

HISTORIC AND NATURAL DISTRICTS
INVENTORY FORM

DIVISION FOR HISTORIC PRESERVATION
NEW YORK STATE PARKS AND RECREATION
ALBANY, NEW YORK (518) 474-0479

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YOUR NAME: Gary E. Landrio DATE: 11/20/90

YOUR ADDRESS: R.D. 1, Box Q, Tidioute PA 16351 TELEPHONE: 814-484-3504

ORGANIZATION (if any): Northwest Engineering for the Adirondack Railway Preservation Society

1. NAME OF DISTRICT: Adirondack Railroad

2. COUNTY: *See Below TOWN/CITY: _____ VILLAGE: _____

3. DESCRIPTION:

4. SIGNIFICANCE:

5. MAP:

- *Oneida
- Hermiker
- Hamilton
- St. Lawrence
- Franklin
- Essex

ADIRONDACK RAILROAD APPLICATION

3. DESCRIPTION

This nomination includes the 118 mile section of Adirondack Railroad which begins near Remsen, New York at Snow Junction and travels North to Lake Clear Junction and Lake Placid. The remaining 22 mile portion South from Remsen to Utica is owned by the Consolidated Rail Corporation (Conrail). The railroad was built centered on an 100 foot right of way. Numerous additional parcels are included with the property. Most of the additional land is at locations of stations either past or present.

The Adirondack Railroad twists through the mountainous area of upstate New York providing transportation for passengers and freight to a vast wilderness. It has been stated that in addition to its commercial value, it provided "an unparalleled scenic ride through virgin woods and mountains billions of years old and more inspiring and spectacular than anything all the Disneys of the world could build". The following communities and stations were once served by the Adirondack Division: Remsen, Snow Junction, Honnedaga, Kayuta, Forestport Station, Meekerville, Anos, White Lake (Woodgate), Otter Lake, McKeever, Nelson, Minnehaha, Onekio, Thendara, Moulin, Clearwater (Carter Station), Big Moose, Woods, Beaver River, Little Rapids, Brandreth, Keepawa, Partlow, Nehasane, Bog Lake (Robinwood), Sabattis, Horseshoe, Mt. Arab, Childwold Station, Piercefield Station, Underwood, Tupper Lake Junction, Floodwood, Saranac Inn Station, Lake Clear Junction,

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Gabriels, and from there North to Malone and tracks have been removed. There were many short branches and connecting lines the most important of which are: from Thendara to Old Forge, from Carter Station to Raquette Lake, from Tupper Lake Junction to Ottawa, Canada, and from Lake Clear Junction to Saranac Lake and Lake Placid.

Stations still exist at Forestport, Woodgate, McKeever, Otter Lake, Thendara, Big Moose, Woods, Nehasane, Lake Clear, Saranac Lake, Ray Brook and Lake Placid. Originally several communities had hotels adjacent to the stations, catering to the railroad passengers. The only remaining example is the Van Auken Hotel at Thendara. None of the railroad service structures, i.e., locomotive shops, turntables, still exist. The Big Moose Station is at the highest point on the line - elevation 2044.

There are numerous culverts, bridges and trestles. There are significant trestles/bridges by milepost at:

33.7	Black River (Kayuta Reservoir)
35.8	Little Woodhull Creek (Forestport)
40.0	Woodhull Creek
40.4	Bear Creek
49.5	Moose River (McKeever)
52.8	Moose River
53.7	Moose River
71.6	Twitchell Creek
78.5	Stillwater Reservoir
81.9	Beaver River
98.5	Bog River
112.4	Racquette River
129.9	Lake Clear Outlet
LP9.6	Saranac River (Saranac Lake)
LP0.8	Chubb River (Lake Placid)

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4. SIGNIFICANCE

The Adirondack rail line had a significant historic, economic, cultural and social impact on the Adirondack region. It aided in the development of many communities along its path bringing tourists, lumbermen, sportsmen, and the work force for the resorts into the mountains. It also brought in supplies and took out cut lumber and pulp from the large lumbering operations. It was the link from central New York to Canada. Much can be said about the railroad's importance during the 1932 and 1980 Olympics.

The history and the formation of the Adirondack Railroad is very intricate and is covered in excellent detail in many books. In brevity, Dr. William Seward Webb, son-in-law of William Vanderbilt, was the entrepreneur for the building of the railroad. In 1881 he purchased the Herkimer, Newport & Poland Narrow Gauge Railroad and proceeded to reincorporate it as the Herkimer, Newport & Poland Railway with the authority to change the gauge to standard. Later that same year, several other companies were formed for the purpose of building North. In June 1892 the Mohawk & Malone Railway (M&M) was incorporated which consolidated all the smaller railroads from Herkimer North. In the spring of 1891 the actual survey work for the new railroad began and then Dr. Webb purchased the necessary lands and began construction. Meanwhile, the Adirondack & St. Lawrence (A&StL), incorporated in 1890, was building South from Malone. The Mohawk & Malone met the Adirondack & St. Lawrence on October 12, 1892 when the last

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spike was driven North of Twitchell Creek Bridge. This tremendous construction feat was accomplished in just 18 months. The exact legal name for the entire railroad during that time is questionable. The M&M, formed in 1892, and the A&StL, formed in 1890, at some point combined and were known by both names. It was more often referred to as the M&M with very little reference to A&StL. Later is merged with New York Central and was known as the Adirondack Division and changed its status to a branch line of the New York Central.

The entire book, "Fairy Tale Railroad"¹, could be appended to this application, as this book explains in great detail the intrigue, lobbying, use of power and construction achievements. The important role the railroad had in the development of the region is also laid out extensively. Some of the more noteworthy points are described below.

The railroad was built between the Spring of 1891, and October of 1892. It was a significant industrial historical achievement of design, real estate manipulation, and construction logistics. The achievement of build 145 miles of railroad line through the virgin Adirondacks, with the technology of 100

1. Harter, Henry A. 1979. *Fairy Tale Railroad: The Mohawk and Malone from the Mohawk, through the Adirondacks, to the St. Lawrence - the Golden Chariot Route*. North Country Books, Sylvan Beach, NY.

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years ago, is a significant event, which should not be underestimated.

Commerce, Community Planning, Conservation & Economics

Three factors, at the end of the 19th century, were most important in the creation of this railroad line. These same three factors also make this line significant among others in New York State for placement on a State and National Historic Register.

First, the New York Central Railroad was by far the most important railroad company in New York State and undisputedly one of the two most important in all of the northeast part of the United States during the last half of the 19th century and first part of the 20th. The Central stood at a disadvantage, though, due to the fact that it did not have a direct line connecting its main routes to the Canadian Railroads at Montreal.

Second, in the last half of the 19th century, it would be unimaginable for an area the size of the Adirondacks not to have development opened up through use of a railroad line. Especially the timber resources of the region were looked at as an asset waiting to be harvested.

Third, the Adirondack region through the efforts of the pioneer guide such as Paul Smith, were already looked at as the playground of the rich and famous. Everyone expected that the introduction of a railroad through the middle of this wilderness

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would open up new vacation resort possibilities for the elite. The "Who's Who" list regularly using this railroad with their private cars included such notables as: U.S. President Benjamin Harrison, Dr. Thomas C. Durant - Founder of the Union Pacific Railroad, Collis P. Huntington - Builder of the first U.S. Trans-continental Railroad, J.P. Pierpont Morgan - Founder of the Morgan Guarantee Trust Bank, Charles H. Tweed, famous New York City Mayor, Chauncey M. DePew - President of New York Central Railroad, Alfred G. Vanderbilt - Heir to the Vanderbilt fortune, Harry Payne Whitney - Major early 20th century industrialist, Marjorie Merriweather Post - Heiress to the Post cereal fortune, and numerous others. Most of the early 20th century's rich and famous came to the Adirondacks via this railroad line. It was truly the route of the rich and famous. Further qualifying that, it should be noted that this railroad's nickname is "The Golden Chariot Route".

The Adirondack rail line has had a profound effect on the economy of the region. It more than any other single factor determined which communities grew and which were past by time.

Existing communities can grow with minimum impact on environment because railroad will alleviate traffic which the few roads passing through the Adirondacks cannot now handle. The present pressure on our limited highway access created by year-round tourism and outdoor sports which is our main industry could be alleviated by the existing railroad corridor with minimal

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impact on the environment. Without the use of this corridor, new highway development would be devastating to the Adirondack Park Region.

Education

For study, observation and enjoyment of the pristine wilderness, wildlife and nature as well as educational in the history of railroading and settling of the Adirondacks which was until then an untrodden wilderness.

Engineering

Considering the period in which it was built and the short time it took to complete it, it was an engineering feat with the entire project completed in just 18 months going through some of the toughest terrain and rocks in the world.

Noteworthy from an engineering standpoint are bridge structures now 100 years old, which have received no maintenance, and yet are in excellent condition. A recent inspection showed that out of 24 major structures on the railroad, less than \$300,000 will be needed to repair them for full operations. Typically over \$1,000,000 is needed to repair just one highway bridge. The major structures are mostly of a ballast deck design. This is where regular railroad ties sit in a pan of crushed rock on top of the bridge beams. This is a unique design not found on other railroads.

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Most of the bridge abutments are made with massive cut stone blocks. These are fitted together and mortered tight. Most joints still have the original mortar, and show no deterioration.

The condition of the railroad ties is also amazing. Most railroads estimate ties will last roughly 30 to 40 years, before needing replacement. We found a tie with a date nail labeling the year that tie was installed as 1924. Three experts all agreed that it still had at least 20 years of life left. This would mean that before it would be removed, that it would be almost 100 years old!

Social/Humanitarian

Provide means of access for handicapped, aged and youth to see part of the beautiful Adirondack Mountains that they could not see otherwise.

Transportation

Before the advent of modern highways through the Adirondacks in the late 1920's and early 1930's, the railroad was the highway through the Adirondack State Park. All significant commodities for survival, fuel, building materials, food products, arrived by the freight trains on the railroad. Passengers too were transported to the various resorts and locations from stations along the railroad. The economy of the Adirondacks not only survived but prospered in this era; an era without the automobile transportation convenience.

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The Adirondack Railroad can once again serve a viable transportation function to lessen congestion, minimize pollution and promote the healthy economy of the Adirondack region. It would be a shame not to take advantage of an already existing corridor for transportation of passengers, freight, wood products, and solid waste through an area that has limited access by road.

Winter Olympics 1932/1980

It can be accurately stated that the 1932 winter Olympics would not have been possible without the existence of the Adirondack Railroad into Lake Placid. As local airports did not exist at the time and the highway system was primitive at best, the railroad played the major role for transportation of both contestants and spectators for the Olympic games. This importance can be documented in the fact that the transportation matters were handled by the district passenger agent for the New York Central Railroad. Many special trains were run, not only from New York and Utica, but also daily specials on a special express schedule were run out of Montreal to Lake Placid during the Olympic games.

The railroad also supported the very existence of the Olympic games in two other ways; first, housing as with the 1980 games, was at a premium. The railroad constructed special sidings. It was estimated that approximately 500 visitors to the games were accommodated in special Pullman sleeping cars that were placed on these tracks. A second and maybe even more

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important way the railroad supported the games is the 1932 winter had an unusually small snowfall. In fact, it was reported that Lake Placid was without snow at the time of the Olympics. Box cars of snow were rushed in from the Old Forge, New York, area to Lake Placid along this railroad so the Olympic events could take place. Therefore, it can truly be said that the 1932 Winter Olympics would not have happened if it wasn't for the Adirondack Railroad.

1980 still showed the railroad to have an influence although to a much lesser extent. The railroad almost continuously ran trains between Utica and Lake Placid plus additional shuttles between Saranac Lake and Lake Placid to handle over 20,000 passengers within the two week period of the games. If not through this transportation function, the congestion in the Lake Placid area would have been much more significant.

Other: Firefighting & Rescue Access

Historically, the 100 foot railroad right-of-way was clear-cut from edge to edge. This promoted a fire break crossing diagonally through the entire Adirondacks. Several times in the Adirondack's past, this firefighting tool helped to control what could have been larger environmental disasters. In the event of a catastrophe, fire, etc., this would provide a means to get emergency equipment and manpower to the disaster.

