

The Glen

The Glen: [mile 43.6, Elevation 749'] The first station was built in 1870 and in 1892, a new combination freight and passenger station was built measuring 25' 4" x 79' 3". It was removed in 1934. A new passenger shelter was built in 1947 then removed in 1960.

- 10/12/1869 (GFR) Michael Flynn, a laborer employed on the Adirondack Railroad, three miles above The Glen, was instantly killed on Saturday last by the falling of an embankment. [this was probably at the dugway near the Harrington Farm]
- 1870 A promotional book by B.C. Butler mentions the Glen Hotel next to the tracks with Duncan Cameron the proprietor.
- 10/3/1870 (TT) Listed as a station.
- 5/22/1873 (SA) A fire destroyed the residence of John Taylor, an employee at The Glen station.
- 1879-1881 (DH) P.A. Whittaker is listed as the station agent earning \$50 monthly
- 1880 (DH) A report lists the station as being built in 1880 and measuring 25'x73'. [Both date and size do not correspond with other sources.]
- 1885 (RRC) The Glen is listed as a flag station.
- 6/25/1888 (TT) Listed as a stop on signal only station.
- 1889 (RRC) The wood Howe truss bridge over Glen Creek is decayed and supported by bents.
- c.1890 (DH) A tool house was built on the west side at 355' north of A81 measuring 8'x12'.
- 1891 (RRC) Glen Creek has a new 80' deck plate girder bridge and new abutments.
- 1891 (Atlas) There is a 766' siding just below the town line which was for the Mc Phillips Bros. This must have been added in later as the D&H survey shows this to have been added in 1921. [I have several McPhillips Brothers receipts from 1928 and 1929 which state that they were manufacturers of pine, hemlock, spruce and hardwood lumber, poles, pile timber, hemlock bark, hard and soft cord wood slabs and edgings. They used the railroad to ship their products. This is probably the same McPhillips who bought Gilchrist's house and made it into the Grove Hotel. He also operated a store here. There is also a McPhillips Bros. mentioned in 1915 as operating a hotel in Friends Lake.] The station is on an 800' siding that started 50' north of the town line and ended about 100' before the bridge over Glen Creek. It is in the center of the siding and about 100' from the hotel. There is a house and several sheds shown between the depot and the creek. The atlas also shows the new road from 1938 going through the center of the depot and a note that it was removed. Two miles south of the station is a 680' siding on the west side of the tracks at milepost NC16. This was penciled in at a later date and was for the Saratoga Wood Co.
- 1892 (WN) An article mentions that "the depot is completed as far as carpenter work is concerned." [I am not sure what happened here with the station. It was listed as a station in 1870 but by the mid-1880's it was just a flag station. Perhaps the original station burned and they put up a temporary shelter until the new station was built in 1892. If the Stoddard photo of the north side and engine #1 is from before 1892, then the later station has an identical design to the earlier one. The only difference I can see is in the chimney.]
- 6/30/1892 (AR) New Glen station.

