

## Hadley / Lake Luzerne

**Hadley:** [mile 21.9, Elevation 640'] The combination passenger and freight house was built in 1870 and measured 20' 3" x 96' 6". It was the largest station on the line. In 1957, the NYS Public Service Commission granted permission to suspend passenger service to the Hadley depot. It closed on August 5th, 1958. It was sold and removed probably in 1959 and the property was sold to Joseph White who used the spot to park trucks for his lumbering business.

- 1865 (TT&T, p.33) "After years of discussion and cautious delay the Adirondack Railroad was laid from Saratoga to Hadley in 1865. The terminus was an open field just south of the Sacandaga River at the foot of Mount Anthony. Within a few years a great wooden trestle was built above the rapids of the Sacandaga and a depot established in the town of Hadley."
- 1/23/1866 (GFR) The Adirondack Railroad is now running a daily train between Saratoga and Luzerne which is paying for itself. Local businessmen held a meeting at the Rockwell Hotel where they are complaining about the high freight rates.
- 1866 (SA) The railroad is complete to the south side of the Sacandaga River.
- 1870 (DH) The station was built and measured 20'x96'.
- 10/3/1870 (TT) Listed as a station.
- 1878-1881 (DH) J.C. Morris was the station agent earning \$40 per month.
- 1879 (DH) The June payroll for maintenance Section 5 was \$183.25.
- 3/1881 (DH) E.T. Griffing became the station agent.
- 1885 (RCC) The station is described as being in good condition and having a covered platform.
- 1885-86 (UHVBD) Business listing: Adirondack Express, E.T. Griffing, agent; Cascade Hotel, P. McCabe; E.T. Griffing, station, freight and express agent, telegraph operator; Hadley Paper & Pulp Mill, George West; Railroad House, John A. Kathan; Charles Rockwell, general store; John Taylor, blacksmith.
- 1887 (RRC) The station has been renovated.
- 1888 From an artists drawing of Luzerne in 1888 the following observations can be made: The center section of the railroad bridge over the Sacandaga was covered in wood planking while the end sections were exposed and the southern one supported by wood trestle legs. The area along the Hudson where the dam was built was the home to several businesses including West's Paper Mill, The Garner Leather Works and Burnham's Grist Mill. There is no railroad spur shown to these buildings at this time.
- 6/25/1888 (TT) Listed as a station.
- 1889-90 Changes to UHVBD: Railroad House, John Holloran; Cascade House, P.T. Moynihan; American Hotel rates, \$1.50 to \$2 per day, \$7 to \$10 per week.
- 1890 (DH) The tool house was built and measured 12'x16'.
- 10/31/1891 (WN) A new hotel will be built on the site of the Rockwell which burned. It will be built by Wm Baker who also owns the Adirondack Hotel in NC. The new hotel will be called the "Rockwell House".

1891 (DH) A turntable was built at Hadley for a cost of \$1,000. This is confirmed by the 6/30/91 AR.

1891 (Atlas) There is an 1,000' siding ending about 300' south of the bridge on the west side of the tracks. 100' from the north end is a 70' spur going to a 50' diameter turntable. There is also a small house shown between the end of the siding and the bridge. The siding is labeled "Sacandaga Switch" and was probably where trains were turned around before the bridge was built. [The historical society in Luzerne has a picture of a turntable with a water tower behind it but they didn't know anything about it. There is no water tower on the atlas.] The spur to the mill starts 360' north of the bridge then an 1,150' siding starts 80' north of that on the west side of the main. Just as this siding straightens out, there is a parallel 180' siding heading south. The station measures about 20'x90' and is 60' north of the road crossing. The north end of the depot is 420' from the end of the siding. The station is on the mainline and there are two storehouses across the tracks which are listed as Upper Hudson Co-operative Association. The northernmost building is 30'x50' and is noted as surrendered to the D&H by the Union Bag & Paper Co. on 7/22/0(7?). The southernmost building measures 25'x49' and is listed as belonging to B.S. Jenkins. There is a coal shed attached to the south end of this building which is right next to the road. It measures 10'x23' and was used by E.J. Griffing. [This detailed information was an add on page in the atlas written on the back of a D&H way-bill from 3/19/1894.] A siding agreement is also shown south of the station on the east side for Rhodes & Johnson. [R&J is listed in 1927 as selling lumber (TT&T).]

1896-97 (Freight Receipts) The following items were delivered to W. J. Hall between 5/2/96 and 12/6/97.

