

Chapter 2

Saratoga Springs

Saratoga Springs: [mile 0, Elevation 300'] The Adirondack Company shared this station with the Rensselaer & Saratoga Railroad and later with the Delaware & Hudson after their merger in 1889. They had an office here as well as their own sidings, engine house and car facility.

- 1863 (JS) The first station used in Saratoga was shared with the Rensselaer & Saratoga Railroad. (P&F) This station was built in 1833 and was torn down in 1870.
- 6/16/1864 (Deed) The Adirondack Co. purchased land parallel to the R&S tracks so they could have a siding.
- 12/16/1864 (Deed) P. Porter Wiggins sold his house to the Adirondack Co. for \$214.78 to use for their office. The house was built c.1845.
- 1871 (P&F) A new station was built. [On the D&H mainline.]
- 1/5/1871 (SA) The passenger depot was on Washington Street. [The back of the office.]
- 10/26/1871 (SA) The Adirondack Railroad was contemplating a freight depot near the junction with the R&S.
- 6/20/1872 (SA) The Saratoga office and depot is being improved by painters and paper hangers.
- 7/11/1872 (S. Sentinel) Passengers connect at the R&S station but stopped five minutes later at the office. Freight trains arrived and departed from the office on Congress St.
- 1873 (Chapman Map) The Adirondack Railroad is shown as having a parallel siding with the R&S from east of West Circular St. to west of Fenlon St.
- 1/9/1873 (Daily Saratogian) The Adirondack Company is building an engine house south of their freight house.
- 7/10/1873 (SA) Passengers were using the R&S depot.
- 7/10/1873 (SA) "The Adirondack Company's railroad arcade depot is about completed."
- 10/9/1873 (SA) The Adirondack Company has been missing freight from their depot and cars located in the south part of the village.
- 4/2/1874 (S. Sentinel) The Adirondack Company office is being used for passengers.
- 5/12/1875 (DH) A property report listed a need for building a turntable, engine house and water tank at Saratoga including grading and sidings for a cost estimate of \$8,000.
- 10/12/1876 (S. Sentinel) Freight and passenger traffic connects at the company office.
- 6/26/1879 (Saratoga Sentinel) Superintendent C. E. Durkee made another change to the time table of the Adirondack Company's railroad. Hereafter all trains will start from the Railroad place depot and will not stop at the company's office on West Congress St.
- 12/5/1880 (SA) Thieves broke into the office and tried unsuccessfully to open the safe. It would have been a waste of time since there was an inner door to go through and no money kept there. There was a platform at the rear of the office for passengers.