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Environmental Impact

There have been many meetings and articles in papers in favor of both extremes from the environmentalists/conservationists in favor of tearing out the tracks and making it "forever wild" and letting it go back to nature and the wolves, to the railroad enthusiasts. A Letter to the Editor, which appeared in the Utica Observer-Dispatch on September 25, 1989 by Susan Williams, put it all into proper perspective. Susan wrote:

"I applaud the efforts of the Adirondack Council and other conservationists in proposing the formation of the Bob Marshall Great Wilderness Area which sets aside a 400,000 acre public wilderness area in the Adirondacks. It is time to make this move before some over-zealous developers chew up what is a very small piece of our earth from being covered over with asphalt, housing developments and shopping malls.

We need an automobile-free refuge for people, plants and animals in New York State. In keeping with this idea, kinds of transportation would have to be limited in this area. The only transportation that is compatible with the conservation goals of the Great Wilderness and which is appealing to a broad variety of people is a railroad.

A railroad exists, still intact and now abandoned, which starts at Remsen, goes through the heart of the Great Wilderness such as hiking, canoeing, cross-country skiing, snowshoeing, etc. But for those of us whose time or ability is limited, the railroad offers an opportunity to experience the wilderness from the comfort of a railcar.

I hope those involved, both conservationists and public servants, will use the same foresight in restoring rail passenger service through the wilderness as they did in proposing the Great Wilderness."

Our Adirondack Railroad Preservation Society wants to ensure that the bed and tracks will remain intact by placing it on the State Register of Historic Places as an historic landmark (which it is) so that it will be there for the future to enjoy. What a

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shame it would be to lose such a unique resource and irreplaceable treasure as what we already have and then later wish it were there. It is one of the last bits of history we have left in this region and it should be preserved and protected.

6. SOURCES

This information includes:

1. Adirondack North County Association Railroad Feasibility Study and Business Plan for the Utica to Lake Placid Rail Line - Phases 1 & 2 Report, revised July 3, 1990.
2. Track Inspection Reports showing current conditions, technically documented on the entire railroad.
3. Test Results from a Track Geometry Test Car, conducted May 29, 1980.
4. Complete Bridge & Culvert Inventory of entire railroad, showing size, length and type of structures.
5. Bridge Inspection of each structure, conducted June 15 and 16, 1990.
6. Rail Inventory showing the size and dates that all rail on the railroad lines was placed.
7. 1980 Rail Inspection records, showing condition of the above inventories rail.
8. Copies of all property maps, as compiled meeting the requirements of the Interstate Commerce Commission and produced originally in 1917.
9. Copies of the books:
 - a. "Fairy Tale Railroad" by Henry A. Harter, 1979, documenting the significance and history of the railroad.
 - b. "Where Did the Tracks Go" by Mike Kudish, 1985, which by location and milepost describes the history of each significant community and siding on the railroad along with its use and period of operations.

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As you can see, much technical research has been done in advance for this nomination.

7. THREATS TO THE AREA

Since the Adirondack Railroad, built in 1891/92, is now in jeopardy of being eliminated by the State of New York because of failure of efforts by others for the successful operation of the same, we wish to propose a new concept.

We wish to preserve the railroad bed and tracks for the use of future generations because of its history, the location and breath-taking beauty of the unspoiled wilderness. At this time the preservation and restoration of the railroad bed is the key -- the use becomes secondary. The attitudes of those in government and private sectors that seek to eliminate this corridor, for whatever reasons, appear to be taking a destructive path of least resistance with absolutely no regard for the past and none whatsoever for the future.

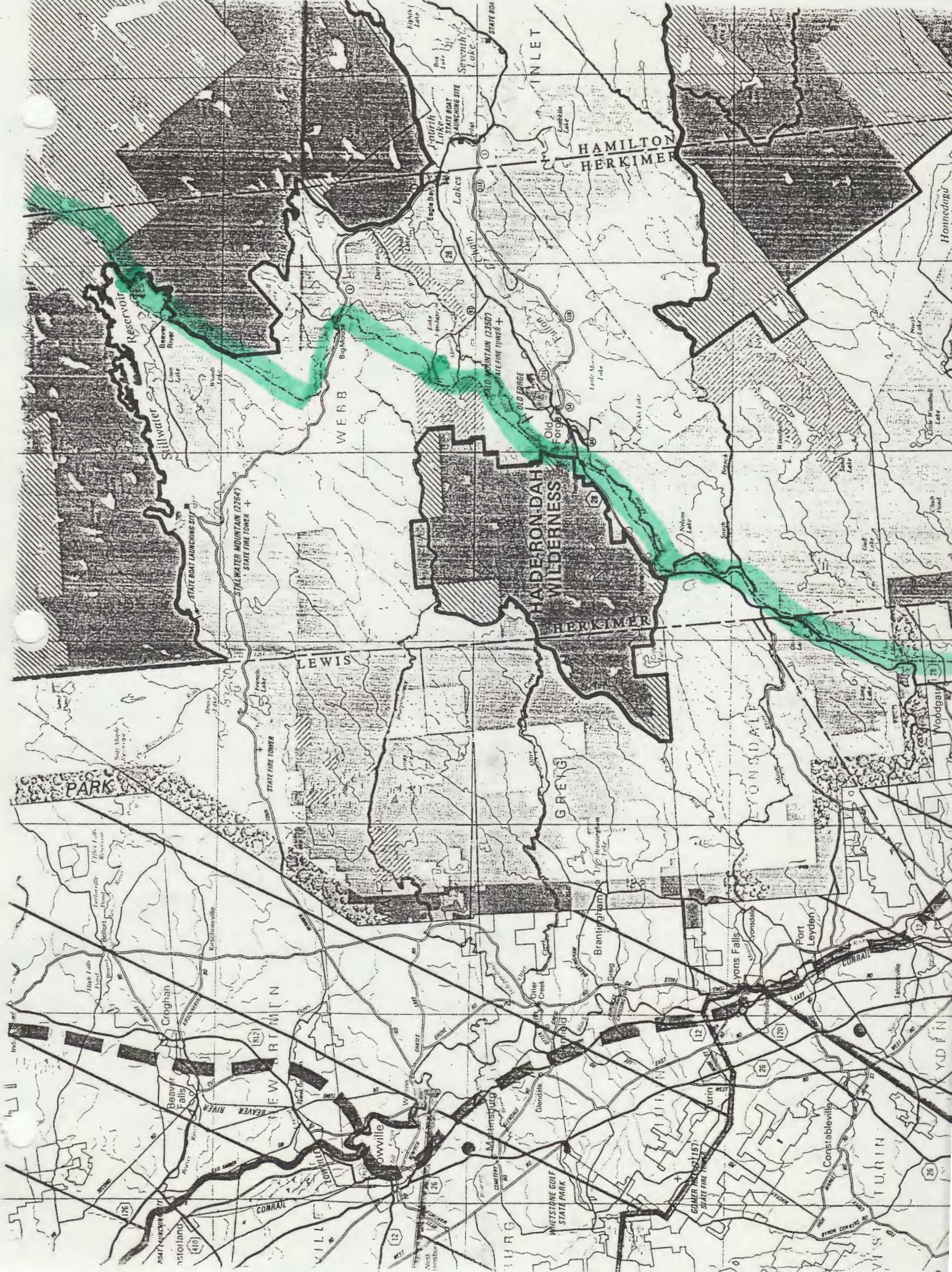
8. LOCAL ATTITUDES TOWARDS THE AREA

Government officials at the local, State and federal level have all gone on record at various times supporting the preservation of this significant historic asset. All six county governments, most townships and villages along the route have all not only expressed verbal support but have either financially or with written documentation, pursued support of the preservation of this property to others.

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The local citizens have decided, as a course of action, that once approved as an historic landmark, the ultimate goal of this organization is to: (a) seek total ownership of the corridor so that never again will the threat of destruction come about, and (b) seek federal, state and private funds necessary to fully restore the roadbed and rails based on proper engineering principles.

This corridor will be put in use for multiple purposes giving present and future generations an exceptional taste of history and an exciting experience through the great Adirondack Mountains with access not otherwise available to a vast majority of people not forgetting the aged, handicapped as well as the youth.