Date	Item	Weight (lbs)
5/2/96	1 Box P Green	150
5/2/96	1 Barrel Oil	400
5/2/96	1 Crate Hangers	1454 combined
	1 Case Hardware	
	6 Iron Spikes	
	5 Rolls Paper	
	4 Kegs Nails	
	1 Case Steel Drag ..?	
	1 Case Plate Glass	
	2 Bndl _asting?	
5/2/96	1 Keg Nails	1166
5/2/96	1 Box Fixtures	200
	1 Box ? Irons	
	1 Box Track	25
	4 Rolls Netting	200
	2 Rolls Wire Cloth	
	4 Kegs Nails	400
	2 Box Hardware	150
5/6/96	8 Milk Cans	135 combined
	1 Box Tin Ware	
10/27/97	1 Crate Dishes	425 Total
	1 Box Blacking	
	1 Crate Bowls	
	2 Rms Paper	
	1 Doz M Sticks	
	10 Bdl M Paper	
	2 Bdl Baskets	
	1 Crate Pails	
10/28	3 Crates Oil Cloth	550
10/29	1 Case Hardware	160 total
	1 Bdl Saws	
10/30	1 Bdl Picks	15
	2 Bags Shot	50
	6 W Barrows	300

	4 Rolls B Paper	100
11/1	1 Box Putty	
	1 Box Paint	110
	6 Boxes W Glass	480
11/3	4 Cases E Paint	340
11/8	1 Coil Rope	406 total
	1 Box Hardware	
11/13	2 Bdl Roofing	600
11/13	1 Case Castings	80
	3 Kegs Nails	318
11/13	4 Brls Cement	1200
11/16	8 Bars Steel	400
11/17	1 Gage Ctd	100 total
	1 Bdl Registers	
11/18	12 Rolls Tar Paper	
	1 Box H Nails	525
	1 Board Saws	
	1 Bdl Lantern & Globes	105
	2 Cs Hardware	300
11/19	2 Bdl Stove Castings	45
11/20	1 Box Bolts	125
	2 Boxes Hardware	200
	1 Bdl (2) Hads ?	10
	4 Rolls B Paper	100
11/26	4 Brls R Cement	1200
11/26	3 Kegs Nails	
	3 Rolls R Paper	418 total
12/2	1 Box Putty	
	4 Boxes W Glass	380 total
12/4	1 Crate hangers	
	1 Box Hardware	150
	1 Bdl Iron Pipe	125
	3 Bdl Sleds	75
	1 Box Stamped Ware	75
12/6	1 Bdl Iron Wire	
	2 Kegs Nails	
	2 Rolls Bldg Paper	317
	1 Bdl Stove Castings	30

- 1898 (AR) A siding was added north of the station. [This is probably the one to the factory.]
- 1899 (Morning Star) The station has been painted.
- 5/27/1899 (Gloversville Daily) Roscoe Pulver of Luzerne was decapitated by a freight train at Hadley.
- 1/1/00 (OL) E. T. Griffing is the station agent.
- c. 1900 (P) A boxcar is on the east side of the station but it does not appear to be right up next to the platforms. [The factory siding]
- 9/10/04 (Morning Star) O. S. Griffing has resigned as baggage master at Hadley and will be replaced by J. L. Taylor.
- 1905 The Freight Shippers Guide includes the following businesses:  
 JD Mulrennan: handles  
 Garnar Leather Works: leather & tannery

W. Stone & Son: planning & mill with a siding use  
 VR Rhodes: mill  
 Union Bag & Paper Co.: siding use  
 EB Estes & Sons: wood novelties with a siding use  
 WF Garnar: wood novelties with a siding use