- 4/21/1881 (SA) There has been work done this winter at the Adirondack Company's shop in Saratoga making 16 flat cars and another four almost done. James Traver, master mechanic, is overseeing the work.
- 1882 (DH) A report to the ICC says that a one story brick shop was built.
- 1884 A Sanborn map shows the office on Grand Avenue with the front part used as an office and the back two rooms for passenger waiting rooms. There was also a section on the rear labeled as passenger depot and extending to Washington Street. It is attached to the back of the office and there is a set of steps going down to it. There is also a small shed on the west side of the depot.
- 1884 W. W. Durant was living at 167 Union Avenue in Saratoga. (from "Durant", Gilborn, 1981)
- 1887 (RRC) The station and office at Saratoga were built. [Probably when they either renovated or completely rebuilt the older Greek Revival structure at the same location.]
- 9/10/1887 (Deed) Janet Durant (wife of WW) purchased the land in the area of the planned yard for \$2,500.
- 6/2/1888 The "Ballston Journal" reports that improvements are planned for the company.
- 7/2/1888 (Deed) Janet Durant sold land to the Adirondack Co. for \$6,000 for the new yard.
- 7/7/1888 The "Ballston Journal" reports that the Adirondack Railroad ice house burned.
- 1888 (AR) 10 lots were purchased for \$6,000 for use in making new facilities and a yard there.
- 7/7/1888 (BJ) "The Adirondack railroad company's ice and storehouses at this place [Saratoga] caught fire on Monday morning and was nearly destroyed. The house was old and did not contain much in value. The cause is unknown."
- 12/15/1888 (BJ) "The Adirondack company's new railroad yard is about completed. The surrounding buildings have been finished and are being occupied. The car shop contains many new and old coaches while the engine house is already proving a shelter for the locomotives. The turntable was used for the first time, Saturday evening, when engine No. 6, C.E. Durkee, was turned."
- 9/30/1889 (RRC) Saratoga is described as having a "beautiful station and general office" so I assume that until this point, they are still using the office for a passenger station.
- 10/1889 A Sanborn map shows that the depot and shed on the north side of the office were now gone. They probably started using the D&H station after the purchase in 1889. There is a hand car shed located half way between Cherry and Washington Streets on the east side of Walworth. It is not shown on the 1884 map and is gone by the 1895 map.
- 1889 (AR) A new yard, turntable, freight house, ice house, engine house, work shop, coal shed and wood shed were built at a cost of \$8,672*. The NYS Railroad Commissioners Report confirms this and adds that the engine house was four stalls and both it and the work shop were built from brick. These structures all appear on the 1891 Adirondack Railway Atlas with the addition of a second engine house on the other side of the turntable.
- *From the 1889 Railroad Commissioner's Report we get a different total:
Land for yard = \$6,000
Freight & Ice houses = \$1,192
Engine & Car houses = \$8,672
Blacksmith & Repair shops = \$2,649
New Tank at Jessup's Landing and Coal & Wood sheds at Saratoga = \$1,130
- 10/17/1889 (Daily Saratogian) "The Delaware & Hudson Company is building five new stalls for engines at the Adirondack round house. They face the four stalls erected last spring by the Adirondack Company

and are of the same style and architecture. It is reported that the old turntable between William and Circular Streets will be removed to some other point along the road."

- 1890 (RRC) A list of betterments at Saratoga up to 9/30/90 include a new water station at a cost of \$2,193 and a new engine house for \$6,995.
- 1890 (DH) A water tank was built in Saratoga for a cost of \$620.25. This does not appear on the 1891 Atlas. [The cost is quite different than that shown on the 1890 report above.]
- 1899 (P&F) The station partially burned and was torn down. The new one was built in 1900 on the same site. [On the D&H mainline.]
- 1/1/00 (OL) D. K. Wilson is the ticket agent and R. B. Beattie is the freight agent.
- 1900 A Sanborn map shows the northeast part of the yard with the turntable, roundhouse, tool shed, store house (the old freight shed) and another tool shed. The siding in front of the old freight house is gone. This siding now ends at the corner of South Franklin and Beekman Streets.
- 1902 (AR) A new side track was built at Saratoga but not specified for what. [Possibly for Montanye.]
- 1910 (BLHS, Oct 2009, p.7) In 1910 the D&H established a school for telegraphers at Saratoga. Telegraphers were discontinued in 1957 when the PBX telephone system was installed. [They may have used the old Adirondack Railway office; see notes below on that building.]
- 1913 (DH) Three sidings are listed near Saratoga:
1. Montanyees - 1/4 mile north of Saratoga - 206' long [I found references to G.N. Montanye & Son, suppliers of coal and wood, from 1916, 1918 and 1931; probably the same company but may have changed location. They only owned this property from 1900-1904: see detail below.]
2. Harvey & Co. - 1/2 mile north of Saratoga - 467' long [They were a drug manufacturer starting in 1886 and still in a business directory from 1931. It was started by Sidney Rickard who died in 1902 and the company was described as "Manufacturing Chemists". Edgar Brackett was the director in 1911.]
3. Saratoga Trap Rock Co. - 3 miles north of Saratoga - 2,253' long with 220' in D&H R.O.W. This siding was added in 1906. [Edgar Brackett was a director in 1911. This siding does not show up on the 1916 D&H survey map but where Braim Road crosses the tracks, it is labeled as "Trap Rock Crossing".]
- 3/1919 (D&H map) A siding is shown at the corner of Walworth and Cherry Streets. This also can be seen in a photo from c.1925. In 2008 there was still a large warehouse building there dating to c. 1905 but no remains of a siding. The two buildings shown on the map are not the same size or location as the existing one and the siding is very short, not even close to the 206' listed in 1913. The map also shows the 467' siding for Harvey.
- 1/17/22 (VM2) A siding was added for Morse Park Inc. at A39.78. This is shown at 210' long on the Adirondack Railway Atlas on the west side.
- 7/2/23 (DH) Report of repairs to the roundhouse including a new stack for the stationary boiler. The turntable was in need of repairs.
- 1925 (DH) A blueprint shows a tool house at the end of the branch which matches the photo from 1943.
- 1925 (DH) The water tank is listed as 50,000 gallons.
- 4/26/25 (VM2) The Morse Park siding was removed. (DH) Report shows work finished on 3/31/25. It was built in 1917 with 176' in the ROW and 195' on private land. It was out of service by 1920.