HAMILTON
HERKIMER

HADERON DAH
WILDERNESS
HERKIMER

LEWIS

GREIG

ESONDAL

NEWBURN

BEAVER FALLS

MINERVA

YONS FALLS

PORT LEYDEN

CONSTABLEVILLE

PARK

RESERVOIR

STATE BOAT LAUNCHING SITE

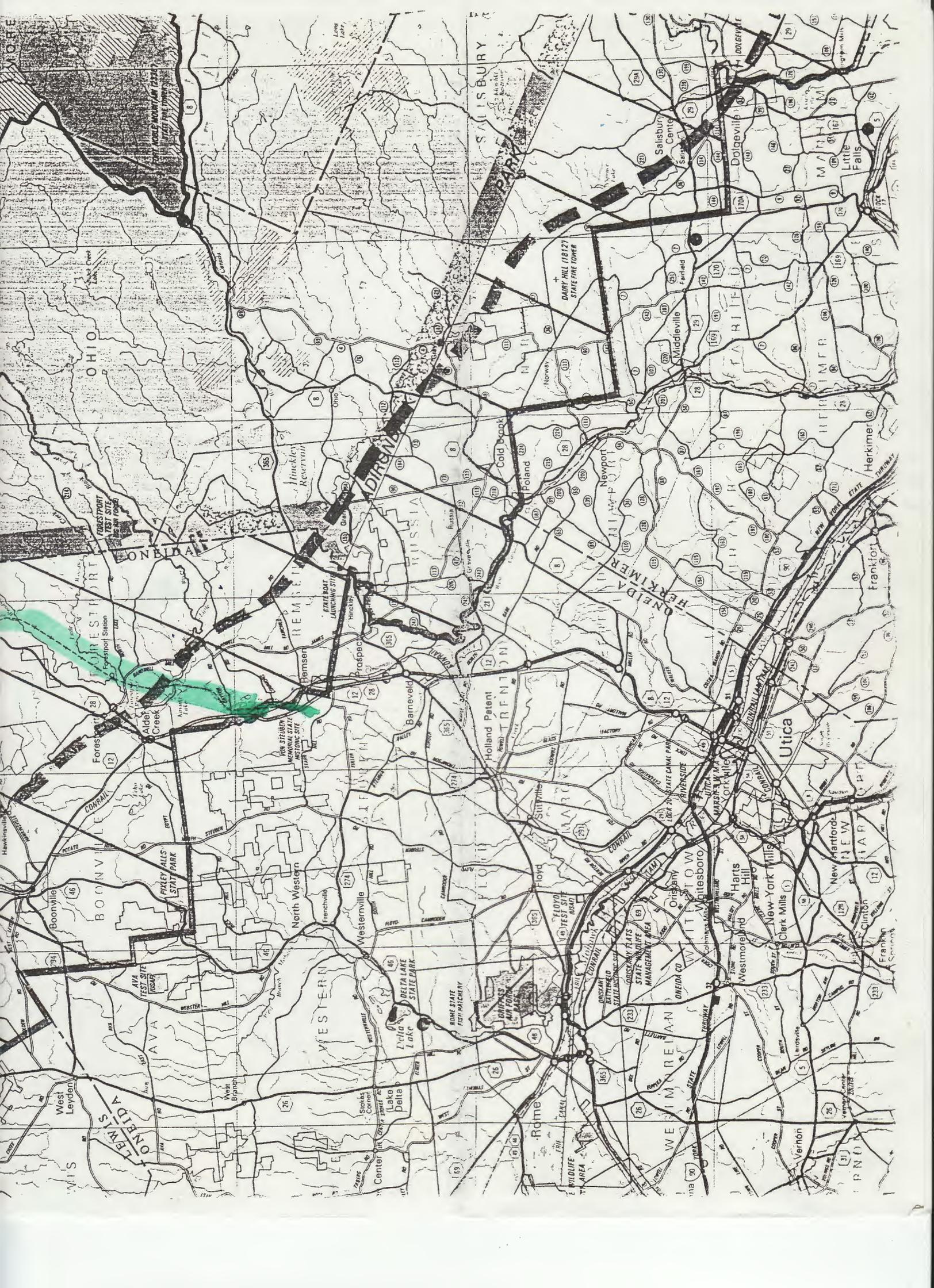
STATE FIRE TOWER

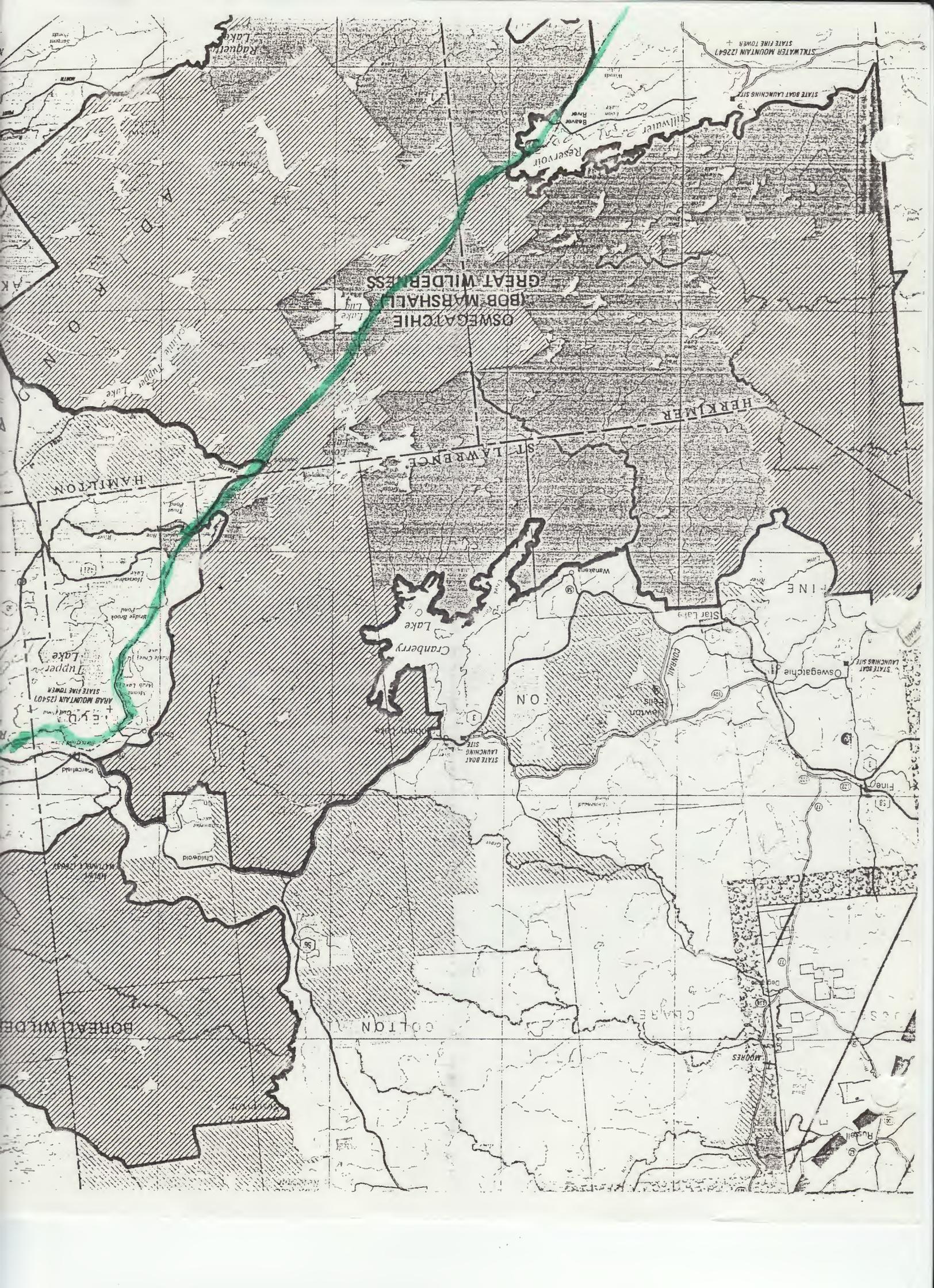
INLET

SEVENTH LAKE

Map scale and coordinate markings on the left edge.

Map scale and coordinate markings on the right edge.





OSWEGATCHIE
(B.B. MARSHALL)
GREAT WILDERNESS

HERKIMER

ST. LAWRENCE

HAMILTON

Cranberry
Lake

Upper
Lake

ON

LINE

Oswegatchie

Childs
Childs

CLINTON

CANTON

MOORE

Russell

STATE BOAT LAUNCHING SITE
STATE FIRE TOWN #

STATE BOAT LAUNCHING SITE



ADIRONDACK RAILROAD HISTORIC REGISTER
PHOTOGRAPHS



A1



A2

ADIRONDACK RAILROAD HISTORIC REGISTER
PHOTOGRAPHS



A3



A4

ADIRONDACK RAILROAD HISTORIC REGISTER
PHOTOGRAPHS



A5



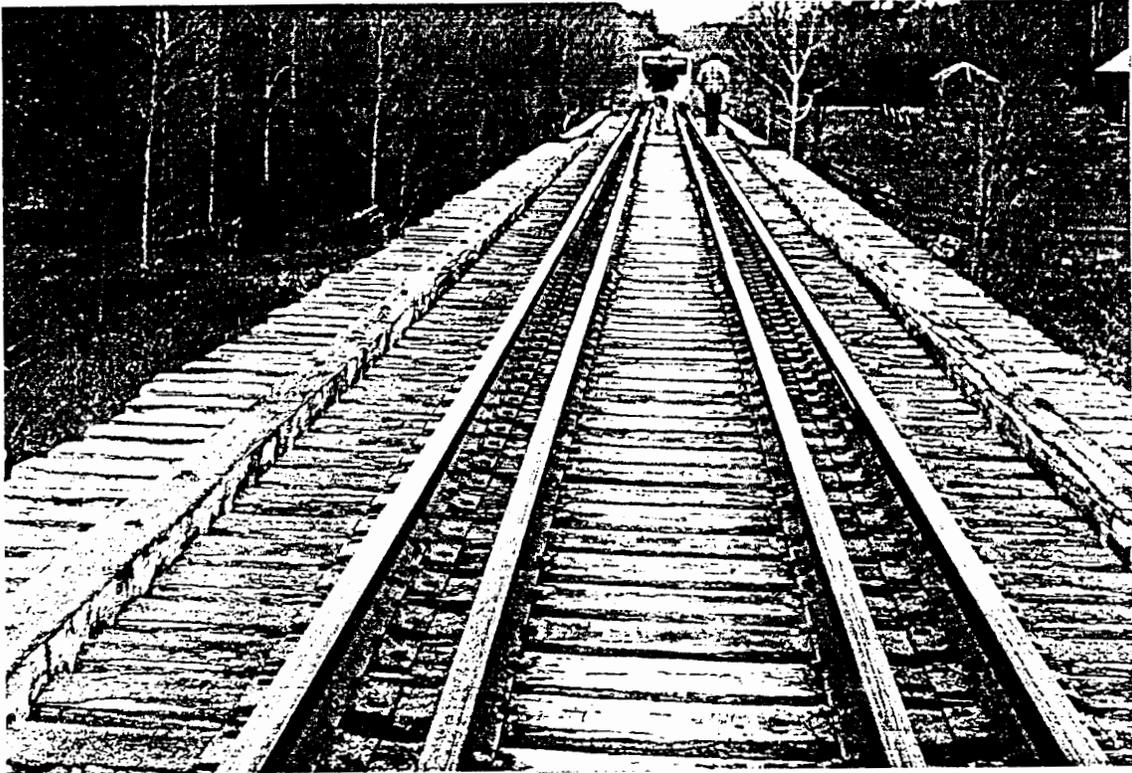
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ADIRONDACK RAILROAD HISTORIC REGISTER
PHOTOGRAPHS



A7

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PHOTOGRAPHS

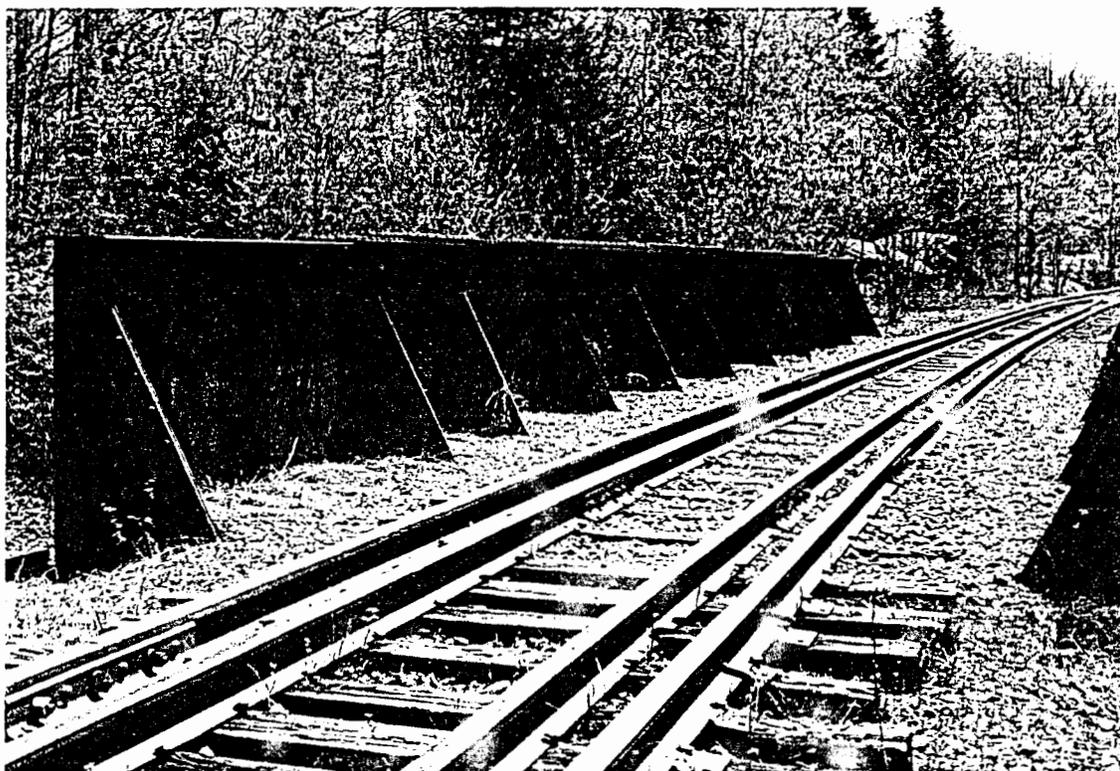


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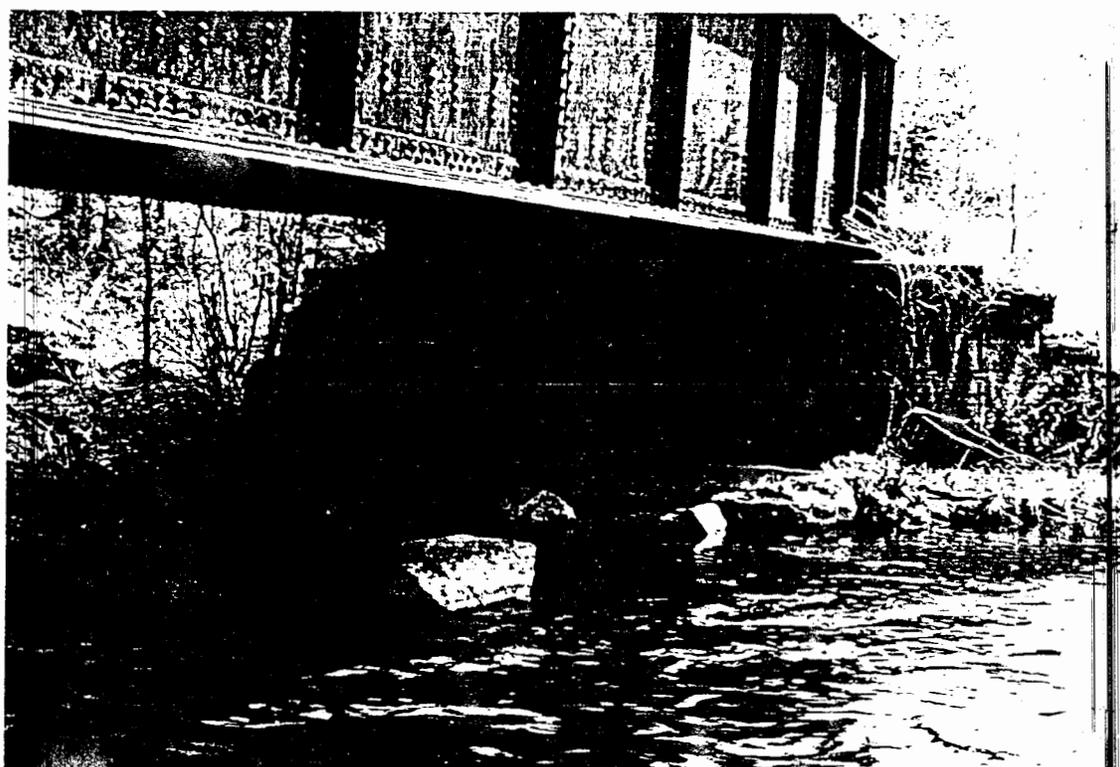