- 5/31/07 (SA) John Cowles of Greenfield was loading wood at the station.
- 6/7/07 (SA) Leon Cote resigns his job at the station. James Kelly of Corinth will replace him.
- 1910 (DH) William Clear was the station agent earning \$55 per month. He had three helpers and the station drew in a total of \$3,410 per month in revenue.
- 5/5/10 (SA) Renwick Fisher started as baggage master at Hadley.
- 12/9/10 (SA) J. L. Taylor died. He was baggage master for seven years.
- March 1911 (SA) Francis Kelley is working at the station.
- 11/14/11 (SA) The old road through the Union Bag & Paper Co. property was closed due to the new State road that cuts through the village.
- 5/25/12 (SA) Renwick Fisher is baggage master at Hadley.
- 1916 (DH) A survey map shows the Sacandaga Siding at 1155' long and ending 230' north of A59. The section house is on the east side of the tracks there, 195' south of A59 and measures 25'x30'. The concrete building on the west side of the tracks is labeled as a mill for EJ & MB Riddell. There is only one building opposite the station shown as a coal building leased by Evans. Between that and the road is a derrick. A 380' siding is north of the station for the factory building. Rhodes & Johnson has a lumber yard along a 400' siding just north of the paper mill spur as well as more buildings at the corner of Rockwell Street.
- 1916 (WN) The Hadley station is being re-shingled.
- 1922 The Freight Shippers Guide includes the following businesses:  
 Rhodes & Johnson: feed, grain & lumber with a siding use  
 M&E Riddell: feed, cement & coal with a siding use  
 Upper Hudson Co-operative Assn.: feed, grain & coal with a siding use [they owned two storage buildings opposite the station]  
 Nuera Paper Co.: paper & pulp with a siding use
- 1/18/22 (VM12) "Track at station thrown and shortened."
- 5/29/1922 (SA) The station is being wired for electric lights.
- 5/27/26 (DH) The tool house at the Sacandaga Switch at A58.96 was removed. It was on the east side and was built in 1891 to the same design as many others along the line.
- 5/16/28 (P) The station is the same as earlier photos except for the band of horizontal siding that was added to many of the stations. There are boxcars in the background which appear to be on the siding on the east side of the station.
- 1929 (TT) Sacandaga siding is mentioned as an available place for trains to pass. It was located 265' north of A-59.
- 1930 (SA) Hughes is agent at Hadley

1/1/32 (OL) Listed as Pullman ticket agency station with C. E. Hughes as agent.

1933 (SA) Mr. Beadnell is employed at the station.

11/26/33 (SA) Mr. Dubey was a former agent at Hadley. A new sawmill is being built near the station by W. B. Estes & Son.

1934 (SA) Mr. Hughes is agent at Hadley.

5/14/35 (VM12) "Flag cabin added at sta. 1131+75." [just south of highway crossing at station]

8/29/35 (SA) The station is being painted inside and out.

1940,47,50 (TT) There is a listing for Sacandaga Siding.

7/11/41 (VM12) "Loading platform added at sta. 1134+04.9." [on west side of tracks at north end of station]

1940's (ETT) Sacandaga Siding is listed in the 40's and up to '50 at A59.

1951 Businesses from a D&H Freight Shippers Guide:  
           Watson Shippee - coal, Cotton & Hamlen - lumber, Rhodes & Johnson - lumber,  
           Pasco - coal

1/1/51 (OL) J. F. Lynch is the freight and ticket agent and the station is a Pullman ticket agency.

4/52 (TT) Listed as a station still in use.

9/26/54 (TT) Sacandaga siding is listed with a 18 car capacity. Hadley station is listed as a Train Order and Block office open weekdays 8-5. Telephones are located at the north end of Sacandaga siding and at the north end of the station.

1/25/55 (VM12) "Passing track with p.s. at sta. 1114+05 removed." [Sacandaga Siding]

1955 (VM12) There is a coal shed opposite the station and a siding with a vacant factory north of the station. [The woodenware factory detailed below.]

1950's (P) The platforms are all one low level now; even on the freight end.

1956 Last summer for passenger service.

3/10/58 (SA) The D&H petitioned the PSC to close the station with business being handled at Corinth.

6/6/58 (SA) A hearing was held about closing the station.

8/58 (Historic Marker placed in 1999) The station closed for all business.

9/9/58 (Times Record) A photo ran of the Hadley station from 1875 and mentioned that it still existed.

10/26/58 (ETT) A telephone is still listed as being mounted on the north side of the station.

1959 (ETT) A telephone is not listed being on the station.

4/21/60 (VM12) The station was sold and removed, the siding at the station was removed, and a siding south of the station on the east side of the main was shortened by 138 feet.