- 1893 (RRC) The Glen station opened last year. It is described as being small, neat and clean but dingy.
- 12/5/1895 (WN) John Loveland is building a new steam sawmill at The Glen. He expects to have it in running order as soon as spring comes.
- 1/1/00 (OL) O. Hazleton is the station agent.
- 1/15/1903 (WN) The old covered bridge over the Hudson was swept away. The railroad bridge over Glen Creek is in danger of going out.
- 1/22/03 (WN) The old covered bridge at The Glen swept away about 10am due to the big log and ice jam there. The old bridge is lodged on big blocks of ice 20 rods below the abutments. The Adirondack Railroad bridge across Glen Creek is in danger of going out. The first bridge at The Glen was built in 1816. The single track structure and its center pier were swept away by ice and flood in the spring of 1843. The ends remained and Scott Sherwood, Fort Edward, began construction of a middle section. Double track Whipple truss design. In about 1858, L.B. Barnes, Wevertown, took down the ends and made it symmetrical. Since then no repairs in 45 years aside from new planks for the road bed. Steps will be taken soon for a new bridge.
- 1/29/03 (WN) Bridge at Glen was dismantled and lumber piled at the Johnsburg side, near McPhillip's Store. Big timbers are in good condition and will be sold. Hundreds of sightseers visited The Glen Saturday to take a last look at the structure.
- 1905 The Saratoga Wood Co. is listed in the D&H Freight Shippers Guide as dealing in cordwood.
- 1905 (WN) James G. Byrnes of The Glen died, he operated a hotel there. [Possibly the Grove Hotel.]
- 1908 A calendar found in the wall of the Glen House was dated 1908 and had a notation that the house was built that year. An elderly woman who lived in that area in the 20's referred to the building as Goodman's Hotel and later is referred to as Goodman's Store and Post Office. After this it is referred to as The Glen House.
- 9/1909 (DH) A blueprint shows planned track changes with the old station track being removed and the mainline being re-aligned so the main is closer to the station. The new siding on the west side is about 1,400' long and ends 265' south of A81. The new siding would interfere with the tool house so this must have been moved to its final location north of Glen Creek at this time. There is a baggage platform shown along the tracks near the hotel measuring 8'x14'. The depot measures 25'x80'. The track work was not done until 1911.
- 1/14/09 (WN) The new store opened here a few weeks ago by GH & WC Hodgkins is doing a good business.
- 1910 (DH) H.J. Loveland was the station agent earning \$45 per month. He worked alone and the station brought in an average of \$649 per month between freight and passengers.
- 1910 (P) A postcard dated 1910 shows the track side of The Grove Hotel and a large loading platform next to the tracks. You can see The Glen House in the background.
- 1/10/11 (DH) A letter from H. Loveland, the agent at The Glen says that a better siding is greatly needed there as there is so much lumber coming in that it is stacked all around and they can't fit enough cars on the siding to load it all. Shippers of lumber include Howland & Ferris Lumber Co., Saratoga Wood Co., Emerson & O'brien and L. Thompson.
- 3/10/11 (DH) There was an estimate for doing track work needed at The Glen. My guess is that they did this soon after.

- 1912 (Glens Falls Times?) Hollis I. Loveland, postmaster and D&H station agent at The Glen, has been shot at three times in the past three weeks by some unknown person.
- 1912 (AR) Crandall & Co., lumber dealer, was a new industry mentioned. They had a plant running only half the time.
- 1913 (DH) A 500' siding was built at A79 for the Saratoga Wood Co from Albany. They had purchased a large tract of land and they were to build a permanent sawmill at the siding. [If they did, it only lasted until the siding was removed in 1925. There is no evidence of a building today but I did find an old road leading down a hill to this area.]
- 1915 (D&H *A Summer Paradise*)
 Grove Hotel - John McPhillips, Proprietor, The Glen, Warren Co., N.Y. Within site of D&H station; porters meet all trains. Altitude 750 feet. Good trout fishing and deer hunting in season; competent guides; livery. Baseball and other sports; concerts, etc. All modern improvements. Accommodates 75. Terms \$8 to \$10 per week, \$2 per day; special terms to families. Open all the year. Cottage sites to rent and for sale.
- [There is no mention of the Glen House so perhaps it was not a hotel yet.]
- 1918 (P) There is a section house just north of the Glen Creek bridge at A81.36 on the west side.
- c.1920 (P) The station is located only about 100' north of the Grove Hotel. It still wears the original vertical siding. There are several stacks of lumber to the north in the background which are probably on the opposite side of the tracks.
- c.1920 (John Thurman H. S. Quarterly, 6/08, p.3) To the south of the Goodman Hotel on the Glen Athol road was a driveway that led to the McPhillips sawmill, located near the tracks. It provided work for many local people.
- 4/28/21 (VM 22) "New side track p.s. 2266+90." [Near mile marker A81 for McPhillips Brothers Mill. 766' long siding ended 240' north of A81. It was removed in 1935. One mystery is that a letter from 1911 mentions a switch for a mill at The Glen. This is in the D&H collection.]
- 1922 (DH) Bridge 79.86 was replaced with a 7' diameter concrete culvert at a cost of \$1,805.
- 1922 The D&H Freight Shippers Guide lists the following businesses:
 McPhillips Bros.: bark, lumber, cordwood, pulpwood, ties & sawdust
 Galusha Bros.: livestock
 Emerson & O'Brien: lumber & pulpwood
- 5/27/26 (DH) The tool house north of Glen Creek was removed. A blueprint shows its location at 2291+11 on the west side of the tracks between a driveway and where old route 28 crossed the tracks.
- 5/14/28 (P) The station has been given horizontal siding on the bottom half similar to that at North Creek.
- 10/25/28 The Grove House at The Glen was mentioned.
- 1/1/32 (OL) Listed as station with freight and Pullman ticket agencies; H.O. Jones agent.
- 1933 (AR) An appropriation was made for retiring the station but not done yet.
- 5/25/34 (VM23) The station at 2281+32 was removed. [possibly just removed from service]
- 10/15/34 (AR) The station was retired and the building sold to W.J. Schramm for \$75.