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ADIRONDACK RAILROAD HISTORIC REGISTER
PHOTOGRAPHS

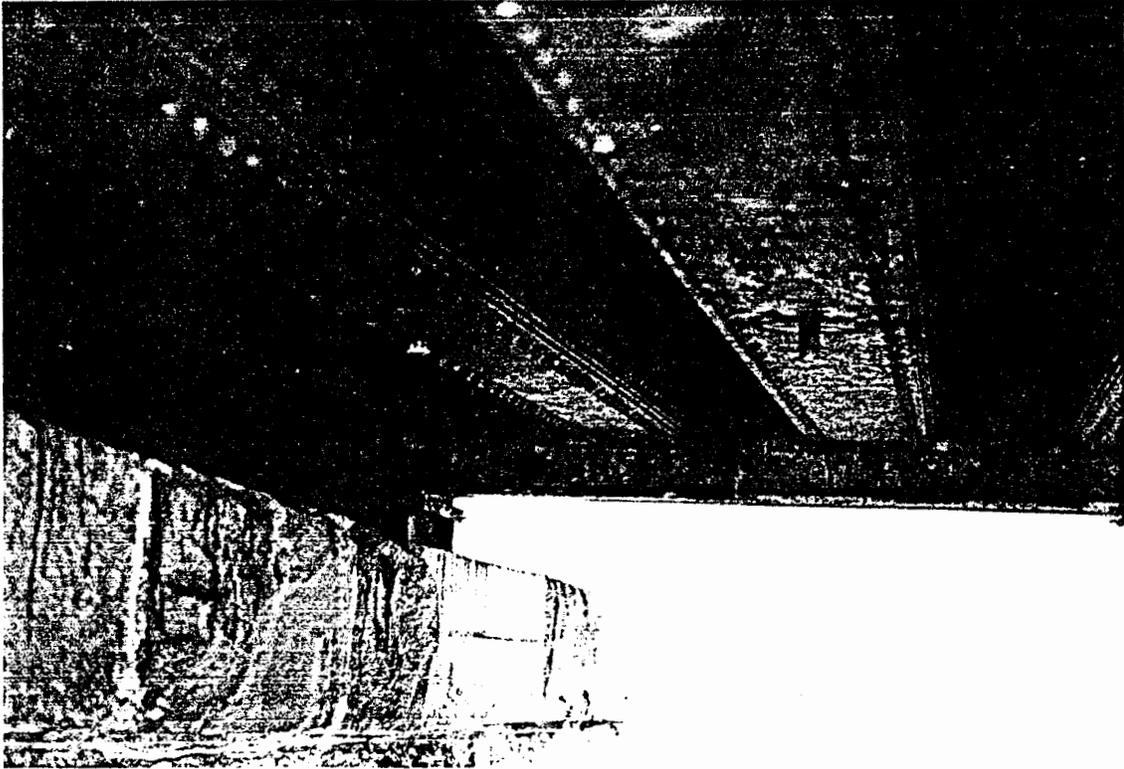


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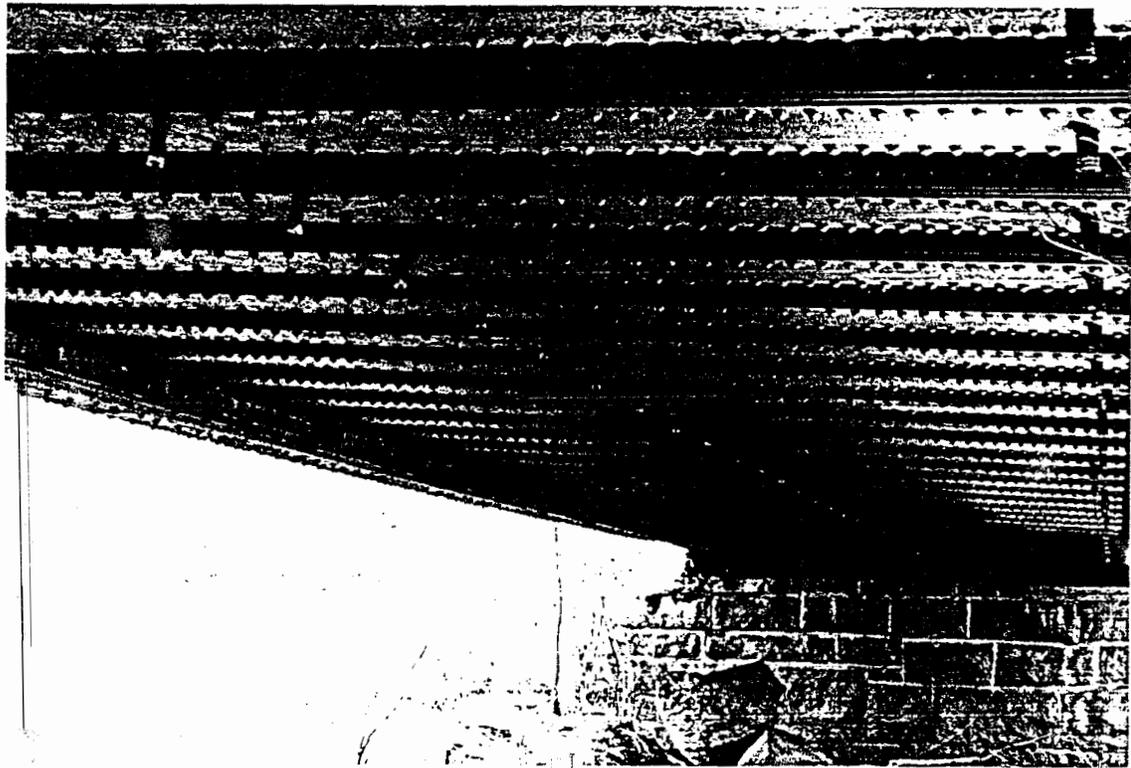


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PHOTOGRAPHS

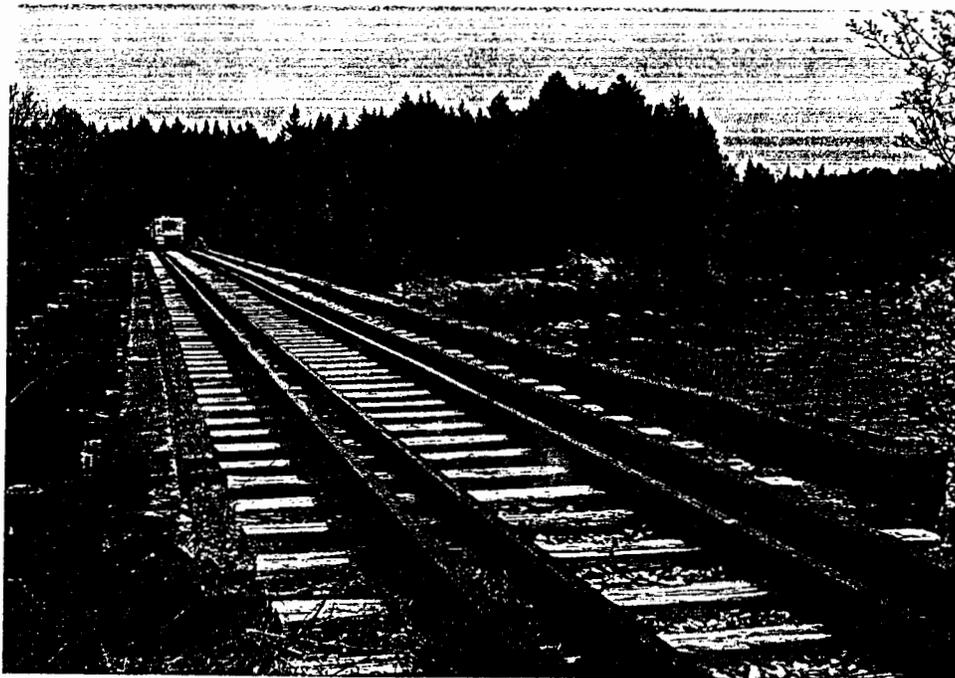


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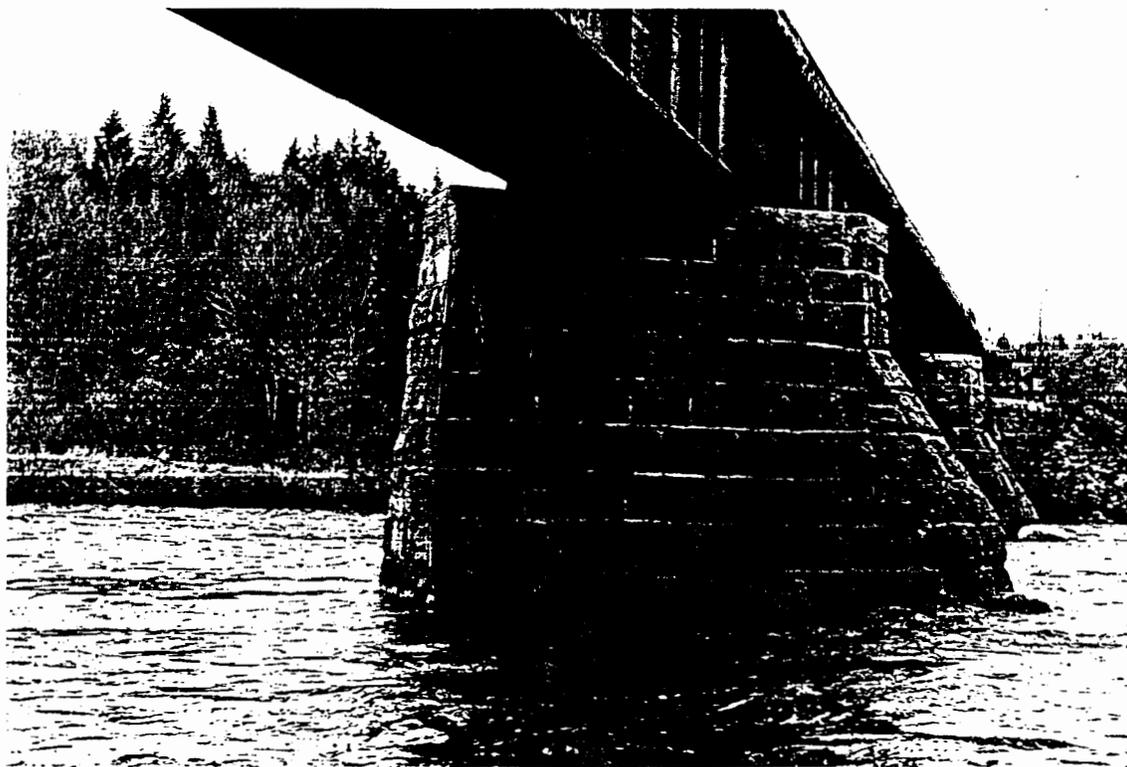