- 5/11/60 (VM12) Property next to the station was sold to Helen and Delbert Pasco.
- 7/31/70 (VM12) The remainder of the siding shortened in 1960 was removed.
- 2/1/72 (VM12) The northern portion of the passing siding was removed to just south of the street crossing.
- 6/26/2000 (The Post Star, p. B7) "Hadley town Supervisor Thomas Mason said last week that the Warren County Board of Supervisors had granted conceptual approval for Mason's request for an easement between Warren County and Hadley to build a train station on county property in the town." A county resolution stated that if "Hadley builds the train station, it must maintain all liability, and there must be no increased tax liability for Warren County". They are looking into grants for construction of a scaled down version of what was there.
- 10/13/2000 (The Post Star) Supervisor Thomas Mason "was informed Wednesday that \$485,000 of the \$4 million in federal transportation money targeted for the tourist train between Corinth and North Creek will go towards rebuilding the Hadley train station. U.S. Rep. John Sweeney, R-Clifton Park, announced the \$4 million grant last week. Work to upgrade the tracks will begin next year, Mason said."
- 3/13/2007 (Deed) Warren County bought the station site from Biondi.
- 7/2007 (BLHS, p.35) Warren County has purchased the station property and plan to start building a station later this year. The design is to be similar to what was there. [not really]
- 1/2008 (GFPS) "The board agreed to proceed with plans to build railroad stations in the towns of Thurman and Hadley, which are located in Saratoga County. The counties are working to develop the railway from Saratoga Springs to North Creek. Belden and Lake Luzerne Supervisor Gene Merlino said the county is about \$800,000 short of being able to build stations in both towns for \$2.1 million. The supervisors said a platform would likely be built in Thurman if they didn't obtain more funding."
- 2009 The shelter station is finished along with a new parking lot. The UHRR only has one run planned.
- 11/2013 The shelter is being enclosed by Warren County for use as a station.
- 4/2014 (WCBOS) The county is finishing work on the Hadley station and the S&NC reported that they will be using it for a crew reporting station and that an agent will be there beginning July 1st and staying until Fall.
- 7/2/2014 (WCBOS) Improvements were being made to the interior of the Hadley station.

### **Businesses Served by the Railroad:**

#### **Paper Mill:**

- 1878 (TT & T, p.57) In 1878 Marcus Gardiner of Hadley together with his father-in-law Charles Rockwell built a power dam a few hundred feet below the gorge and erected a mill under the name of Rockwell Falls Fiber Company. "Later George West, a paper manufacturer of Ballston Spa, entered the partnership. James Mulrenan became general manager in 1887, at which time the mill was greatly enlarged and new machinery added. Later in the 19th century the mill passed into the ownership of the Union Bag and Paper Company. After employing about seventy to eighty men for more than twenty years the mill was closed and sold. In 1915 it was purchased by the Nu-Era Paper Company, which operated as a paper mill for several years, manufacturing kraft paper as did its predecessor. The property was again sold to the New York Power and Light Co. This company, in 1936, razed the greater part of the buildings. Several years before, however, the dam had been washed away and in the spring of 1936 all that remained of the original dam was half a dozen partly submerged planks. A

short branch of the railroad, from the Hadley Depot came down to the Paper Mill.” [Evidence of the old railroad bed can still be seen today.]

- 4/6/1882 (SA) The Rockwell Falls Fiber Co. was incorporated Monday with \$60,000 capitol by Charles Rockwell, William Parsons, and George Hicks.
- c.1900 Tracks were added to the site.
- 1902 (USGS map) The spur to the paper mill is shown with two tracks near the mill. The Old Corinth Road goes between the tracks and the mill.
- 1905 The Union Bag & Paper was listed on the Freight Shippers Guide.
- 1913 (AR) Work was authorized for track repairs to the Union Bag & Paper Co.
- 1913 (DH) The siding was listed being 1,121' long total with 130' on the D&H r.o.w.
- 1916 (AR) Hadley Paper Co. bought the Union Bag & Paper Co.
- 9/1918 (DH) The tracks to the paper mill were changed from 67 lb rail to 80 lb.
- 1919 (AR) The Nu Era Paper Co. bought Hadley Paper Co.
- 12/6/20 (DH) A map for a proposed new track to the Nu Era Paper Co is shown with the new line south of the existing one. This was stopped in due to the company backing out due to finances. A George Dunham was the VP of the mill at this time. They shipped 30,000 tons annually and brought \$53,000 in revenue to the D&H.
- 1922 The Nu Era Paper Co. is listed in the D&H Freight Shippers Guide.
- 1924 (AR) The Durham Pulp & Paper Co. was sold to the Luzerne Paper Co. [I am not sure if this was the same buildings as Nu Era.]
- 1929 (AR) The Luzerne Paper Co. mill closed.
- 2/11/30 (SA) The Luzerne Paper Co. was bought by the NY Power Co. in bankruptcy. They planned to continue making newsprint and later changing to just power production.
- 11/29/32 (SA) There was an auction of items from the Luzerne Paper Co.
- 1936 Most of the buildings were removed.
- 11/5/37 (VM12) “D&H portion of track “A” removed.” [spur to Hadley Paper Corp.]

**Woodenware Factory:** There was a 386' siding just north of the station on the east side, leading to a large factory building which went through various ownerships over the years.

