket station with agent L. E. Remillard. [Remillard was also listed for Kings at the same time. I wonder how this worked.] It also lists a 16,000 gallon water tank that was gravity fed from the village main.

1/15/32 (VM9) Train order board moved to station roof.

1932 (AR) George Bain added a new building for his petroleum business and the Corinth Coal Co. was purchased by Arthur White who changed the company name to Sterling Coal. They had a siding agreement for the year. A fire was reported for Sterling Coal causing \$5,000 damage.

6/22/37 (SA) A D&H work train is at Corinth to aid in the construction of the new underpass.

1938 (VM9) A new underpass for Hamilton Avenue was built and some of the tracks rearranged. According to the annual reports, this was started on 6/15/37 and finished on 7/12/38. The work was done by S.A. Scullen, Inc.

6/3/38 (VM9) "Section tool house moved from sta. 852+25 to sta. 877+48." [at north end of yard]

11/18/38 (VM9) "Freight house and platform relocated." [This allowed them to add a third track between the station and the freight house.]

1/41,43 (D&H Official List) A 16,000 gallon water tower was listed.

1943 (AR) The old water tank was replaced with a new one at a more convenient place.

4/3/44 (VM9) "Water tank at sta. 857+20 removed and new 16000 gal water tank added at sta. 862.61."

..14/49 (VM9) "Hose house at sta. 870.18 removed."

1/1/51 (OL) H. B. Austin is the freight and ticket agent and it is a telegraph station. There is a water tank with a 16,000 gallon capacity. There is a sloped ramp and loading dock for autos or horses.

1951 From a D&H Freight Shipper's Guide:
IP, Sterling Coal, Niagara Mohawk Co., Elmhurst Construction, A. White & Son - lumber,

Welsh & Grey - lumber, Robertoy & Towers - Pulpwood, Elixman Paper Core Co, Burnham & Winslow - Feed.

- 6/1/54 (VM9) "Water tank at sta. 862.61 west of tracks removed."
- 9/26/54 (ETT) Corinth is listed as a Train Order and Block office open on weekdays, 8-5. The northern yard limit is at A94.98 and the southern limit at A53.09.
- 8/29/60 (VM9) Section house at 877+48 sold and removed.
- 4/29/73 (ETT) Corinth is listed as the location for train registers and an on line telephone. Corinth yard could be used for passing trains.
- 1978 (ETT) Corinth station is no longer listed. [Local train enthusiast Ed Seaman says that there was a full Time agent until 1978 who would handle boxcar requests from IP and had a register for all trains Heading south.]
- 1984 (P) All the windows except for those in the bay window facing the tracks have been boarded up. There is a small freight building across the tracks which appears to be part of the original station.
- 12/31/90 (P) The station is now completely boarded up with much graffiti on it. The freight building is now gone.
- June 2006 (BLHS *Bulletin*, p.34 & Post Star, April) A public meeting was held on 4/29 at the Corinth Fire house to determine local interest in the station. An engineering firm told them that the roof, trusses, walls and floor are in bad condition and that it would cost less to tear it down. Corinth recently purchased that section of railway from CP for about \$2 million by using a grant from the federal government. The final proposal for the station should be completed by October.
- 9/14/2006 The Town of Corinth Board was trying to get funding for fixing the station through the Empire State Development Corp.
- 9/28/2006 It was brought up in a Town of Corinth Board meeting that the Town owns the depot and the village owns the road to it. The town and village were trying to work together on getting grant money for the station.
- 12/21/2006 The Corinth Town Board discussed three bids from contractors for putting a tarp over the station and after discussion it was decided to reject the bids in favor of a better solution. New bids were sent out after the January 11th meeting.
- Jan 2007 (BLHS, p. 32) It will take about \$1M dollars to restore the Corinth depot. The Town Board will use a \$95,000 grant to pay two engineering firms and an architectural firm for design reports on the depot. The roof is beyond repair but some of the walls are in good shape. [This seems like a ridiculous amount of money for a 1,000 sf building but there are probably requirements that must be met when given grants. One could probably restore the building with \$95,000 and lots of volunteers but that might make sense. They ended up taking it down in the fall.]
- 9/13/2007 Town Supervisor Lucia told the board that the train depot must come down.
- 10/11/2007 The Corinth highway department announced at the board meeting that the concrete at the depot is now gone and the area has been leveled to a vacant lot.
- 10/13/2007 (BLHS, p.41) The UHRRR ran a passenger train to Corinth with 250 riders. They passed the site of the former station which was leveled by the Town of Corinth this fall. The town is seeking federal and state money to build a new depot.

