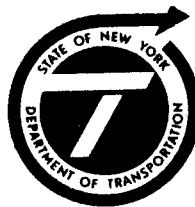


INVENTORY OF ABANDONED RAILROAD RIGHTS OF WAY

REGION 1



NEW YORK STATE DEPARTMENT OF TRANSPORTATION

RAYMOND T. SCHULER, COMMISSIONER

INVENTORY OF ABANDONED RAILROAD RIGHTS OF WAY

NEW YORK(STATE).

DEPARTMENT OF TRANSPORTATION.

REAL PROPERTY DIVISION.

REGION #1

COMPRISING THE COUNTIES OF:

ALBANY, SARATOGA, RENSSELAER, SCHENECTADY,

GREENE, WASHINGTON, WARREN & ESSEX

1974

GLOSSARY

- BALLAST** - Crushed rock or gravel, used in railroad beds to provide ground stability for laying ties and tracks.
- BERM** - A longitudinal mound of earth used to deflect water; a narrow ledge or shelf.
- CULVERT** - Any structure not classified as a bridge which provides an opening under any roadway.
- PRISM** - As applied to canals, the entire area encompassing the sides which are parallelograms.
- TRESTLE** - A braced framework of timbers, piles or steelwork for carrying a railroad over a depression.

ABBREVIATIONS

- R.R.** - Railroad
- Rte. or Rt.** - Route
- R.O.W.** - Right of Way
- E/S** - East Side
- W/S** - West Side
- B & M** - Boston and Maine
- D & H** - Delaware and Hudson
- P. C.** - Penn Central
- G. E.** - General Electric Company
- C. R.** - County Road
- T/O** - Termination/Origin

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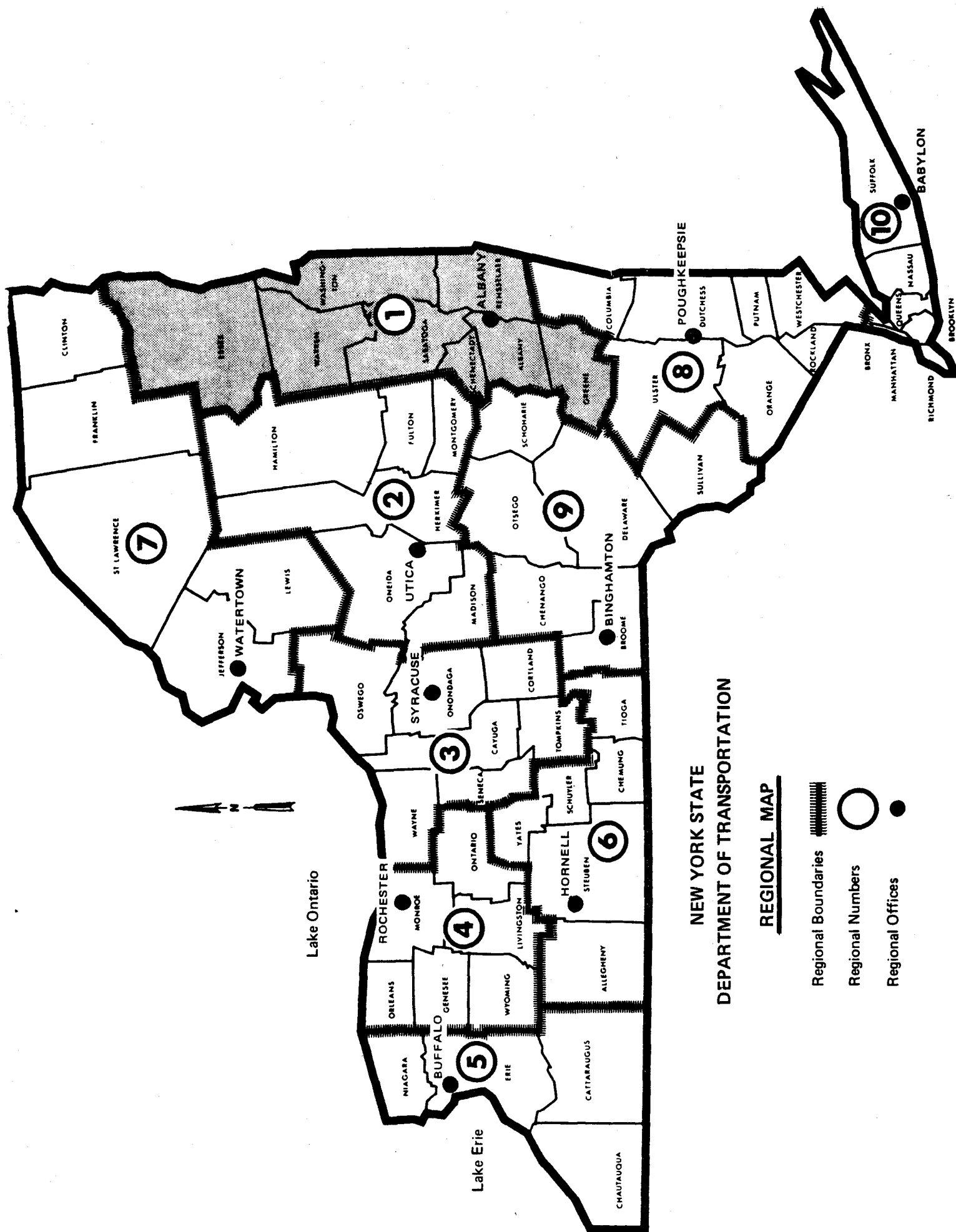
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Inventory of Abandoned Railroad Rights of Way