- 3/2/37 (P) The two brick roundhouses built in 1889 and 1890 are still there as well as what appears to be the blacksmith shop from 1889. There is a large water tower which appears to be across Elm Street from the blacksmith shop. There is a spout for this along the tracks to the south of the roundhouse. The center bay of the southern roundhouse has the back wall removed with tracks coming out. There is a two chute coal tower to the south of the roundhouse with an inclined track for unloading the cars. Both the coal tower and water tower appear to be D&H additions to the yard.
- 1940's A local historian at the Saratoga Museum remembers two steam engines being used by the D&H to get trains up the grade to Greenfield. The pusher would then return alone to Saratoga.
- 2/22/43 (P) Two photos in the Bolster Collection in Saratoga show a section house at the junction with the main line. The historian there says it held a handcar used on the Adirondack branch.
- 1948 A Sanborn map shows the turntable and roundhouse with a boiler room behind it but no other buildings to the northeast. There are two structures attached to the back of the roundhouse heading northeast along Elm Street.
- 1/1/51 (OL) George Corrie was the General Roundhouse Foreman. There are nine roundhouse stalls with one for a repair shop, one 60' turntable and a 50,000 gallon water tank with two pipes.
- 1952 A Sanborn map labels the roundhouse as a diesel engine house so perhaps the new engines used for Tahawus were stored here.
- 1954 A Sanborn map shows the turntable and roundhouse listed as vacant. The added structures along Elm Street on the 1948 map are gone.
- July 1957 A D&H map from 1934 with revisions to July, 1957 shows the two Adirondack round houses still in place. There are four stalls in the east one and five in the west one. The center stall to the west goes through the building and continues into the yard. This matches with the photos I have. The turntable is shown as 60'.
- 1959 From the "Chronicles of Saratoga", p. 581, we read that the Adirondack Railroad had its freight office upstairs over the present brick building on Church Street owned by Ralph Izzo. [This is #58 Church Street which in 2014 was the Saratoga Debut Salon where Ralph had a shoe store until 1962. In 1866 this building is listed as the Hendricks & Co. Store on the Beers Atlas.]
- 1959 (MK) The D&H mainline was moved from downtown Saratoga to the west edge of the city, thus shortening the length of the branch by 0.7 mile. They also built a new station for Saratoga.
- (from BLHS "Bulletin", 6/2000, Jim Shaughnessy, p.4) "The D&H line relocation project around Saratoga Springs in 1959-60 was a New York State funded project. The state built the station building and turned it over to the D&H, along with the rest of the line, when the project was completed. The DOT let the bids for the project, and DOT engineers and inspectors were in charge of its construction.
- "The design was first class (surely with D&H input) and included a number of private car utility hook-ups on the tracks near and to the south of the station itself. These were rarely used, if ever at all. Also, there was another track west of the present main; it was later removed by the D&H, and the new rails probably used elsewhere."
- 8/11/59 (SA) The new station is in use today with the official dedication set for August 18th.
- 8/21/59 (SA) The rails from the north on the North Creek line have been removed as far as Division St.
- 12/29/59 (VM2) The old line was removed. The new switch point with the mainline is at A39.16 which is at A39.36 using the old Adirondack Branch mileage. The branch lost a total of 1.26 miles.