- 6/22/1897 (Morning Star) The Adirondack Novelty Company was incorporated with \$50,000 in stock under Carroll Gates, pres. and Walter Cogan, sec.
- 12/20/1897 (Morning Star) Thomas Vail has leased the Adirondack Novelty Co's building in Hadley and will put machinery for making chairs. A branch track is being laid from the Adirondack railroad to the factory and plan are to start production at once.
- 12/25/1897 (Mechanicville Mercury) "Thomas Viall of Vermont has removed to Hadley and purchased the building recently erected by the Adirondack Novelty Company, and will convert it into a chair and

furniture factory. The Novelty company was financially unable to go any further than the completion of the building. The Adirondack Railway is building a side track 300' long, extending from the main line to the chair factory."

- 2/7/1898 (Morning Star) There was a legal case of Walter Stone vs Adirondack Novelty Co.
- 4/8/1898 (Morning Star) The sale of the factory of the Adirondack Novelty Company, near the Hadley depot, was held off for two weeks. The building is presently used by Thomas Vail as a chair stock factory.
- 4/23/1898 (Mechanicsville Saturday Mercury) The plant of the Adirondack Novelty Co., recently erected at Hadley, has been sold in foreclosure to T. Y. Gardner & Sons of Hadley for \$2,145.
- 2/3/1900 (G.F. Star) William Garner is buying pine logs with the intention to start a box factory in his building near the station.
- 1905 The D&H Freight Shippers Guide lists both EB Estes & Sons and WF Garnar as making wood novelties. [I am guessing that the WT Garner spelling below is the correct one.]
- 10/18/06 (SA) W.S. Green will open a shirt factory in the building owned by William Garner near the station as soon as employees are found.
- 1912 (AR) The William T. Garner plant was listed as a vacant building last used in 1908 as a shirt factory and equipped with a siding. The D&H was looking for a potential user.
- 1913 (AR) The Sweetwood Toothpick Co. was listed as a new industry. They started on May 1<sup>st</sup> at the Garner factory.
- 1913 (DH) Garners spur is listed as a 386' siding north of the station.
- 2/5/13 (Morning Star) The Garner building near the depot has been rented to people from out of town to make toothpicks. It will employ 25 men and women.
- 2/14/13 (Sch. Daily Gazette) Men are working at the Garner building near the depot putting in machinery for the toothpick factory that will be in operation in two weeks.
- 1920 (AR) 60' of the siding was removed to provide better access to the station from the road.
- 1924 (AR) D. Pasco & Sons bought the Garner factory.
- 4/7/24 (DH) Pasco owned the factory building next to the station for a feed store and was at that time trying to find a new owner or renter for it. Formerly owned by W. Garner. It was two stories and measured 26'x100'.
- 4/1/30 (Deed) The D&H sold the land to Walter Pasco.
- c.1950 (Thurman *Quarterly*, p.17) Steve Parisi recalls that Pasco, from Warrensburg, had a satellite store along the rail line in Hadley which was managed by his grandfather and Hadley justice of the peace Reuben "Rube" Lyman Wheeler.
- 1957 A short history of the area written by Frank Beattie mentions the old woodenware factory just north of the station. "In Hadley, just north of the station in the same building now occupied by Pasco, was a novelty works which made pill boxes of various shapes and sizes. Later a match factory was housed in the building and later a shirt factory." [Pasco operated a grain business there. See 1924.]
- 4/21/60 (VM12) The siding to the factory was removed.

1/9/63 (Deed) The land was sold to Walter White by Pasco.

**Rhodes & Johnson:** Van Rhodes and Mr. Johnson had a lumber yard in Hadley.

1905 VR Rhodes is listed in the D&H Freight Shippers Guide as having a mill.

1916 (AR) There was a pending sidetrack agreement with R&J.

1916 (DH) A survey of the area shows that Van Rhodes stored logs and lumber in an area north of the station on the west side of the tracks. Rhodes & Johnson also had a yard at the corner of Corinth Road and Conklingville Road and another at a 400' siding just north of the spur to the paper mill.

1922 Rhodes & Johnson is listed in the D&H Freight Shippers Guide as selling feed, grain & lumber.

1925 A freight receipt shows that Rhodes & Johnson received a shipment of slab wood.

1927 A freight receipt shows Rhodes & Johnson receiving lumber from TC Murphy in Riverside.

1927 A survey map shows they owned the property west of the station across the tracks.

1928-29 Freight receipts show that Van Rhodes and Bert Johnson were receiving lumber from McPhillips Brothers at The Glen. One shows that the load came from Mill #2 in Thurman.