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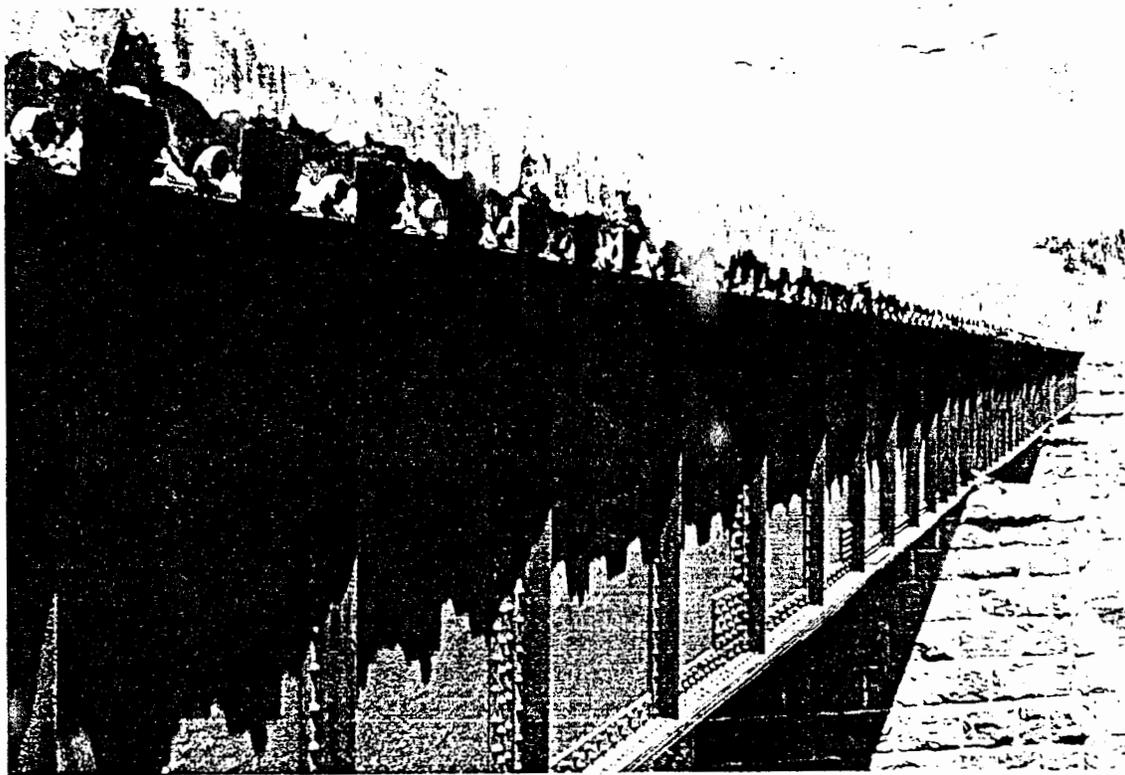


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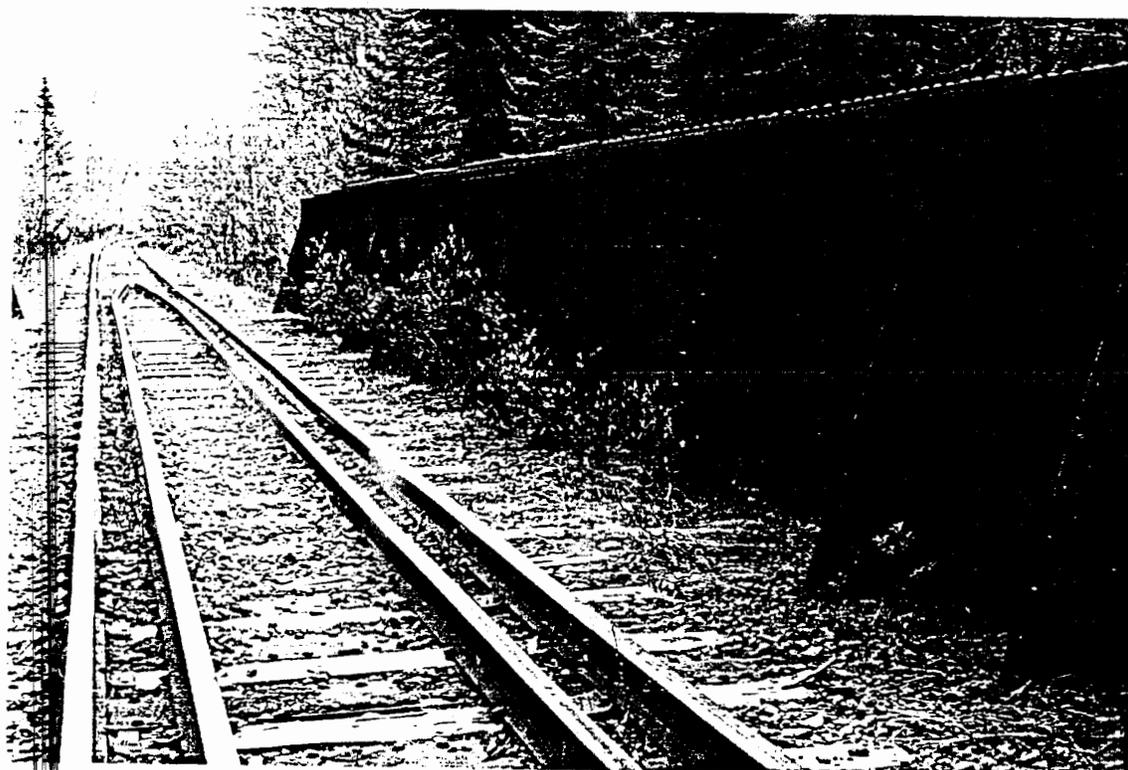


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PHOTOGRAPHS



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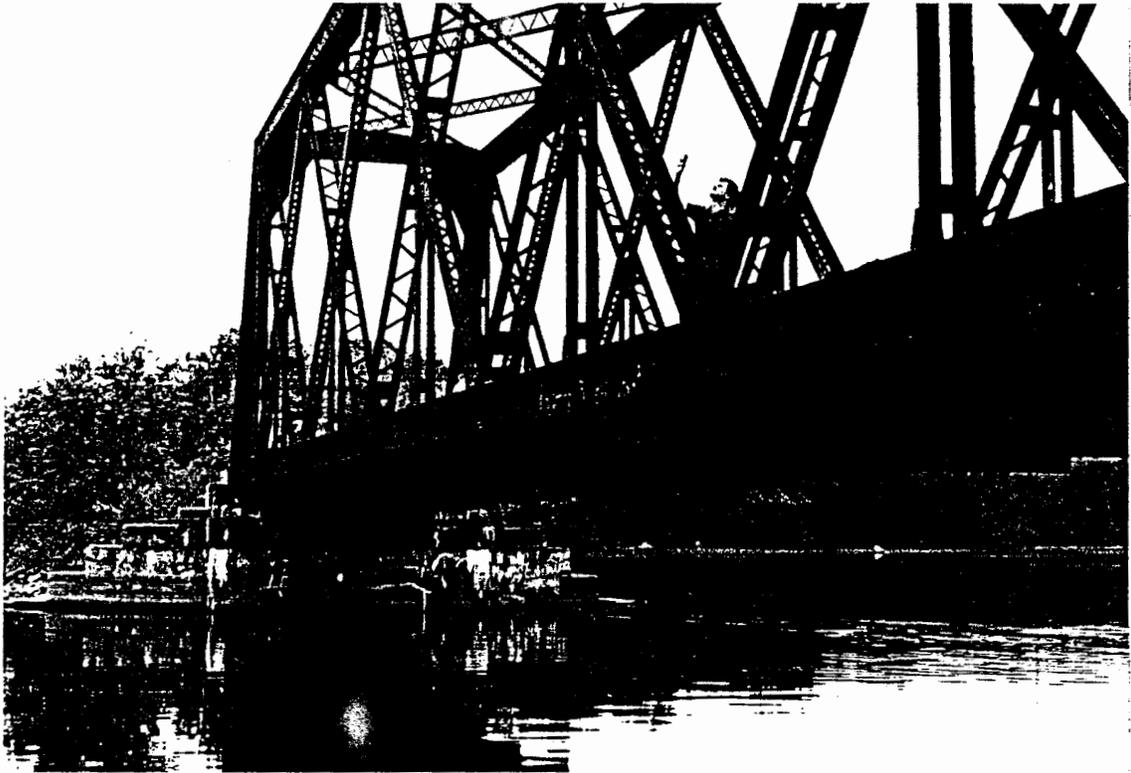


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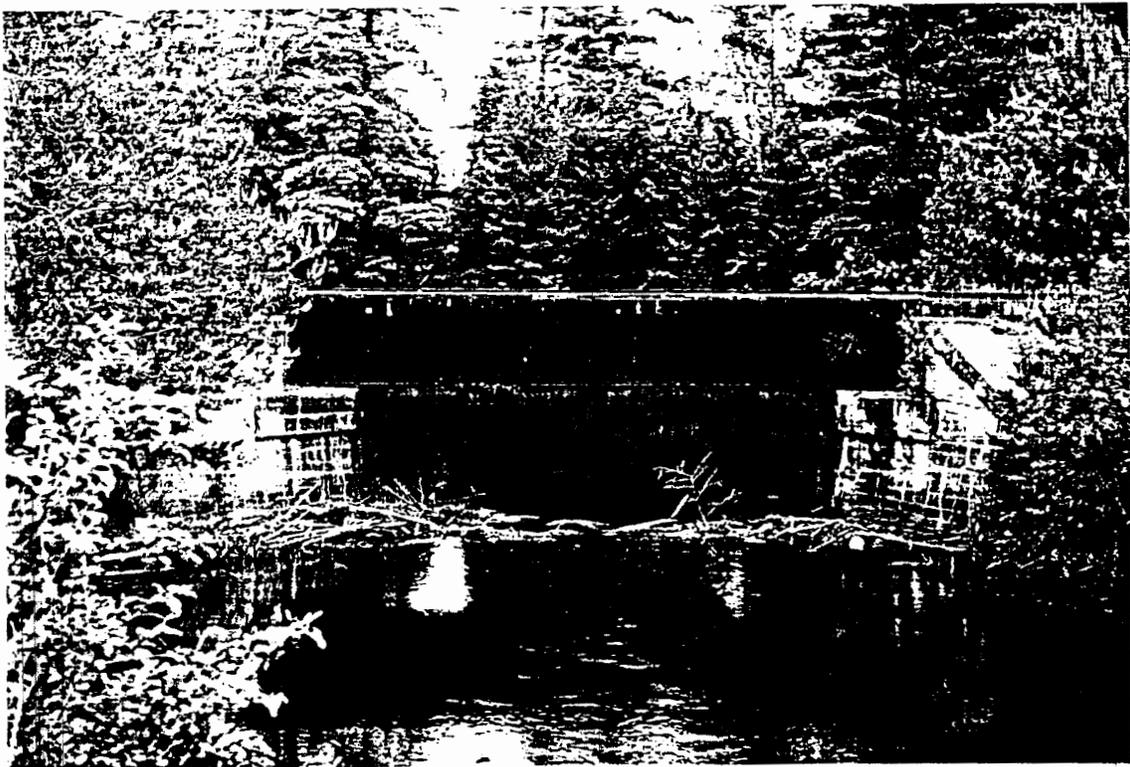