- 1960-65 (Deeds) The land of the old yard is sold by the D&H.
- 4/6/1968 (Troy Times) Fire destroyed the former D&H roundhouse on Elm Street. It was a 1-1/2 story brick structure currently being used as a hay barn and warehouse.

Adirondack Company Office building at 117 Grand Avenue:

- 12/16/1864 (Deed) P. Porter Wiggins sold his house to the Adirondack Co. for \$214.78 to use for their office. The house was built c.1845. It was probably also used for passengers until 1889. In the "Chronicles of Saratoga", p. 581, we are told that the passenger station was formerly in the building on Grand Avenue which was a private residence in 1959. More land next to the office was acquired in 1864 and 1870.
- 1866 (Beers Atlas) The building is marked as the station with S. H. Richards as the contact.
- 1871 (SA) The Adirondack depot was mentioned as being near Walworth Street.
- 1884 A Sanborn map shows the office on Grand Avenue with the front part used as an office and the back two rooms for passenger waiting rooms. There was also a section on the rear labeled as passenger depot and extending to Washington Street. It is attached to the back of the office and there is a set of steps going down to it. There is also a small shed on the west side of the depot.
- 1887 (RRC) The station and office at Saratoga were built. [Probably when they either renovated or completely rebuilt the older Greek Revival structure at the same location.]
- 1889 A Sanborn map shows that the depot and shed on the north side of the office were now gone. They probably started using the D&H station after the purchase in 1889.
- 1902 (Deed) The D&H acquired the office with the rest of the Adirondack Railway assets.
- 1940 Cornelius Durkee (the former supervisor) wrote in his "Reminiscence of Saratoga" that as late as 1940, D&H Telegraphy School manager Arthur Wager lived in the old office.
- 1/23/45 (SA) The residence at 117 Grand Avenue is currently the home of Mr. & Mrs. John W. Durant. When this was the Adirondack Railway office, there was a platform extending from the rear to Washington Street which remained there until the Adirondack Road was sold to the D&H.
- 7/21/60 (Deed) The old office was sold to John Durant for \$3,300. He is also listed as the current resident.
- 3/13/62 (Deed) The land north of the old Adirondack Railway office was sold by the D&H to John Durant for \$200.
- 1/23/92 (Deed) John Durant (of Florida) sold the property to the Saratoga Springs Preservation Foundation for \$1.
- 5/8/92 (Deed) A Preservation Covenant was made by agreement with the NYS Department of Parks and Historic Preservation. They granted \$48,165 for exterior stabilization and interior restoration.
- 10/18/92 (SA) The entire east side of the building had to be replaced as part of the restoration. It was going to be used as a home for six elderly residents.
- 7/24/2007 (Deed) SSPF sold the recently restored Railway office to 117 Grand Ave. LLC for \$450,000.

11/7/2008 (FM) The Adirondack Railway office has recently been restored by the city through the Saratoga Springs Preservation Foundation. It was said to have cost \$500,000 for the work. There is a small gazebo in the alley where the tracks used to be. A search revealed that the house was sold to 117 Grand Avenue LLC in July of 2007 for \$450,000.

Industries Served by the Branch:

Siding at corner of Cherry & Walworth Streets:

1900-1904 G. N. Montanye & Son - Coal & Wood

7/13/00 (Deed) James Marvin sold the property to George Montanye with a \$1,000 mortgage.

1900 A Sanborn map shows a siding about 200' long with storage areas for coal and wood next to it. There is a small office on Cherry Street.

1902 (DH) A siding has been added in Saratoga but not specified where. It was either here or for Harvey.

1902-1904 (SA) Ads were run for coal sold by Geo N. Montanye, 32 Cherry Street with wood added in 1904. He also advertises as a dealer for Appleton Fodder Cutters.

6/10/04 (Deed) Montanye sold the property to The Saratoga Coal Co. [They may have moved their operation to the D&H mainline as the name appears there on a later Sanborn map.]

1904-c1950 The Saratoga Coal Company

1909 A Sanborn map shows that the existing building has been added along with several others. The coal and wood storage areas from 1900 have been removed.