1931 A business listing shows them as selling lumber and feed.

1973 (Deed) Rhodes & Johnson Co. sold the property, including an office, storage room and sheds, to a Margaret Usher.

**Riddell Brothers Grain:** They built a feed warehouse south of the station on the west side of the tracks.

1/1/1910 (Deed) Riddell bought the property from Woodard.

1910 (AR) Riddell was listed as a new business with a warehouse.

1922 M & E Riddell are listed in the D&H Freight Shippers Guide as selling feed, cement and coal.

1931 A business listing shows Edgar Riddell, coal and feed.

1935 (AR) The Riddells leased land from the D&H for \$15 annually.

1/1/35 (Deed) Myron Riddell sold the land to Bert Johnson which included a storehouse and blacksmith shop.

**Various Companies with siding agreements:**

1904 (AR) A small handle plant was built. No name mentioned.

1905 (AR) Luzerne Manufacturing Co. had built a plant.  
The D&H Freight Shippers Guide lists W. Stone & Son with a mill.

1911 (AR) A new siding had been pending for G.A. Evans coal but they declined and instead put in a coal pit under the tracks.

1913 (DH) A 397' siding was called "Stones spur". This was just north of the spur to the paper company and in the area of Rhodes & Johnson Lumber.

- 1919 (AR) J.D. Mulronan was listed as a Plug manufacturer west of the station.
- 1922 The D&H Freight Shippers Guide lists the Upper Hudson Co-operative Assn. with a siding.
- 1924 (AR) A new building or addition was listed for Pasco & Son for coal. They had bought out the Upper Hudson Cooperative which used the coal shed opposite the station.
- 1927 (AR) A new building or addition was listed for Pasco & Sons coal storage.
- 10/28/31 (AR) A new side track agreement was made with L.E. Harris for timber.
- 1933 (AR) A siding agreement with G. Butler Inc. for storage was cancelled.
- 7/25/34 (AR) A siding agreement was made with Aldrich Perkins for coal.
- 1939 (AR) Julius Levy was listed as a new industry dealing in lumber.
- 1940 (AR) Northern Hardwoods is listed as a new industry potentially shipping 3,000 tons annually.
- 1942 (AR) Plunkett & Webster Lumber Co. was listed as a new business.
- 1948 (AR) J.H. Anthony was a new industry and listed as receiving road paving materials.
- 1948 (AR) Lane Construction was listed as using a storage building.

**Sacandaga Railroad Bridge:** The first bridge was finished on 2/2/1866 and it may have been a crude trestle type bridge that was thrown up just to get construction of the line going. As the two articles below mention, the bridge was damaged in 1869 and was to be rebuilt from the foundation. I assume that this new bridge is the one photographed by Stoddard in the 1880's. An artist's drawing of Lake Luzerne in 1888 shows the wooden Howe truss bridge with the center span covered with vertical siding. It also shows the southern span with wood bracing supporting it. In 1889, all but the center span were replaced with iron trusses. The short northernmost span was an I-beam type. In 1894, the center span was also replaced with an iron or steel truss. Finally, in 1943, they replaced all the spans with the current ones. The 1869 foundations were kept.

- 12/7/1865 (SA) Mr. S. M. Seymour was in charge of building the bridge at Hadley. "The bridge across the Sacandaga is about 400 feet long and 90 feet from the water. It consists of three spans, the centre span being about 175 feet in length. And this imposing structure had been put up and in readiness for the iron in the short span of thirty days." The track continued another three miles to Wolf Creek.
- 2/8/1866 (SA) "The completion of the Adirondack Company's bridge over the Sacandaga, at Luzerne, was deemed a fitting occasion by the employees of the road, for an excursion to that point, and a social party at Rockwell's Hotel. Accordingly a Committee, consisting of Messrs. C.E. Durkee, S.H. Richards and H. J. Rockwell, were selected to manage the affair, and Friday evening the 2d of February, was fixed upon as the time for it to come off. The train left at 7 pm and after a delightful trip of an hour and a half arrived at the Bridge - a splendid structure four hundred and seventy feet long and ninety-eight feet from the water, built under the superintendence of Mr. H. L. Lacey, and which crosses the Sacandaga, at its junction with the Hudson, in three noble spans. The bridge that day had just been completed, and no passenger trains had previously crossed."
- 10/12/1869 (GFR) Adirondack Railroad – The bridge across the Sacandaga River near Luzerne was damaged by a train heavily loaded with granite. Since then the trusses have been further weakened by logs hitting the bridge as they are floated down the river to the sawmills. Engines no longer cross the bridge, pending repair, however the train continues to run north and south of the bridge.