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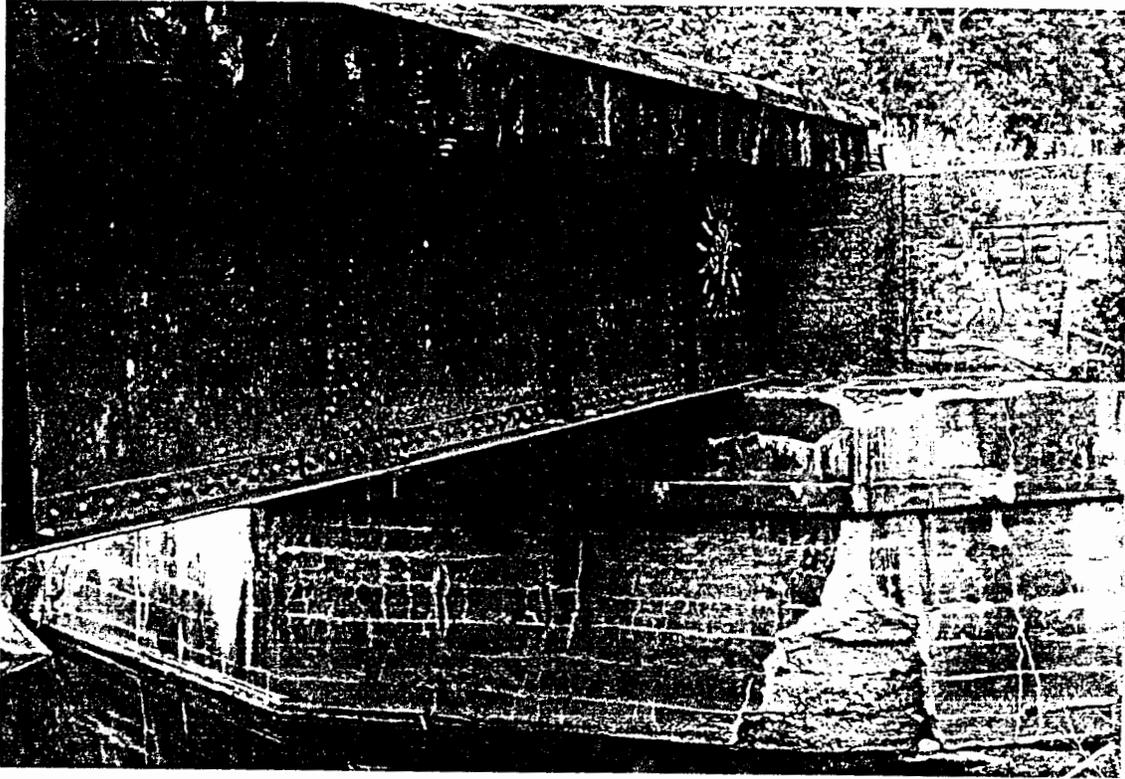


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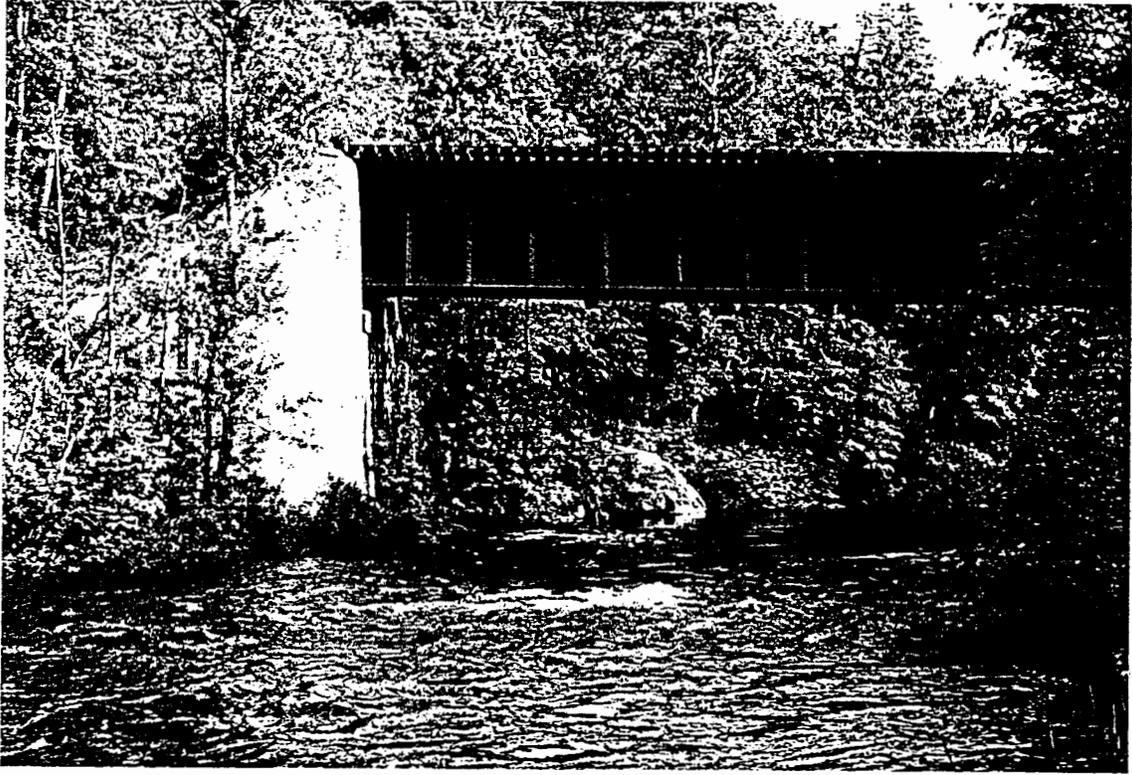


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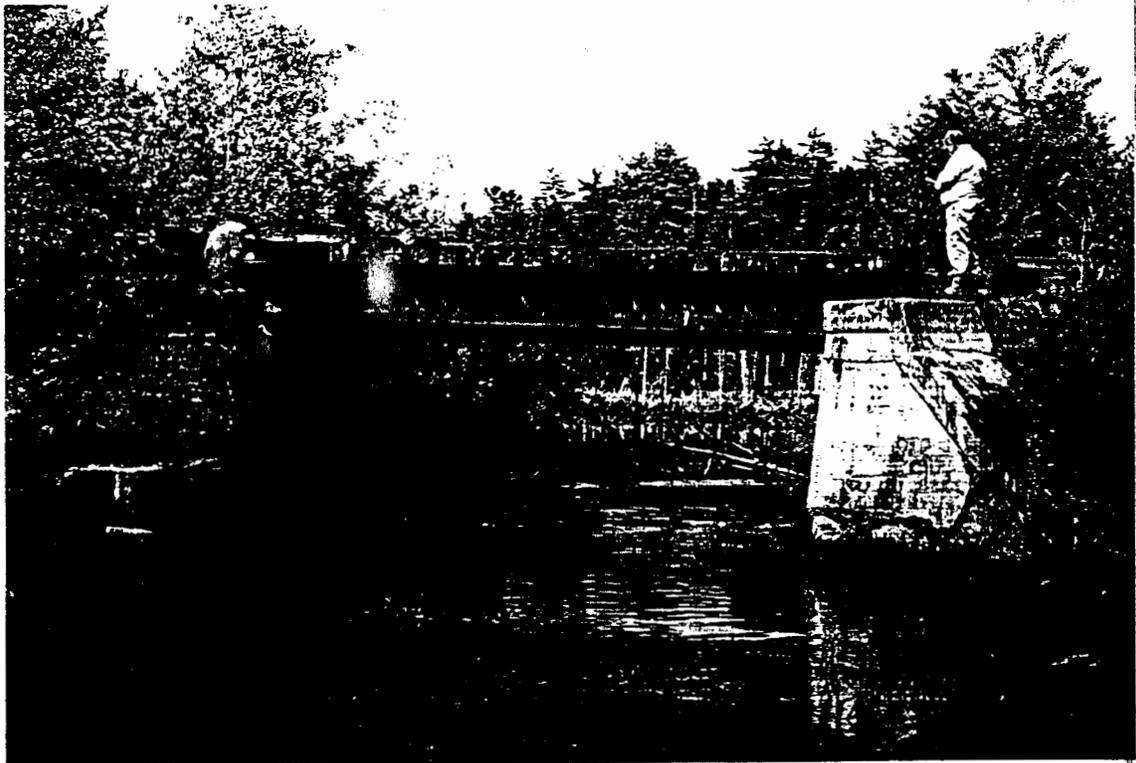


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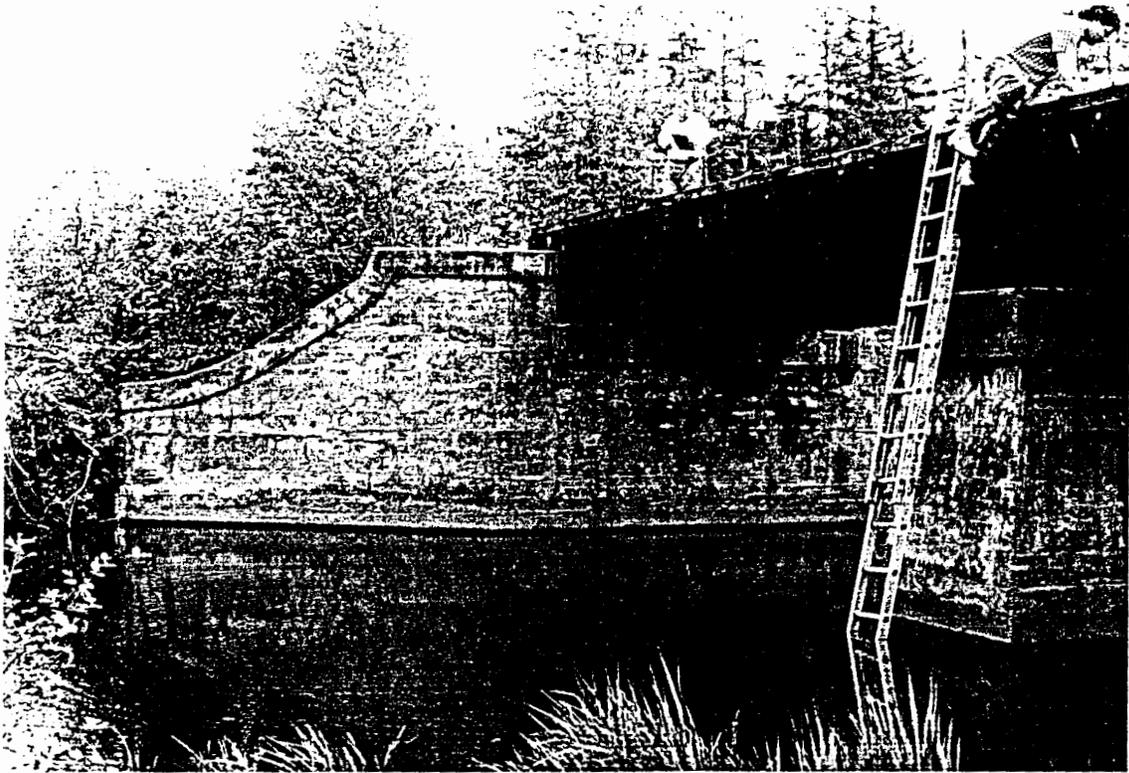