1916 A D&H map shows the siding with a length of 206' given in the 1913 list. This length also matches with the 1954 Sanborn map. At this time there is a building on the corner of Walworth and Cherry Streets with an angled extension following the tracks. There is also a "C" shaped building in the southwest corner of the property. [A current tax listing shows the existing building dating to 1870 but that does not match up with the evidence. The current building should date to before 1909 but it is not shown on this 1916 map.]

1926 A Sanborn map shows The Saratoga Coal Co. with the two buildings as they appear on the D&H map as well as the existing two-story building.

1930 (P) A view from Walworth Street shows a long, one-story building on the corner of Cherry with eight windows along the side. Attached to the back of this at an angle with the siding looks like a wall that used to be the back of a building, the roof of which has been removed. South of this is another wall parallel to Walworth that is attached to a one-story building on the southwest corner of the lot. This building has no windows. You can see the roof of the two-story existing building behind.

5/5/36 The Saratoga Coal Co. consolidated with other companies to form the E.B. Ashton Coal Co. This became the Ashton Co. on 3/31/59 but may have been located elsewhere by then.

1938 (P) A view looking south of the building fronts along Cherry Street shows a sign on the two-story existing building saying, "Saratoga Coal Co. Garage". To the west is a porch roof that is attached to the original small office building and the one-story building on the corner of Walworth.

1/23/45 (SA) Walter Hendrick had a coal and lumber yard about where the Saratoga Coal Co. office and coal

pocket now is. A long wood shed extended in part of the block to which engines were backed to take on their supply of wood.

- 1950 A Sanborn map still shows the Saratoga Coal Co. with some structure changes. The buildings on the south end are gone and there are two fuel oil tanks in the southeast corner. The existing building is there and the building on the northwest corner is now missing the angled piece that followed the tracks.
- July 1957 A D&H map from 1934 with revisions to July, 1957 shows the siding labeled for Saratoga Coal Co. with a total length of 207' with 127' of available length for cars. It was used for "coal and public delivery".
- 1954-?** **The site is shown as a private garage with only the existing building still there as well as the siding.**
- c1968-1982** **Millman & Hall Lumber Co.:** They are mentioned in deeds for this property and one on the west side of Walworth. The deed is hard to track as this lot is not always mentioned. Another listing for this business shows that they were in Saratoga from 1922 until 1982, then sold out to Allerdice.
- 1993-present** **Allerdice Enterprises, LLC:** They are the current owners and use this site for storage with a store at the corner of Walworth and Division Streets.

Siding north of Waterbury Street:

G.F. Harvey Co.: This was a pharmaceutical manufacturer started by George Harvey in 1880 making drugs in the kitchen of his home on Church Street in Saratoga Springs. The company was founded in 1886 and the factory was built in 1890 on the corner of Waterbury and Wells Streets.

- 1869 A local business listing has Harvey & Co. with a lumber yard starting in 1869. They sold it to E. R. Todd in 1885 who sold it to Millman & Hall in 1922 who sold it to Allerdice in 1982.
- 5/17/1889 (Durkee notes) The old grist mill on Walworth Street was purchased by the George F. Harvey Co. for a lab.
- 1890 (Durkee notes) The G. F. Harvey Co. was incorporated this year.
- 1892 (Durkee notes) The Harvey Co. began a more extensive business this year and within a few years sold items all over the US.
- 1895 A Sanborn map shows the factory but no siding.
- 1900 A Sanborn map does not show the siding yet in this area.
- 1913 (DH) A siding is listed for Harvey & Co. at 467' long.
- 1916 The D&H map shows the siding on the east side of the main just north of Waterbury Street.
- 1921 (DH) Blueprint shows 210' of rail replaced on the siding with the PS at A38.75 which is 962' south of Clement Street.
- 1928 A Sanborn map shows the siding.
- 1939 A history of the company in the "Chronicles of Saratoga", p. 596 tells that an office and laboratory were added on the south side at this time and the old building was used for manufacturing.

- 1954 A Sanborn map shows the siding and that the Harvey Co. was now called Bard-Saratoga Laboratories.
- July 1957 A D&H map shows the siding and refers to it as Harveys but the industry using it was Standard Oil.
- 1958 A local history book states that the business was sold to Bard in 1958.
- 7/1/60 Bard closed the business.