- 11/7/2008 (FM) The bridge over Hamilton Avenue is 26' wide, 53" high and 39'-4" long. The spur to IP starts right at the south end of the bridge and the siding ends shortly south of the spur, returning to the mainline. There are some old concrete footings tipped over just to the south and west of the bridge which is at the location of the last water tower. There is no evidence of the earlier water tower 800' south of the bridge. A siding starts on the west side just north of A54 and continues south until ending near where the long curve straightens out. There is a second siding about half the length of the first one with evidence of more length being removed at some time. The best find was a circular depression in the ground on the west side at the south end of the yard in the exact location of the turntable removed in 1925. Opposite the tracks here is a low wetlands area.
- 9/16/2009 (SA) On Monday, the county Industrial Development Agency approved a \$300,000 line of credit to help the economically depressed town repair a 16.2 mile rail spur that travels to the former site of the International Paper Company Mill. After purchasing the line, the town received a \$2.2 million grant to get the tracks up to par. Much of that money was used to repair the washout in 2006. The town has received another \$1 million grant from the State DOT to bring the railroad up to class two. The town received the credit line because they don't have the money to start the project then get paid back by the State. The town hopes that work can begin in November and be completed in two years.
- 4/27/2015 (WCBOS) The Saratoga & North Creek Railway is working with the Town of Corinth to finalize plans for a new station there. They plan on breaking ground by July of this year.

International Paper Co.: A branch line just south of the station and road crossing leads 2.5 miles to the International Paper Company mill at Palmer. It was started in 1869 and closed in 2002.

- 1869 (IP) Hudson River mill constructed by Albrecht and Alberto Pagenstecher & Associates. The mill is the first in the US to use wood to make pulp for paper. Paper fiber was previously obtained from cloth rags and other sources.
- 1874 (Post Star, 11/2/2002) The paper company, owned by Albrecht Pagenstecher, buys the neighboring woolen factory. At this time, Hudson River Pulp & Paper Co. produces 2,100 tons of printing paper per year and employs about 200 people.
- 1877 (Post Star, 11/1/2002) A fire caused by spontaneous combustion in rags used to make paper destroys the large paper mill. Two weeks later, a break in the walls of a dam causes a flood, which washes away part of the mill. The destroyed paper mill is replaced by one of stone and brick. Two machines are salvaged and rebuilt.
- 1879 (DH) A voucher is shown for the Hudson River Pulp & Paper Co.
- 7/1/1887 (Mechanicville Sentinel) "The Hudson River Pulp & Paper company of Corinth, of which August Pagenstacher of Brooklyn, ex-Senator Warner Miller of Herkimer, and Warren Curtis of Corinth are the stockholders, is preparing to erect a mammoth paper mill at the latter place at the cost of \$300,000. The Adirondack Railway is preparing to construct and lay a siding of two miles and a half length to the mill."
- 1888 A bird's eye view of Corinth shows a railroad line to the mill labeled "The Hudson River Pulp & Paper Co.". There is a warehouse at the end of the tracks and another siding goes to a log dump area. According to a local history book, this is the year the tracks were first put in. There appears to be a water tower just before the trestle.
- 1/18/1888 (SA) "The branch railroad from Corinth to Palmer Falls, two miles and a half, was finished last night and was put into operation today by the Adirondack Company."
- 1890 The tracks were extended to the lower yard.