- 6/26/38 (TT) Listed as a station. [Probably using the Grove Hotel.]
- 10/8/38 (P) Pictures of the roadway crossing show that the station building is now gone. There is a passing siding starting at the Grove Hotel and heading south a little past the NC14 post.
- 1938 (FM) When route 28 was realigned it went between the Grove hotel and the railroad bridge over The Glen Creek. The auto bridge over this creek is dated 1938. The station was located about where the road now crosses the tracks. Since the new road does not show up in the 10/38 photos, it must have been started after this time. A Warrensburg News article from 11/16/39 states that the road was just completed.
- 1939 (AR) The Glen Road was realigned. It was ordered on 11/15/38, work started on 8/28/39 and it finished on 11/10/39.
- 6/23/40 (TT) Listed as a station.
- 1942 (AR) Plunkett - Webster Lumber Co. was a new industry.
- 1943 (AR) The railroad bridge abutments over Glen Creek were repaired and strengthened by pressure grouting. (FM) The bridge plaque says "American Bridge Co. 1943".
- 1944 (AR) Plunkett - Webster Co. had a lease for storing lumber.
- 7/15/45 (TT) Listed as a non-agency station not handling baggage.
- 8/28/46 "Engineer Killed in Crash of Trains Near The Glen Monday, Aug. 26"

"A veteran Delaware and Hudson railroad engineer was killed, eight other railroad employees and four passengers were injured and 318 children returning to their homes from Adirondack camps escaped with minor scratches and shock when a special southbound train carrying the children figured in a collision at 9:32 A.M. with a regular northbound train on the single track line two miles south of The Glen.

"The dead engineer was Frank J. Keehan, 57, of Saratoga Springs, a veteran of more than 40 years on the railroad, who was pinned in the cab at the throttle of the northbound train. Firmly caught by parts of the cab and controls and buried with coal when the tender telescoped into the rear of his cab. Keehan's body was not extricated until about 6:30 Monday night.

"The southbound train carrying the children was a special made up of seven coaches while the northbound was a regular designated as train 181 and comprising two coaches, one baggage car and one mail car. According to railroad officials at Saratoga Springs, the special had orders to wait on the main track at The Glen until the northbound gained a siding there but failed to stop at The Glen. The southbound train was engineered by Fred McCrea of Colonie who escaped injury.

"According to officials, the northbound train had just rounded a curve when it encountered the southbound train on the single track. In the ensuing crash the locomotives telescoped to a depth of about two feet.

"Many of the crew members managed to jump and escape serious injury but Keehan, the fatally injured engineer, is believed to have stayed at his post after setting his air brakes and putting his locomotive in reverse. When he was removed from the wreckage, crushed and badly burned, his hand was only a few inches from the throttle, one official reported."

[A government report of the accident mentions that the siding at The Glen where they were supposed to meet was 1,503' long and the south switch was 1,617' from the center of route 28. There was no

station there at the time.]

8/1/47 (VM 23) A new passenger shelter was added at 2276+80 (A80.09)

12/7/47 (TT) Listed as a non-agency station.

1948 (AR) The Glen Brook Lodge leased land for their barn and corral.

3/1/50 Car collides with ore train at The Glen. The slippery road would not allow the driver to stop in time.

1/1/51 (OL) Listed as a non-agency station with freight under the jurisdiction of Riverside.

4/52 (TT) The Glen is listed as a non-agency station not handling baggage. [They may have been using the Grove Hotel for a station at this time.]

9/22/54 The State is putting a new floor in The Glen bridge.

9/26/54 (ETT) A siding is listed for passing trains. A telephone was at the north end.

7/13/55 (VM 22) "1087.5' of north end of passing track "A" removed." [new track from 1911]

4/30/58 "New Highway Span at The Glen" the design stage is nearly complete. It will cost \$500,000 with a length of 300', about twice the length of the present one.

9/3/58 "Work To Start Soon on New Glen Bridge" Low bid of \$402,540.13 from Thomas P. Spagnoletti Construction Co., Binghamton, NY. Scheduled for completion by December 1, 1959.

7/8/60 (VM 23) Passenger shelter at 2276+80 removed. [This was next to a crossing just south of the hotel.]