Standard Oil Co.:

- 1954 A Sanborn map shows five oil and gasoline storage tanks to the east of the siding as well as a pump house. They are labeled for Socony Vacuum Oil Co. and Standard Oil Co.
- July 1957 A D&H map from 1934 with revisions to July, 1957 shows the siding being used by Standard Oil Co. of NY. It is a total of 560' long with 100' being used by Standard Oil and the rest by the D&H. It was being used for "oil and public delivery".
- 1959 All track was removed in the 1959 relocation.

Saratoga Trap Rock Co.:

- 5/2/06 (Albany Journal) The Saratoga Trap Rock Co. was incorporated with \$100,000 capital with directors W. H. Gailor, W. W. Worden, and M. G. Altpis.
- 9/1906 This siding was added 3 miles north of Saratoga - 2,253' long with 220' in D&H R.O.W.
- 4/11/1907 (SA) They installed a new rock crusher.
- 1907 (DH) 231' of track were added in June and another 30' in August.
- 6/9/08 (SA) John Convery was injured and received a settlement.
- 1911 Edgar Brackett was listed as a director.
- 1913 (DH) On a list of sidings for Saratoga.
- 7/11/13 (SA) H. B. Smith had worked for them for seven years.
- 1914 (NYS Museum Bulletin 169, p. 149-150) A large trap rock quarry has been opened up next to the railroad, 2 miles north of Saratoga Springs. An attached map dated 1910 shows a mine on the northwest corner of the railroad crossing at Braim Road but no siding is shown. The trap rock was used for making road bases.
- 1916 (VM2) There is no siding shown on the map but Braim Road crossing is labeled as "Trap Rock Crossing".
- 1916 (SA) W. H. Gailor was elected president
- 8/8/18 (Sch. Gazette) Gailor and Hiram Todel, sec., filed a certificate of dissolution.
- 1/1919 (DH) The siding was removed because the owner Mary Chamberlain was selling the property. The blueprints show two sidings. One starts just east of Braim Road on the north side of the main and parallels it for 500' and the second is on the south side and quite long. It includes a spur to a stone crusher which is referred to as the "Carlor Stone Crusher track".

Limestone Quarry:

1914 (NYS Museum Bulletin 169, p.151) A limestone quarry was located 1 mile north of Saratoga along the railroad and in the 1914 report is described as, "not worked for some years." There are two photos of the quarry filled with water with one photo showing the railroad behind it. It was located on the west side of the tracks about where the D&H mainline is now.

Morse Park, Inc.:

1887 (Map) A map of Saratoga shows an area northwest of Saratoga Springs labeled "Woodlawn Park". This goes from the northern part of the village past where the railroad curves to the west and as far west as Braim Road. There were large lots for sale to wealthy people who built some of the larger homes in the area.

10/27/17 (Mechanicsville Saturday Mercury) Woodlawn Park has changed its name to the Morse Park, Inc.

1917 (DH) A report with blueprint from its removal in 1925 shows that it had a total length of 371' with 176' of that in the ROW. It was just south of Daniels Road on the west side of the tracks.

12/21/18 (Mech. Sat. Mercury) "All the cut wood, logs, poles, etc. and the sawmill at Morse Park at Saratoga Springs have been sold to Thomas Luther. Mr. Luther will dispose of the wood. A spur from the Adirondack railroad, which was built into the park some time ago, will be used to ship the lumber. The mill is operated by electricity."

1/17/22 (VM2) A siding was added for Morse Park Inc. at A39.78. This is shown at 210' long on the Adirondack Railway Atlas on the west side. [not sure why the date difference for when built]

4/26/25 (VM2) The Morse Park siding was removed. (DH) Report shows work finished on 3/31/25. It was built in 1917 with 176' in the ROW and 195' on private land. It was out of service by 1920.

6/10/26 (Schenectady Gazette) Morse Park, Inc., owned by Charles Morse, was a real estate company that purchased Woodlawn Park in Saratoga Springs and planned to develop it. Charles served a prison sentence in regards to the Hudson River Navigation Company and was pardoned by Taft.