

# Thurman

**Thurman:** [mile 35.2, Elevation 618'] The station was built as a combination freight and passenger station in 1870 [A D&H report to the ICC in 1916 reports it as 1880.] and measured 22' 4" x 84' 5". This was replaced with a passenger shelter in 1933. The branch to Warrensburg started just south of the station where a section house still stands (barely). A water tower was located next to the section house; the concrete footings still remain.

- 4/22/1869 (Letter) B. P. Burhans & Son had a business near the tracks in the Thurman area. It was mentioned that unusually high water kept the railroad from servicing his business on the new section of track. This may have been just a storage area for his tannery in Warrensburg.
- 10/3/1870 (TT) Listed as a station.
- 10/14/1871 (NY Daily Tribune) Adirondack Verd Antique is a marble quarried at Thurman in Warren County, a few miles west of the railroad [7-8 miles in another reference]. The station is a new departure point for Lake George. The company has established a factory for the marble at the junction of the Adirondack railroad and the R&S railroad in Saratoga, a block or two southwest of the Grand Union Hotel.
- 1872 Boyd's New York State Business Directory mentions that Griffins is a station on the Adirondack Railroad, three miles from Warrensburg. This is Thurman but I have never heard of this other name used before. They do list a Stephen Griffin in the lumber business for Warrensburg.
- 1872 In "Saratoga and How To See It", they mention the Adirondack Verd-Antique Marble Co. with quarries in Thurman and a steam mill in Saratoga Springs near the railroad freight depot.
- 3/17/1873 (Atlas) The Adirondack Co. was granted water rights for a tank north of the station. It was about 3,300' south of a bridge over Patterson Creek (60' bridge). It is on the west side of the tracks. It was still on the 1891 Atlas but gone by the 1916 survey. [See 11/2008 note below.]
- (Deed) The water tank property was deeded to the Adirondack Company with rights to dam the stream and lay pipes on the grantor's land. [This note is found on VM 19.)
- 1876 From "Hand-Book of the Adirondack Railway" we learn that there were newly opened marble quarries in Kenyontown with J. P. Conkling the proprietor of a mill putting up machinery to cut it.
- 11/26/1878 (WN) "The Adirondack Railroad crews are busy laying new steel rails on the line. The work train whistle can be heard daily."
- 1879-1880 (DH) E.T. Griffing is listed as the station agent earning \$35 per month. He also handled the payrolls for maintenance Sections 7 and 8 which were \$158.50 and \$156.00. Two Section 8 crewmen were William Scripter and George Gaylev.
- 3/1881 (DH) S.B. Griffin was listed as the station agent.
- 9/23/1881 (GFR) The Adirondack Railroad is doing a fine business at present. The two daily trains are filled with passengers both ways and a goodly number from Lake George come here to take the cars for the Adirondacks. The station agent checks baggage at Thurman station for the different hotels in the wilderness.
- 3/3/1882 (DH) A flood carried away the bridge between Stony Creek and Thurman [#9 Brook] causing delays. There was ice on the tracks in places up to 8' high. They hoped to have the bridge replaced in a few days.

- 3/3/1882 (SA) A large force is working on damage near Thurman station with trains now running up to Stony Creek.
- 3/6/1882 (GFR) The Thurman Creek railroad bridge was taken out by ice.
- 3/7/1882 (SA) The damage to the railroad at Thurman should be cleaned up today.
- 3/1883 (DH) The railroad requested a timber estimate to replace a 66' Howe truss bridge in the spring. [This matches the length for #9 Brook. They may have just repaired the old one temporarily.]
- 1887 (RRC) The station has been renovated.
- 6/25/1888 (TT) Listed as a station.
- 1889 (RRC) The north abutment of the bridge over #9 Brook has been washed out and replaced with wood. It's also mentioned that they bought land here for a gravel pit. The bridge over Patterson Creek is in good condition.
- 1891 (RRC) The wood bridge over Patterson Creek has been replaced with a 60' plate girder on new abutments. The bridge over #9 Brook has also gotten the same treatment except a 50' span.
- 1891 (Atlas) The depot is shown on the mainline with a 750' siding going behind it then joining another 550' siding south of the station. This has a small building about 180' from the south end. The south end of the siding is 300' north of the spur to Warrensburg. The depot measures about 20'x80' and has a 12'x40' platform on the south and with another 8'x30' one at the end.
- 5/23/1895 (WN?) Telephone has been installed at Thurman station.
- 1895 (RRC) A new 400' siding was added at Thurman. [Not specified where.]
- 2/17/1898 (WN) George Dow of Thurman was going over his section of track on his hand car when it got hit by a train. He escaped injury.
- 1/1/00 (OL) S. B. Griffin is the station agent.
- 1905 The D&H Freight Shippers Guide lists the following businesses:  
     Thomas & Thomas: bark & pulpwood  
     Warrensburg Woolen Co.: cloth & pants  
     TJ Smith & Son: flour, feed & grain  
     Schroon River Pulp & Paper Co.: paper & pulpwood  
     Saratoga Wood Co.: cordwood  
     Empire Shirt Co.: shirts
- 1910 (DH) S.H. Spear was the station agent earning \$50 per month and working alone. The station received an average of \$449 per month in revenue between freight and passenger traffic.
- 1913 (DH) Thurman siding is listed as 1,550' long.
- 1916 (DH) A report to the ICC mentions a 12'x16' tool house and 20,000 gallon water tank.
- 1917 (DH) A Public Service Commission report mentions a hole in the siding in the rear of the station.
- 1918 (P) There are two section houses in Thurman. One is at A72.51, just north of the existing water tower foundation. This is the one mentioned in 1935 as being removed. The second one is north of the station at a farm at A73.12. They are both of the same design with a gable front and the door on