- 11/23/1869 (GFR) The bridge at Luzerne is to be rebuilt from the foundation. The new bridge will embrace all the modern improvements in bridge building. [The original bridge may have been a quickly thrown up affair as the foundations that exist today are the originals from early Stoddard photos.]
- 5/12/1875 (DH) A property report listed that there was an immediate need to rebuild the Sacandaga bridge for and estimated \$7,000. [Perhaps this was put off until 1882.]
- 11/8/1876 (SA) James McEwen, a mill hand at Conklinville, was killed falling from the railroad bridge at Hadley. They found him dead on top of the south stone pier. He apparently died by suicide induced by alcohol. He had been threatening to do this not long before.
- 3/31/1882 (DH) Timber was ordered from Christian Fritz of Martinsville, NY to replace the center span, listed as 180' long. They were also getting a bid for wood to cover it. There were 399 pieces from 13' to 29' long.
- 5/3/1882 (DH) The timbers were received for the bridge.
- 7/14/1882 (DH) They had a contract with Mr. Seymour to rebuild the span and in a letter to Mr. Fritz complained about the poor quality of most of the pieces received. They were requesting a meeting to discuss the problem. They later received many new pieces.
- 1/4/1883 (SA) The new bridge at Hadley was completed on December 20, 1882 and is 580 feet long. The two massive stone piers are 84 feet high and 14 feet in the river. This is the third bridge built at this location by H. L. Lacey of Chatham. The first was in 1864 [1865 according to the report above] and the second in 1869.
- 1/18/1883 (SA) "Edward Lacey and Harvey Lacey of Chatham are in town. These are the men who successfully constructed the new bridge at Hadley for the Adirondack Company."
- 7/2/1883 (DH) A report of bills for the bridge totaled \$8,084.14.
- 1885 (RRC) The five spans are listed from south to north as 63', 110', 180', 110' and 56'. They are all Howe truss designs. All but the center span had wood bents added at the panel points in order to permit continued operation when replacing sections.
- 1885 (SA) The Adirondack Company is building a trestle underneath the end span of the Sacandaga bridge preparatory to erecting a new bridge.
- 1887 (RRC) The 63' span was recently replaced and work was being done on the trestle bents on the two 110' spans.
- 7/13/1889 (BJ) "Master Mechanic Corey and men are erecting abutments and piers for an iron bridge over the Sacandaga River at Hadley." [Stoddard's photos of the bridge from before 1885 show the stone piers existing today so I am not sure how much work they did at this time. They may have changed the southern abutment as that is smaller than the earlier one.]
- 1889 (RCC) The center span is new and covered with wood siding.
- c. 1890 (P) The center span is covered in wood siding and the side spans have been replaced with iron or steel trusses.
- 1891-1892 (Annual Report) The number of iron bridges listed changed from 12 in 1891 to 13 in 1892 with a change in total length of 180'. The only bridge this long is the center span at Hadley but this would conflict with the 1894 report below.

- 1891 (Atlas) The bridge spans are shown from south to north as 120', 110', 180', 110', 65' and 125'. [I may be reading the map wrong as there were never 6 spans. Perhaps this includes approach fills.]
- 1891 (RRC) All spans except the center have been replaced with iron.
- 1893 (RRC) The center span is still wood with siding.
- 1894 (AR) The center span was replaced with an iron pin connected truss. This is confirmed by the RRC of 1895.
- c. 1905 (P) The center span has been replaced with a steel truss with a similar but different design than the current one.
- 9/16/16 (P) Same bridge as in 1905.
- 1921 (AR) The bridge deck was replaced.
- 1925 (AR) There were studies done for strengthening the bridge.
- 6/19/43 (P) Postcard dated '43 shows the same bridge so the current one was likely done when the line was upgraded for Tahawus. [Picked up the same pc with a postmark of 1938.]
- 1943 (AR) The bridge was replaced and completed except for paint which was to be done in the spring.
- 1956 (VM12) Bridge over the Sacandaga is labeled no.7 (old) and no.A 59.06 (new).  
From the south end, survey stations of the sections are given as:
- |                        |                     |
|------------------------|---------------------|
| 1115+69 (B.W.)         | 1117+17.3 (CL Pier) |
| 1115+87 (Bent)         | 1118+97.5 (CL Pier) |
| 1116+04.5 (CL Pier)    | 1120+10.3 (CL Pier) |
| 1116+18 (Face of wall) | 1120+85.2 (B.W.)    |
- This gives an over all length of 516.2 feet with the spans at 35.5', 112.8', 180.2', 112.8' and 74.9'.
- 1999 (FM) From south to north there are five spans. The 10.5"x14" ties are marked with "5" on the ends and the guide rails are stamped with "OH B.S.CO. STEELTON 1945". The rail/tie plates are stamped with dates from 1941 to 1944. This is conflicting with the 1943 report above.