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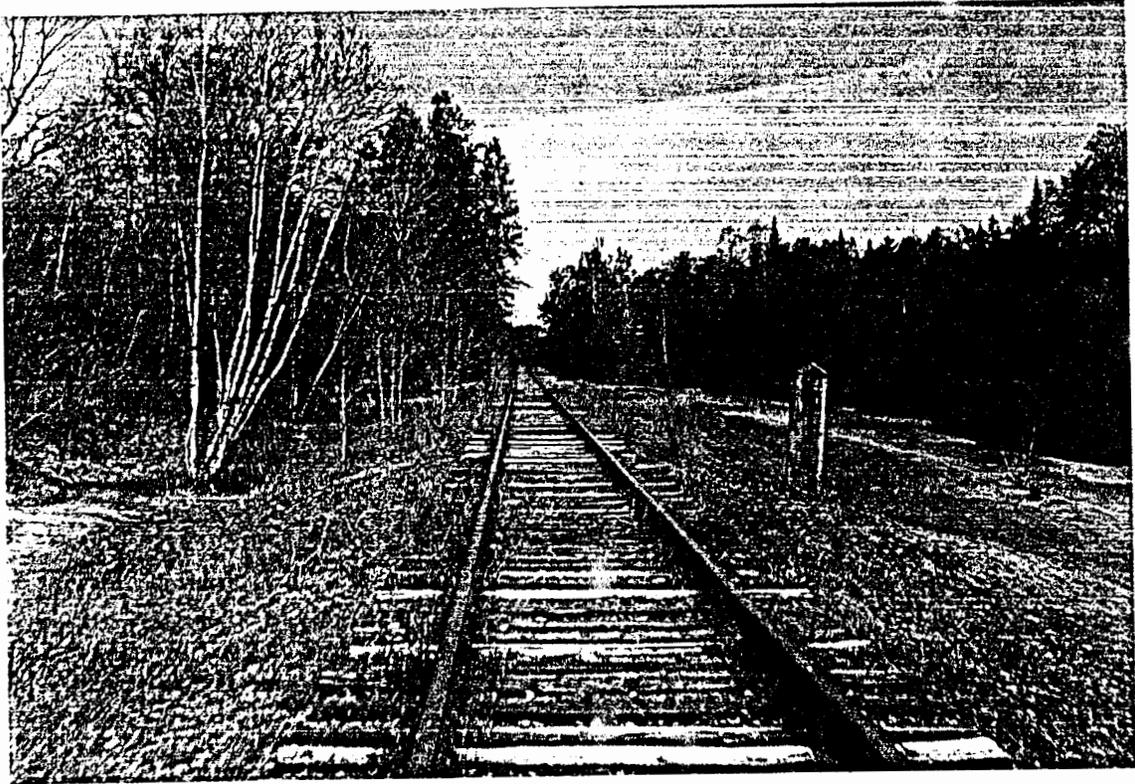
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ADIRONDACK RAILROAD HISTORIC REGISTER
PHOTOGRAPHS



B19

ADIRONDACK RAILROAD HISTORIC REGISTER
PHOTOGRAPHS



C1



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ADIRONDACK RAILROAD HISTORIC REGISTER
PHOTOGRAPHS



C3



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ADIRONDACK RAILROAD HISTORIC REGISTER
PHOTOGRAPHS

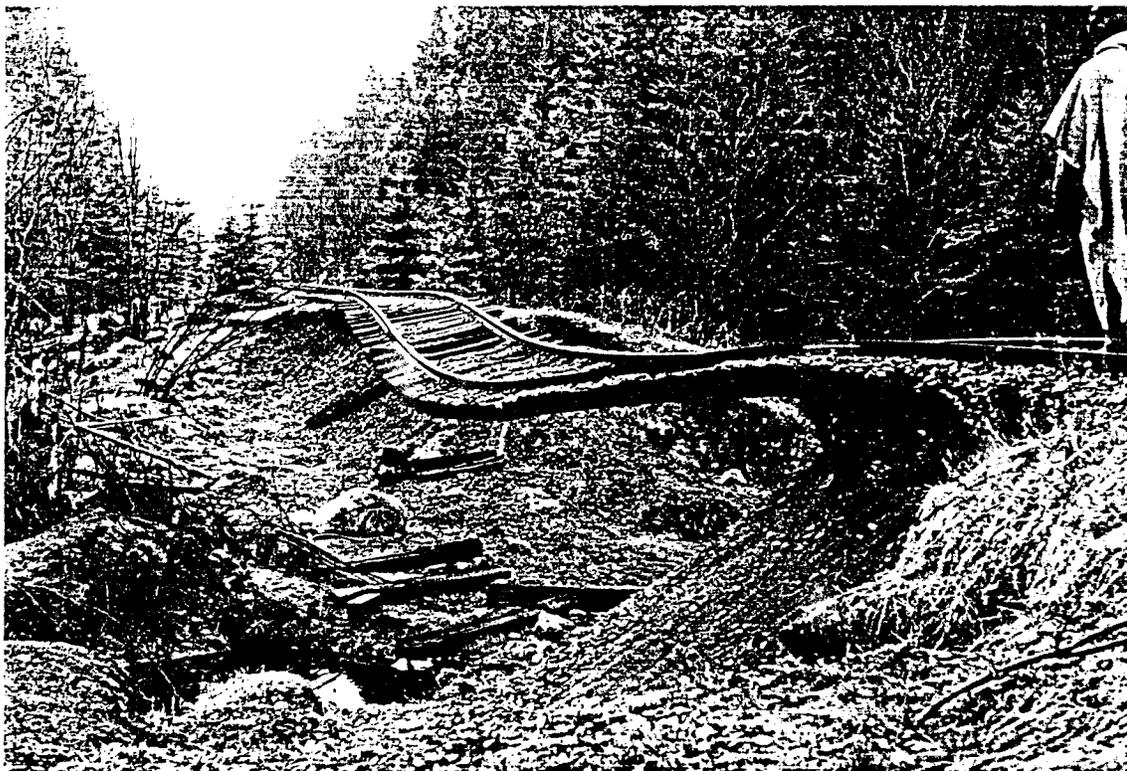


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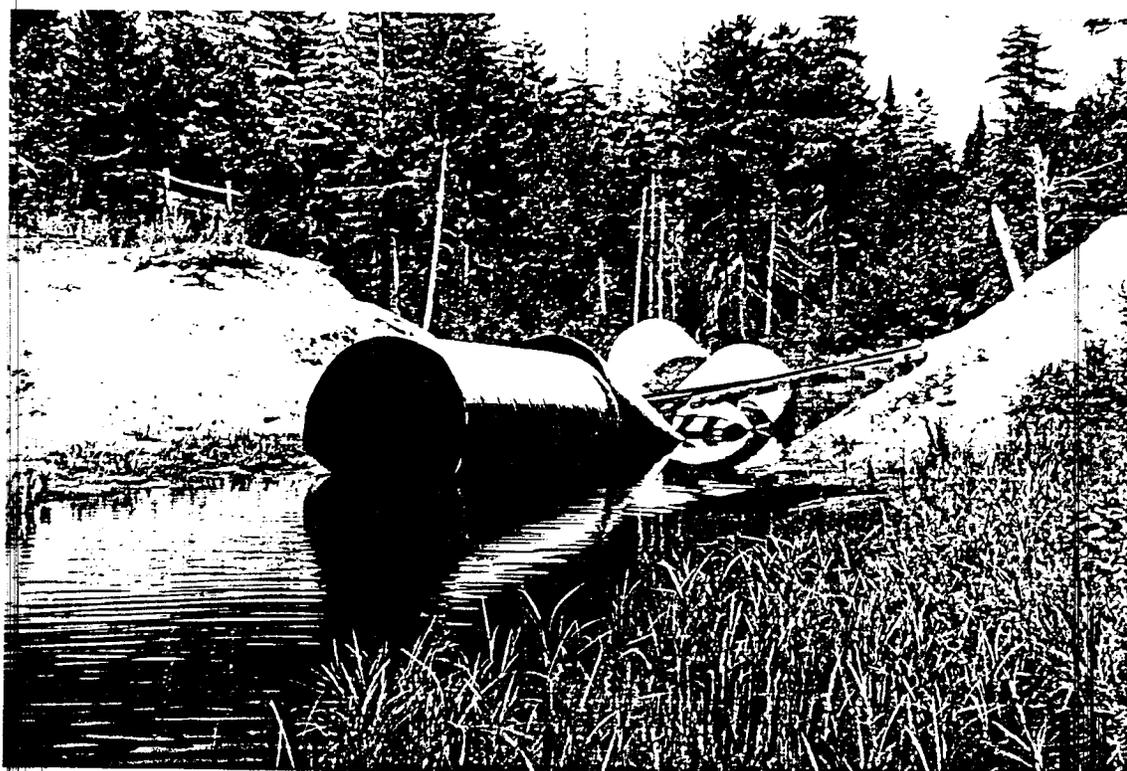