the right side. The water tower is shown at the station but there is no shed next to it as in the 1928 photo.

- 1918 (P) The bridge over Number Nine Brook is the same as the current one but both abutments are stone. See related 1926-27 item below.
- 5/9/1918 (WN) Mr. Love starts at the Thurman station.
- 1/19/22 (VM18) "Shelter for gasoline pump at sta. 1835.23."
- 1922 The D&H Freight Shippers Guide lists the following businesses:  
Griffin Lumber Co.: bark  
McPhillips Brothers: bark, pulpwood & cordwood  
DH Cameron: lumber
- 1923 (D&H Official List) 16,000 gallon water tower listed as gravity fed with emergency pump. [This was added before the 1922 survey as the old tower to the north was gone by then.]
- 1926 (DH) The tool house north of the station at 1856+95 was removed. It was located on the east side. A blueprint shows the water tower and pump house opposite the station. At this time, the track behind the station was upgraded.
- 10/7/26 (VM19) The tool house at 1856+95 was removed. (DH) It was built in 1890 and removed by 7/17/26.
- 1926-27 (DH) The bridge over #9 Brook had a concrete jacket placed over the north abutment and the bridge over Patterson Creek had the north abutment replaced with concrete. The total cost was \$22,740. The original plans date to 7/25/22 but work was delayed.
- 5/15/28 (P) The station and platforms look the same as in earlier photos. A water tank is located across the tracks about 50' north of the station. A small storage shed is next to the tower with its door facing south.
- 7/11/28 (D&H Bulletin) A student engineering camp was set up on an added siding at Thurman on the east side of the mainline. It consisted of eight cars for sleeping, eating and working. The purpose was to train students in surveying on a section of line between Hadley and Thurman that the D&H wanted to relocate.
- 6/23/29 Special instructions from D&H timetable 17-A, p. 48 reads, "Due to limited supply of water, engines will take water at that point only in emergencies." [The water tower across from the station may have been in poor condition by this time.]
- 7/11/29 (AR) Cancellation of agreement with C.H. Russell.
- 1930 (AR) A 50,000 gallon water tank with 10" stand pipe will be relocated to Thurman, replacing a smaller one. The work was 65% completed in 1930. The old tank held 20,000 gallons and was fed by a steam pump.
- 1930 (P) The water tower foundation is dated 1930.
- 3/20/31 (VM18) "Water tank removed from Eagle Bridge V9E-sta. 11+38 [20 miles northeast of Troy] to Thurman V12C sta. 1835+73." [just south of Warrensburg spur]
- 7/2/31 (Atlas) A water right was granted to the D&H with a small building and pipe shown about 120' south of the spur track.
- 7/16/31 (AR) The water tank was completed.