1/9/63 (VM 22) Remainder of passing track A removed from PS 2265+99.8. [partially removed in 1955]

7/31/63 "Big Gore Inn Opens At The Glen" Formerly Glen Hotel [Grove?] it was opened by Ward Towers of Warrensburg. The building has been completely remodeled. The grand opening was on 8/10 and a full page ad was run on 8/7, page 4.

3/4/64 "Big Gore Inn Destroyed By Fire Tuesday AM" The main building ... was destroyed. The Inn had opened last summer. All that is standing of the place is the two large chimneys.

12/30/64 Irving Goodman died. He was a retired D&H agent and telegrapher. They opened a tourist home and gasoline station at The Glen which he operated until the state bought the site for highway purposes.

8/23/98 (BLHS "Bulletin", 9/98. p. 3) The Thurman Historical Society unveiled a cast aluminum plaque at the site of the head-on train collision from 8/28/46 about 1-1/2 miles below The Glen. The master of ceremonies was D&H/SL&H employee Bill Bibby with town supervisors John Haskell (Thurman) and Bill Thomas (Johnsburg) participating.

11/16/2000 The Glen Hotel building, currently Wild Waters rafting company, burned down. According to the article, the property was owned previously by the State University of New York at Albany, which owned the house as part of their nearby Camp Dippikill land holdings. Doug Azaert bought it about 15 years ago for his Wildwaters Outdoor Center. He said part of the building was over 100 years

old. [They have since built a log style structure there. The Camp Dippikill was a youth hostel for the SUNY Albany Alumni Association and at one time was run by Rick and Jill Nelson who found the calendar in the wall listed above in 1908.]

- 2007 The 1938 bridge for Route 28 over Glen Creek was replaced.
- 4/2008 (FM) The Glen railroad bridge measures 91" high x 114" wide x 75' long with 18" flanges. It looks to have its original stone foundation. The build plate is gone but it was painted in 1944 and built by the American Bridge Company. The marker at the south end is A81.22.

Industries served by the railroad:

Howland & Ferris:

- 1906 (DH) A siding was added for Howland & Ferris, lumber.
- 1913 (DH) The siding was still listed and given as 800' long.

McPhillips Bros. Sawmill: This was just south of the station on the west side of the tracks. The foundations are still there in the woods just north of the mile marker and access road. They used the Howland & Ferris siding.

- 1913 (AR) The McPhillips Bros. applied for a siding agreement for pulpwood.
- 1916 (AR) The McPhillips agreement was still pending.
- 12/20/18 (WN) The mill at The Glen was mentioned.
- 1919 (AR) The McPhillips Bros. had a new sawmill and were expected to ship 5,000 tons per year.
- 1922 They are listed on the D&H Freight Shippers Guide for bark, lumber, cordwood, pulpwood, ties and sawdust.
- 1929 (AR) The McPhillips sawmill burned with an estimated loss at \$60,000.
- 8/23/29 (Troy Times) The McPhillips Brothers sawmill at The Glen burned with an estimated \$35,000 loss. The mill had been idle since May.
- 8/29/29 A fire destroys saw mill at The Glen.
- 11/29/35 (AR) Retired industry track.
- 12/24/35 (VM 22 & 23) "Industry track at sta. 2266+91 removed." [766' siding for McPhillips]
- 11/6/2008 (FM,P) Checked out the area just south of route 28 where the McPhillips lumber siding was. There is a concrete foundation in the woods about 100' away from the tracks measuring 60'x45' which was likely for the sawmill. No evidence for a siding but there is room for one.

Saratoga Wood Co: They had sidings here and south of Stony Creek.

- 1905 They are listed on the D&H Freight Shippers Guide for cordwood.
- 1913 (AR) A new siding was built for the Saratoga Wood Co. and a sawmill erected. [The D&H blueprint from 1925 shows a sawmill at their siding in Stony Creek but not here.]
- 1922 (AR) Saratoga Wood Co. track completed. [Perhaps they made the track longer?] [They do not show up on the D&H Freight Shippers Guide for this year.]

- 3/27/25 (DH) The 680' siding was removed at milepost A79.
- 4/6/25 (VM 22) "Track "A" removed." [at NC16, 680' siding for Saratoga Wood Co. This is verified by a letter in the D&H collection saying that they removed it in 1925.]
- 11/6/08 (FM) Looked for evidence of the old siding at A79, about 0.5 mile south of the wreck monument sign. There is no evidence of a siding but there is a flat area on the west side of the track which would allow for one. I did find a trace of an old access road down the hill in the woods just north of the A79 marker and heading north up the hill. This siding was for the Saratoga Wood Co.