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ADIRONDACK RAILROAD HISTORIC REGISTER
PHOTOGRAPHS



C7



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ADIRONDACK RAILROAD HISTORIC REGISTER
PHOTOGRAPHS



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ADIRONDACK RAILROAD HISTORIC REGISTER
PHOTOGRAPHS



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ADIRONDACK RAILROAD HISTORIC REGISTER
PHOTOGRAPHS

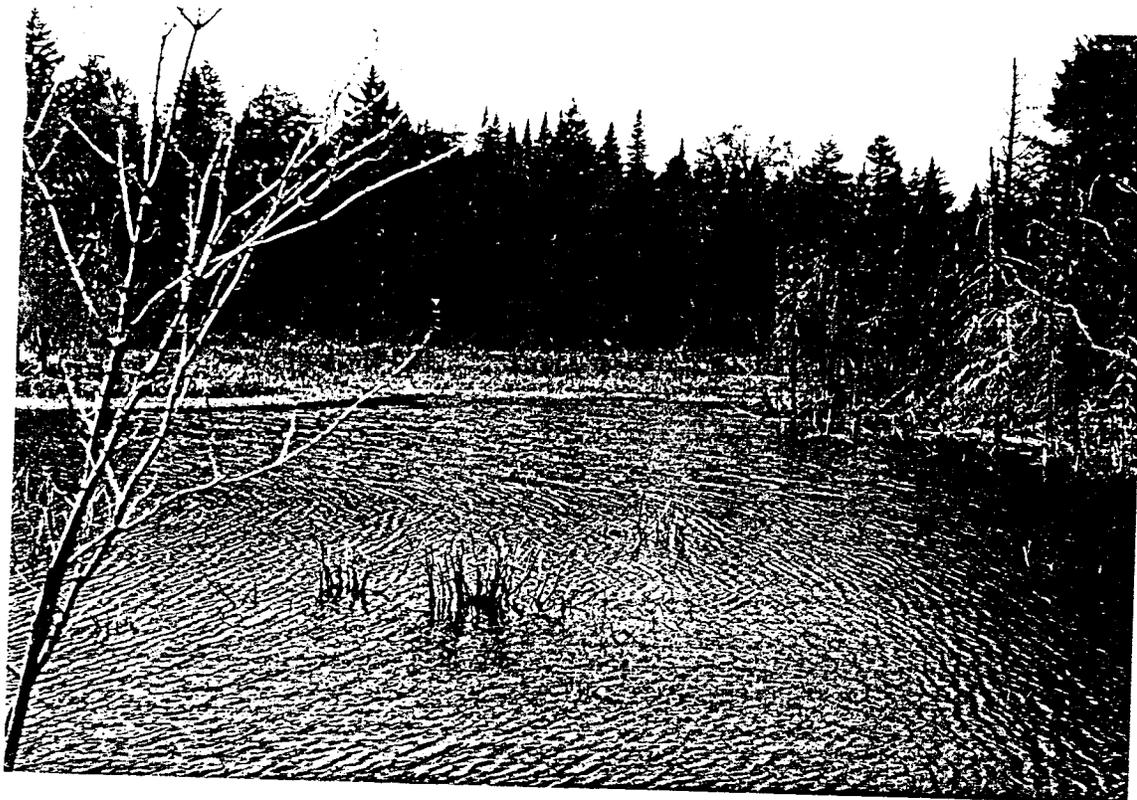


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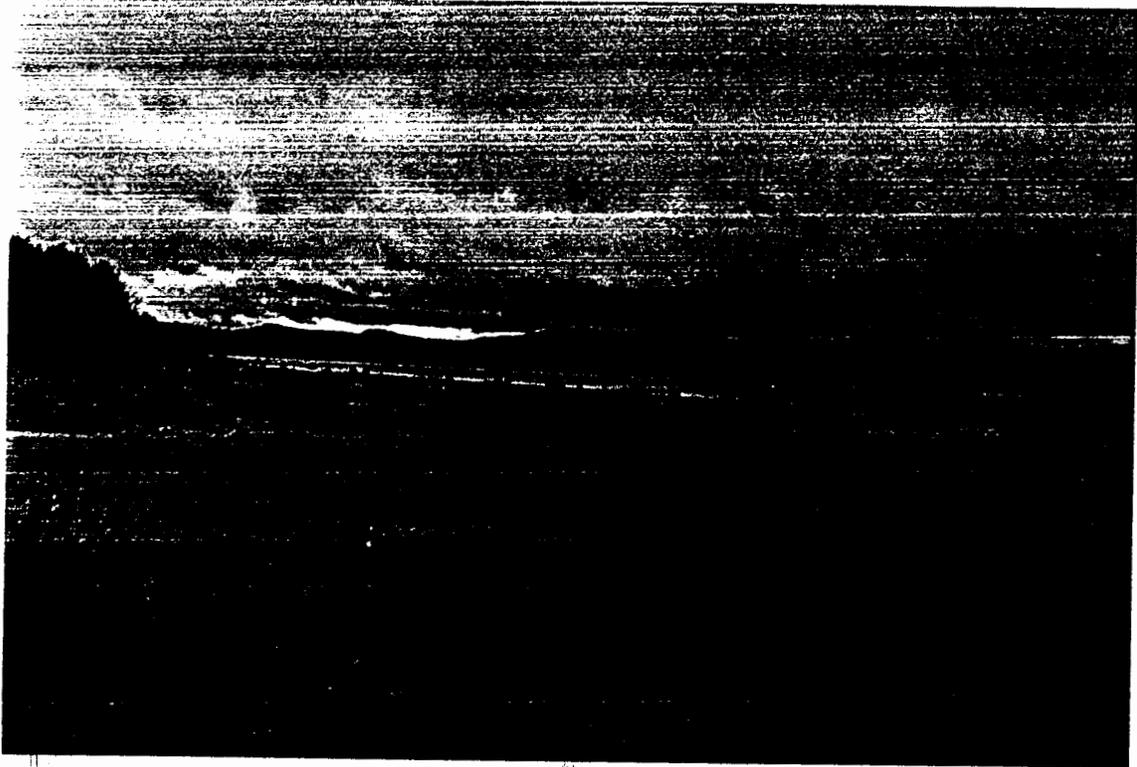


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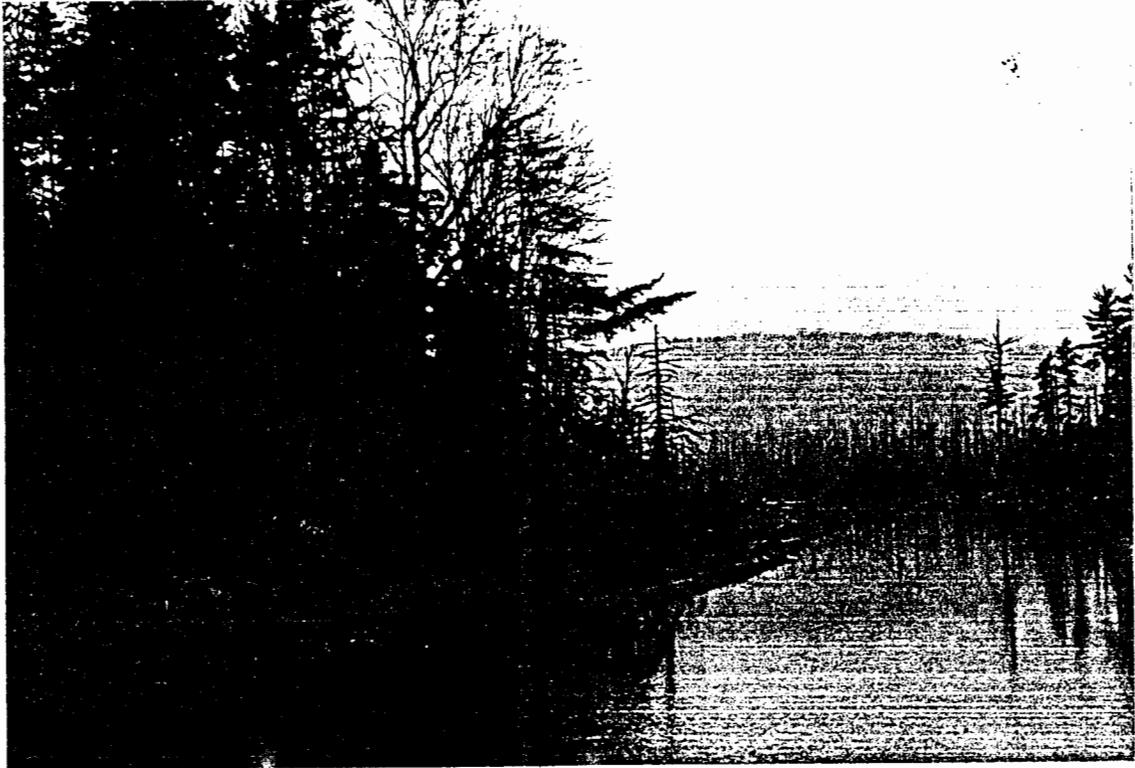


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ADIRONDACK RAILROAD HISTORIC REGISTER
PHOTOGRAPHS



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ADIRONDACK RAILROAD HISTORIC REGISTER
PHOTOGRAPHS



D15

ADIRONDACK RAILROAD HISTORIC REGISTER
PHOTOGRAPHS

CATEGORY A - BUILDINGS

A1 Forest Port Station

Most structures on this railroad line were constructed when the railroad was built in 1892 or 1893. They were built to two basic styles. Forest Port represents the first of these styles. This building has been renovated, is currently in private ownership, and is in use as the picture shows.

A2 Woodgate Station

This building had been allowed to deteriorate quite significantly. It has since been bought by a private owner who has secured it and done some remedial repairs. It is a classic example of a typical small town railroad station where an upstairs apartment housed the station agent.

A3 McKeever Station

This station shows the second basic type of structures which the New York Central Railroad built for service along the Adirondack Railroad line. As with most of the others, the station is in private ownership and has been rebuilt.

A4 Thendara Station

Since this was a major point on the railroad, the structure is built with a larger structure and also an extended roof area for unloading of baggage from the passenger trains.

A5 **Big** Moose ~~River~~ Station

This structure, which is similar to McKeever, has been completely renovated back to near original appearance. It is operated as a restaurant during the summer tourist season.

A6 Nehasane Station

This structure, although boarded up, is in critical need of securing and at least minor renovations. This building is under the control of the New York State Department of Environmental Conservation and is in imminent danger of being destroyed by D.E.C.

A7 Sabattis Station

This structure stood until April of 1990 and was burned down by the New York State Department of Environmental Conservation. This is an example of the continuous destruction of this historic resource by our public agencies. The structure that stood here was an exact duplicate of the station existing at Big Moose. Its condition approximated that at Nehasane.

**ADIRONDACK RAILROAD HISTORIC REGISTER
PHOTOGRAPHS**

CATEGORY B - BRIDGES

Most bridges on this railroad line, although built originally in 1891 through 1893, were significantly upgraded and rebuilt with new steel structures around 1910. Most of these structures have not seen any maintenance for at least 40 years. As these pictures show, though, the conditions on most structures are superlative.

B1 Kayuta Lake Reservoir Bridge

This is a deck truss center span with two plate deck girder approach spans on each end. The center span is of an open deck construction with bridge timbers as can be seen in this picture. The approach spans are of a ballast deck design.

B2 Side View of Kayuta Lake Reservoir Bridge

Note on the approach spans the cement edge caps holding the ballast in the pan on top of the bridge.

B3 Bear Creek Through Plate Girder Bridge

In this picture you can clearly see the ballast stone sitting through the bridge structure holding in place regular railroad cross ties and track structure.

B4 Bear Creek Bridge

You can note on the foundation wall how the left bridge support is higher than the right edge on top of the wall. This allows the bridge to be elevated for trains to run curves at speed on bridge structures.

B5 Bear Creek Bridge

Here is a detailed view of the ballast deck pan looking at it underneath the bridge. In the lower sections, the railroad ties are fit into a bed of crushed stone ballast. Note the pipes in the center of each pan allowing for drainage of water that will collect due to rainfall.

B6 Bear Creek Bridge

Because the bridge is elevated on one edge, the rain water will flow towards the right side of the picture, requiring a second row of drainage pipes in the pan areas. The creosote, tar coating has not been repainted since approximately 1940 yet looks like it was only done recently. Obviously, this bridge is in an excellent state of preservation.

B7 Moose River Bridge at McKeever

This is a ballast deck structure. It is estimated that the ties have not been replaced for at least 30-40 years on the structure itself. The concrete end caps also must date from the rebuilding of this structure around 1911. It must be noted that the inside guard rails were the original running rails on this railroad. So that when the line was upgraded in the first decade of this century, new rails were placed for the trains to travel on and the original rails were moved to the inside of each to provide derailment protection. On these rails clearly is marked the original 1892 rolling dates out of the steel mills.

B8 Moose River Bridge - McKeever

This bridge is a three span bridge. The center piers are in excellent condition as this view shows.

B9 Moose River Bridge - McKeever

Here is a detailed view of the concrete end caps showing leaching pipes for drainage of the ballast deck.

B10 Little Moose River Bridge

This is a through plate girder structure. Clearly, in this view, one can see the top plates of the ballast deck floor in between each of the ties.

B11 Six Foot Rail Top Culvert

This is typical of many smaller structures along the railroad line. All of these were built in 1892 when the line was constructed. All that were observed recently are in excellent condition, as this one shows.

B12 Racquette River Flow Bridge at Tupper Lake

This is a through truss bridge.

B13 Racquette River Flow at Tupper Lake

This view shows the side structure of the bridge. The state of preservation of all these structures are such that there is not a structure on line which we would hesitate running a full train over immediately.

B14 Lake Clear Outlet

This is a deck plate girder structure.

B15 Lake Clear Outlet

In this view of the foundations and side of the bridge clearly can be seen the build date of 1904.

B16 Saranac River Bridge at Saranac Lake

This is a deck plate girder, single span.

B17 Saranac River Bridge at Saranac Lake

The size of this structure can be seen by comparison to the bridge inspector below the structure in the river. These steel plates are at least 10' high; the structure itself is 100 feet long.

B18 Ray Brook Bridge

This is a plate deck girder structure built by the Delaware & Hudson Railroad in approximately 1903.

B19 Chubb River Bridge at Lake Placid

This is a two span plate deck girder bridge built by the Delaware & Hudson Railroad in approximately 1903.

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PHOTOGRAPHS**

CATEGORY C - TRACKAGE CONDITIONS

As the following pictures can easily show, most track conditions are in an excellent state of repair.

- C1 Typical track conditions along the railroad at Mile Post 34 just north of Kayuta Lake Reservoir.
- C2 Typical track section near Forest Port.
- C3 View showing excellent track and drainage conditions near Woodgate.
- C4 Track showing signs of original 100' wide clear cut of vegetation.
- C5 View north of Carter Station.
- C6 Looking south at Beaver Dam Lake. Note beaver house in central right portion of photo. Current State ownership is not allowing any maintenance against problems of drainage being caused daily by growth of beaver populations.
- C7 One mile north of Horse Shoe Lake. Example of destruction that can be caused by beaver dams.
- C8 Rollins Pond near Mile Post 120. Poor construction and maintenance practices can cause serious washouts such as this.
- C9 Rollins Pond. Track was intact at this location until State Department of Environmental Conservation forces torched the tracks and let them fall down onto the culvert. Destructive practices like this are inhibiting the corrective work necessary to preserve the railroad facilities.

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CATEGORY D - SCENERY

- D1 Woodhall Creek Looking West
- D2 Woodhall Creek Looking East
- D3 Bear Creek Looking West
- D4 Bear Creek Looking East
- D5 Unnamed Beaver Pond
- D6 Moose River Looking East
- D7 Moose River Looking West
- D8 Little Safford Lake
- D9 Stillwater Reservoir
- D10 Stillwater Reservoir
- D11 Stillwater Reservoir
- D12 Stillwater Reservoir
- D13 Beaver River
- D14 Boreal Wilderness
- D15 Rollins Pond