- 10/9/31 (VM18) "Water tank at sta. 1835+58 removed. Pump ho. Moved to new tank." [This was the one near the station on the east side of the track. It was built between 1891 and 1916.]
- 10/9/31 (VM18) "Scrap bin moved from sta. 1823+79 to 1823+25 – Oil ho. Added at sta. 1823+25 – Pipe line added from water tank to [Hudson] river."
- 11/19/31 On November 11th, the Public Service Commission denied the D&H their request to discontinue the Thurman station. They did allow them to discontinue the services of an agent at the station from September 1 through June 15 of each year due to the seasonal demands for service. During the time when an agent is not there, a caretaker should be on duty preceding the arrival and departure of trains.
- 12/23/31 (Troy Times) The D&H will close the Thurman station on January 11 and re-open on June 14, 1932. The freight will be handled through Warrensburg.
- 1/1/32 (OL) Listed as station with freight and Pullman ticket agencies in summer only. Also listed is a 16,000 gallon water tank fed by gravity by a spring and wells with an emergency pump.
- 1932 (AR) Proposed abandonment of station.
- 1932 (AR) Purchased land for automatic electric pumping station for water tank.
- 4/20/33 The Public Service Commission on April 14th allowed the D&H to discontinue service at the Thurman station on condition that freight would be handled by the agent at Warrensburg and passenger trains would stop on flag. They would allow the station to be replaced by a passenger shelter. [same article also in the WN on same date]
- 6/9/33 (AR) The new passenger shelter was completed. [The June, 2010 Thurman *Quarterly* reports that locals salvaged the lumber from the old station to build a house in Athol.]
- 8/29/33 (VM18) "Station bldg at 1835+03.5 removed. New shelter added at sta. 1834+46.8."
- 1/9/34 (AR) L.J. Love was granted a license to install a temporary front on the shelter.
- 8/27/34 (P) The station has been replaced by a small passenger shelter. The tracks still go behind the building as in the old Stoddard photos.
- 5/19/35 (AR) The tool house was sold to William Schram for \$10.
- 9/3/35 (VM18) "Section tool ho. At sta. 1823+96 removed. Tool ho. At sta. 166+90 at Warrensburg moved to sta. 1823+50.2 at Thurman." [This structure still exists (partially collapsed) in 2008. Structural evidence suggests that the building was rotated 180 degrees with a new sliding door built and the old one filled in. A 68" wide door was on the right side and a 34" wide door on the left. Differences in paint in this area suggest that it was originally all shingle siding painted a dark green then when moved here the novelty siding was added on top and everything painted a lighter green. Writing on the back indicates painting in May 1935, when it was moved, and October 1944.]
- 1936 (Thurman *Quarterly*, p.17) Gary Martin recalls that sparks from a steam engine started a fire between the river and Stony Creek road which started fires in the woods and burned down a barn on the Reynold's farm. The railroad people came the next day and wanted an inventory of what had been in the barn. The farmer was paid for his loss but not enough for all the equipment lost and the cost for building a new barn.
- 3/36 (P) There is a section house and water tower south of the station near the switch for Warrensburg. There is a small tool shed behind the section house as well as another small shed on the east side of

the tracks which was probably the pump house for the tower. Only the section house remains today but it is in ruins.

- 6/26/38 (TT) Listed as stop on signal only for the Saturday train and as a regular station for the others.
- 6/23/40 (TT) Listed the same as 1938.
- 1941 (AR) The shelter front added in 1934 was mentioned again.
- 1/41 & 43 (D&H Official List) The water tower is listed as 50,000 gallons, the largest on the line.
- 1943 (AR) Bridge 73.92 over Patterson Brook was completed.
- 7/15/45 (TT) Listed as a non-agency station not handling baggage.
- 12/7/47 (TT) Listed as a non-agency station.
- 3/22/48 (EH) "Washout below Thurman."
- c.1950 (Thurman *Quarterly*, p.19) An account by Laura Cameron  
*An old saying claims that "idle hands are the devil's playground", and one Thurman woman found a way to keep the devil at bay while she was forced to wait for the D&H to come through. Back in the 1950's, Laura Cameron's husband Jack was a mail carrier and he enlisted her to go to the station each day to meet the train as it headed north through Thurman. She would take with her the day's outgoing mail. If the train needed to stop to deliver freight or unload passengers, she handed the mail sack to the trainmen but if there was no reason to stop, she just tossed the bag to the men as the train slowed.*  
*Her work was not done, however, because she needed to wait for the train to return from North Creek, bringing the incoming mail to her on its way south. What's a woman to do with two hours to kill waiting for a mail delivery at the station? By that time, the old station had been demolished and all that existed was a three sided shelter. Laura says that it was big enough to set up her ironing board, take out her soft drink bottle with the sprinkler top, sort and sprinkle clothes and then iron them. She found room to fold and hang them neatly when done. The iron used was fueled by white gas. After a bit the train returned and the good natured crew, who called Laura the "Ironing Lady" would toss or hand off the mail that Jack Cameron was to deliver that day.*
- 1/1/51 (OL) Listed as a non-agency station with freight under the jurisdiction of Warrensburg.
- 4/52 (TT) Listed as a non-agency station not handling baggage.
- 6/52 (Thurman *Quarterly*, p.16) Steve Parisi recalls riding the train to the station in Thurman. He also says that the water tank was supplied by a pipe from a mountain reservoir on the Lanfear farm. This pipe also supplied homes near the corner of Athol Road. [This would make sense as this would be the correct elevation and location for gravity feed to the tank. The pump house near the Hudson may have been used as a backup source.]
- 6/1/54 (VM18) "Water tank, Pump ho., and water line at sta. 1823+73 removed."
- 9/26/54 (ETT) A siding is available for passing trains. A telephone is located at the water tank. [Since the 1934 photo shows a telephone on the shelter, I assume that the shelter was gone by this time. The phone was probably on a post near the water tank site as the tank was removed earlier that year.]
- 1955 (VM18) The siding that used to curve around the west side of the station is shown.
- 3/4/59 "D&H Train Derailed at Thurman" Three freight cars derailed at a road crossing near the Warrensburg/Thurman highway bridge.