- 3/13/1894 (G.F. Morning Star) A 1,000' trestle was recently erected to the mills at Palmer Falls. [this must have replaced another one built in 1888]
- 1898 (IP) Corinth plant became one of 17 mills to combine to form International Paper. The Corinth mill produces newsprint and is considered one of the largest in the world.
- 1905 (AR) A siding was extended for the coal shed of D.O. O'Brien at Palmer Falls.
- 1906 (Post Star, 11/2/2002) IP finishes building a new corporate headquarters in Corinth, replacing the one in Glens Falls.
- 4/21/10 (WN) The military provided protection for strike breakers at International Paper
- 1914 (Post Star, 11/2/2002) The Corinth mill starts producing wrapper paper.
- 5/12/28 (SA) The Corinth Coal Co. incorporated with stock of \$30,000. Owners Pitkin, Tyre, and Eddington.
- 8/22/29 (AR) The Corinth Coal Co. had a new sidetrack agreement. [in Palmer]
- 5/21/31 Two weeks ago a fire swept through the sulfite department of the International Paper Co. in Corinth leaving six charred towers, standing 120' high, in dangerous alignment. A new \$80,000 plant will be built. Full time operations have not been hampered.
- 2/9/32 (SA) Corinth Coal sold to Sterling Coal owned by Arthur White & Son (Cecil) who had a partnership with D. E. Pasco & Son of Warrensburg. The property included a coal pocket, coke shed, and garage all located in Palmer. The business was started many years ago by Dennis O'Brien, sold in 1926 to L. R. Mallery, then sold in 1928 to J. Howard Pitkin under the name Corinth Coal Co.
- 1941 (Post Star, 11/2/2002) The Corinth mill shifts its production again by starting to make coated paper for use in magazines and catalogs, the same product it made when it closed.
- 1942 (IP) IP licensed to manufacture machine-coated paper at Corinth.
- 4/1/53 (SA) The Sterling Coal Co. was sold to Irwin C. White [a son?] and had a office at the end of 3rd St.
- 1956 (IP) A 60,000 ton-per-year machine for machine-coated publication papers began operations.
- 1957 (BLHS Bulletin, 2/2000, p. 13) A photo is shown of D&H #4067 switching boxcars at the mill on 12/20/57. The photo was taken to publicize the construction of its No. 11 paper machine. Walsh Construction was the general contractor for the project. It is mentioned that the mill had its own switcher from 1957 until 1971 in order to switch when the D&H crew was not available. The switcher was a GE 65-ton center cab built in 1940 and purchased from the army in 1957. It was transferred to the Tonowanda mill in October of 1971. Major repairs were done at the Colonie shops, including replacing the Cummins diesels in 1968.
- 10/29/61 (ETT) The trestle over Sturdevant Creek is mentioned.
- 10/27/63 (ETT) The trestle is again mentioned and limited to one unit.
- 1968 (P) The trestle is shown over Sturdevant Creek and going past the firehouse.
- 8/27/68 (SA) Work is in progress on replacing the 89 year old trestle with a fill and culverts. [according to the 1894 article above, the trestle would have been 72 years old]
- 10/18/68 (SA) The first train went over the new culvert.

- 1992 (Post Star, 11/2/2002) The Hudson River mill switches from acid to neutral papermaking, improving the longevity of paper produced here.
- 1998 (Post Star, 11/2/2002) IP eliminates about 100 jobs.
- 2000 (Post Star, 11/2/2002) Citing deteriorating market conditions, IP shuts down one of the two paper machines in Corinth for the second time in two months, laying off 65 workers just days before Christmas.
- 6/2002 (Post Star, 11/2/2002) IP announces it will close its paper mill in Corinth sometime between October and December.
- 10/10/2002 The IP plant is said to be closing by the end of October.
- 11/1/2002 The plant closes.
- 1/2004 (BLHS *Bulletin*, p. 36) “A proposal to use the closed International Paper mill in Corinth, NY to burn trash hauled in by rail has local politicians more than just a little bit concerned. The plan is to burn the trash as an energy source. CPR’s main line to NYC, the source of the trash, runs through most of Saratoga County to Saratoga Springs. A CP Rail branch links Saratoga Springs and Corinth, and runs through to Greenfield.
 “Greenfield Supervisor Robert Stokes is not very happy about it. “We have 10 grade crossings and two overpasses in Greenfield”, he stated. “It would cut our town in two.” [So what? It’s been doing that for 130 years!]
 ““I am sure the City of Saratoga Springs doesn’t want trash trains sitting on its siding, especially after they’ve built a new passenger station,” Stokes added. International Paper closed its Corinth mill last fall. It had employed 270 workers. The new “Trash-to-Energy” facility would not be larger than the one in Hudson Falls, but not a whole lot larger, and that plant employs 15 people.
 “It is noted that the rail lines are governed by the Interstate Commerce Commission with local officials having almost no control what travels by rail through the nation’s communities. As of this writing, the trash train proposal is still just that, and not a done deal.” (from the Leatherstocking RHS *Rail Times*)
- 5/2004 (BLHS *Bulletin*, p. 35) More talk about the proposed trash to energy plant proposed by Covanta Energy Corp. of Fairfield, NJ.
- 6/2005 (BLHS *Bulletin*, p.13) Report about Philips International possibly buying the plant for use as a biomass electric generation plant. Deliveries would be by hopper car. Saratoga Cheese has also shown interest in setting up operations within the plant. They would employ about 100 people.
- 9/17/2005 (Post Star) International Paper Co. on Friday announced the sale of its Hudson River Mill in Corinth to Philmet Capital, the real estate arm of New York City investment firm Phillips International. [More than \$3 million.]
- 5/2006 (BLHS *Bulletin*, p. 25) Philmet Corp. bought the mill on 9/16/05 and calls it the Hudson River Mills Development Company LLC. They are seeking tenant businesses and the generation plant idea is out due to local opposition.
- 2006 The Town of Corinth Board voted to go forward with Eminent Domain [aka stealing] in regards to the IP site. The result was a loss of \$125,000 to the taxpayers. More great minds at work!
- 3/24/2007 (Post Star) The Corinth Town Board voted Thursday to sign an agreement that will make way for a plastics facility at the former International Paper Co. mill, a move that could bring as many as 150 new jobs to the area. The authorization, similar to one passed by the village Board of Trustees on Wednesday, will end the villages pursuit to take the mill property by eminent domain from its owner,