**Sacandaga Road Bridge:** The original covered bridge that sat next to the railroad bridge was built by Obadiah Wilcox in 1813 and was a double barrel arch design. It burned in the 1880's and was replaced in 1885 by the elliptical iron span existing today. It was built by the Berlin Iron Bridge Company of Connecticut. It closed to traffic in 11/83 and was restored and opened in 2006. According to a marker placed in 1999, the bridge was placed on the National Historic Register in 3/77.

- 1/24/1876 (SA) The bridge was strengthened by John Johnson.
- 9/8/1885 (Troy Daily Times) O. E. Rice is getting out the iron of the old Sacandaga Bridge from the ruins which lie in the river a short distance below. No clue has been found about the cause of the fire. The bridge was old but had recently been repaired.
- 9/9/1885 (Schuylerville Standard) The covered bridge at Hadley burned Wednesday night.

- 9/30/1885 (Troy Daily Times) Salon Bingham is in charge of preparing the abutments of the Sacandaga bridge for the new structure.
- 10/27/1885 (Troy Daily Times) The south abutment of the bridge fell last week and the work of clearing it up for rebuilding is under way.
- 11/3/1885 (Troy Daily Times) Nearly three weeks will be required to complete the relaying of the abutments of the Sacandaga bridge.
- 2/11/33 (SA) The bridge was damaged by a truck hitting one of the double rods and causing a floor beam to hang down.
- 9/27/2000 (The Post Star, p. B14) "More than 50 residents and officials gathered at the bridge Tuesday as Tania Werbizky of the Preservation League of New York State presented a \$15,000 check to Saratoga County Public Works Commissioner Joseph Richey. The grant will fund an engineering study by Ryan-Biggs Associates of Troy on whether the bridge can be saved, and what that will cost - a study to be completed in 60 days."  
Hadley Supervisor Thomas Mason "also announced that Hadley has received a \$25,000 state waterfront redevelopment grant to create a park on 11 acres just upriver from the historic bow bridge and train trestle, overlooking the whitewater rafting "rodeo holes"."
- 9/1/2004 (Post Star) "Officials from the state Transportation Department and state Office of Historic Preservation said this week that the two agencies have approved a plan to add supports below the bridge, strengthening the structure to again allow one-way vehicular traffic. The agency approvals are a reversal from earlier this year, when plans to reopen the bridge were threatened by disagreements between the two agencies. County officials said discussions appeared so dire that there was talk that the bridge might have had to be torn down.  
But the state Office of Historic Preservation decided that since the support system would be below the bridge, therefore not visible, the agency would approve the plan, spokeswoman Cathy Jiminez said. Peter Van Keuren, regional public information officer for the state Transportation Dept. said his agency was also satisfied with the proposal. A key stipulation was no posted weight limit for the bridge.  
While pleased that construction of the bridge support system should start early next spring, Town Supervisor Thomas Mason said the long struggle has been frustrating. Officials and local residents have worked at reopening the bridge for about seven years."
- 8/25/06 The Luzerne-Hadley Fire department posted photos of the bridge reopening ceremony held that day. (Post Star) Hundreds attended a celebration marking the reopening of the Bow Bridge. The bridge crossing the Sacandaga River had closed to traffic in 1983 because it had fallen into disrepair and was deemed too dangerous. Saratoga County obtained ownership of the bridge in 1999 and a year later, the county began preparations to raze the structure, citing safety concerns. Letters from preservation groups and local high school students convinced local and county officials not to dismantle the bridge.  
The county applied for federal grants to restore the 121 year old bridge. The U.S. Department of the Interior later declared, "From a national perspective, the bridge is an exceptional example of the American bridge building art." The federal government covered 80 percent of the \$1.4 million needed to restore the bridge. It can now handle school buses and fire trucks.  
Length: 183'  
Width: 16' overall, 13' for traffic  
The new girders supporting the bridge are 135' long and each weigh more than 22 tons.  
It stands 45' above the Sacandaga River.

11/2006

(BLHS, p.19) The bow bridge was recently reopened. [They built a new steel and concrete bridge for one lane then re-attached the old sides to it. This was a compromise due to the old structure not being able to take modern traffic.]