- 4/29/73 (ETT) Thurman is listed as having a siding that could be used for passing trains.
- 1977 (Thurman *Quarterly*, p.17) Steve Parisi recalls a diesel engine and some cars ran off the tracks and down the embankment toward the river. This was near the corner of Athol Road which would put it near the Warrensburg spur.
- 4/30/78 (ETT) Thurman is still listed with a passing siding.
- 9/2004 (BLHS *Bulletin*, p.19) It was reported that ballast was being brought in to the Thurman station area by truck.
- 10/2006 A groundbreaking was held in Thurman for a new train station. [Finally happens in 2008.]
- 11/2007 (P) A new ramp and platform have been built for passengers.
- 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."
- 11/8/2008 (FM,P) The bridge over Number Nine Brook is 16'-4" wide, 61" tall and 58'-9" long with 14" wide flanges and 10"x27" cross beams. The south abutment is original stone but the north one is concrete. No date plaque. [Same bridge as in 1918.]
- 11/8/2008 (FM,P) There is major work going on at the station site with a new siding going in, footings for a station being poured and catch basins for new drainage. The new siding will be on the east side. I walked from the crossing north of the station past a pond on the west to the site of the original water tower and found some stone footing remnants still there just at the north end of the pond on the west side of the tracks.
- 4/20/2009 (FM,P) The passenger shelter is finished and the drainage has been installed but there is still track work to finish as well as landscaping.
- 9/14/2013 (P) The shelter is being enclosed for a station by Warren County. Walls have been studded and wiring is in.
- 4/23/2013 (WCBOS) The station is finished except for installing a septic pump which had to wait for warmer weather.
- 5/21/2014 (WCBOS) The opening ceremony for the new station at Thurman is set for June 26th.
- 7/2/2014 (WCBOS) Improvements are being made to the interior of the Thurman station.
- 8/20/2014 (WCBOS) The S&NC plans to move the caboose from Riverside to Thurman to help add to the attraction there.
- Thomas Siding:** This was an industrial siding a few miles north of Thurman on the north side of where River Road crosses the tracks.
- 1901 (Deed) Lewis Thomson and Albert Thomas owned the property across the road from the siding. This is the origin of the two different names referenced below.
- 3/19/03 (WN) John and Allie Parker are sawing pulp wood at Thomas switch.

- 7/28/10 (WN) Emerson & O'Brien ran an ad for cord wood delivered to Thomas switch.
- 1913 (DH) Thomas siding was listed as 680' long and located 5 miles north of Thurman.
- 11/13/19 (WN) McPhillips Brothers are loading white birch at Thomas's switch.
- 12/9/20 (WN) Emerson & O'Brien were loading pulp wood at Thomas switch.
- 8/8/21 (EH) "Train 180 wrecked south of Thomsons Switch"
- 3/16/22 (WN) Claude Lanfear finished loading hard wood at Thomas switch.
- 2/1/23 (WN) R. Hewitt was loading a car at Thomas switch.
- 4/8/26 (WN) R. Hewitt was hauling four foot wood to Thomas switch.
- 1929 (TT) Thomas siding is listed as an industrial siding that could be used for passing trains. It was located 2067' north of A77. It is not shown on the 1891 Atlas.
- 1937 (VM21) Side track at A77.40 was removed. It was shown as 698' long.
- 11/8/2008 (FM,P) Stopped at the site mentioned in 1929 as the Thomas siding and found a flat area parallel to the highway that could have been used for one. This is on River Road a few miles south of the wreck monument with the south end where the road crosses the tracks.

**Saratoga Wood Co. siding:**

- 4/6/25 (VM 21) Track A removed. [Saratoga Wood Co. siding at A79]