Philmet Capital Group. The Manhattan based Philmet can now move ahead with plans to build a plastics facility at the Corinth Mills Industrial Park.

Philmet has plans to modernize and expand the power plant, which would include gasifying wood chips and using the fuel to generate electricity. The agreements allow the plant to use only wood, coal and natural gas as fuel sources.

- 11/2/2007 (Post Star) "A lot of people are counting the days until something gets going out here," Philmet spokesman John D'Alessandro said Thursday. "We're probably looking at a year, at best, before there are any shovels in the ground, and that's being extremely optimistic." He said it would take nearly \$100 million to restore the worn structures into modern day factories. A Restore New York grant that could have afforded the project more than \$2 million for refurbishing fell through this year.
- 5/2008 (BLHS *Bulletin*, p.25) A new company has moved into the vacant mill intending to make plasticware and possibly other products. Railroad access to the 80 acre site and the sewer plant that already had state permits are a definite incentive for business but the area residents seem hostile to business. Paper machines several hundred feet long have been cut up for scrap. IP sued to stop Philmet from carting away the metal but the courts backed the new owner. [They don't even own it so why should they even care?!]
- 5/7/2009 (Post Star) On Wednesday, May 6th, responsibility for the 300 acre industrial site has reverted back to the International Paper Co. The conditions of the property transfer were not met by Philmet so the title will now return to the paper company. IP still hopes to sell the property and will maintain the land in the meantime. Philmet had struggled to raise the capital needed for the project and the cost of transferring permits, posting bonds and renovating the site was just too much for them.
- 9/16/2009 (SA) Earlier this year, IP bought back the mill and is interested in selling the property to a manufacturer, of which there are several interested parties. While Philmet owned it, they sold off every piece of equipment and machinery with value.
- 2/2011 (BLHS, p.22) "IP Plant to be torn down" The former International Paper Company plant in Corinth, NY is going to be demolished. At one time, the IP plant was a major shipper on the D&H, but the plant closed down about ten years ago. When it closed, it was the last shipper on the North Creek Branch of the D&H. After the plant closed, town officials tried to find a new owner or a new use. A couple of years ago, a plastics manufacturer considered remodeling the plant, but the deal fell through due to the high cost of refitting it. Now, town officials have decided that demolishing the plant could attract a new buyer to the 300 acre property. The site's wastewater treatment plant, landfill and rail line will be left untouched. The brick building that was IP's headquarters from 1905 through the 1920's will also avoid the wrecking ball. The building is significant for the people of Corinth and there were plans to turn it into a papermaking museum. There is no word if the rail line will be used to remove debris. [from the Schenectady Gazette]
- 9/28/2011 (Post Star) A pair of proposals for the former IP site are being presented to Town and Village officials. Moncada is seeking to purchase a portion of the property to build a facility that would create hydroelectric power and produce solar panels. A portion of the land is also being sold to the Hudson River Community Credit Union for their new office building. No construction is expected before next summer when the existing buildings will finish being removed. The old company office is now owned by the town for use as a museum.
- 9/30/2011 (Post Star) A company called Waste Connections is proposing to open part of the site as a landfill, accepting about 50 trucks a day through a new entrance built on Route 24 and largely avoid the village. Finding a buyer for the landfill is key to getting Moncada to invest there as well. Details of the proposals could not be disclosed due to private agreements with the prospective buyers.