Region #1

Railroad: B & M (Boston and Maine)

Termini: Johnsonville to Eagle Bridge

Location Map Code: 1-1

- A. Approximate length 8 mi.
- B. Approximate width of right of way 60'
- C. General Conditions

There are no ties or tracks. The southerly end of this abandoned railroad began in Johnsonville at County Road 111 where we found the remains of a bridge abutment. A private driveway crossed the roadbed about 200' north of the bridge abutment. Further on, a few abandoned cars have been parked. The roadbed is solid and the ballast still in place. About 1/2 mile further the overgrowth thickened. Approaching Pine Lake about 2 miles further the roadbed appears to be a dike with water on both sides. Two small culvert trestles are still in place, one at Pine Lake and the other about 1/3 mile beyond. At this point the ROW is parallel to Rt. 67 and only about 100' to the west. After 1/4 mile the roadbed turns slightly northwest away from Rt. 67. Another 1/2 mile and there is a 60' drop to existing ground level on the west of the bed and only about a 15' drop to the east. At this point the roadbed starts a gradual climb. About 1 mile further a cattle pass is still being used. Another 2 1/4 miles there is a small bridge over a stream.

A small junkpile exists 100 yds. before reaching the bridge abutment at Rt. 67. The bridge itself has been removed. Crossing now to the east side of Rt. 67, the ground rising only slightly and leveling off before reaching the abandoned train station at County Road 103 where the abutments are in place but the bridge removed, we crossed two small existing trestles and much marshy land. Upon crossing the County Road and still heading north parallel to Rt. 67 but 15' higher, the overgrowth became heavier. Buskirk being about 1/2 mile beyond this County Road, is the farthest point the right of way could be located. It appears to merge with existing active lines in back of the Agway plant.

- D. Structures and culverts are described in Section C.

- E. There appear to be 20 transfers of property from this section since 1900.
- F. The general terrain is level and the predominant use is farming.
- G. Most of the abutting property is privately owned farmland.
- H. Recreational possibilities exist for hiking and "bike" trails in the section between County Road 111 and the eastern abutment of Rt. 67, a distance of approximately 6 miles.
- I. Access can be obtained at County Road 111, a public road leading to an underpass at Pine Lake and at the Rt. 67 abutment.

Inventory of Abandoned Railroad Rights of Way

Region #1

Railroad: B & M (Boston and Maine)

Termini: Mechanicville to Schuyler Junction

Location Map Code: 1-2

- A. Approximate length 15+ miles.
- B. Approximate width varies 40' to 60'.
- C. General Conditions

There are no ties or tracks. The southerly end began at Old Brickyard Road and ran in a northwesterly direction. The roadbed is moderately overgrown 3' to 4' and sometimes a little wet. A power line owned by the New York State Gas and Electric has been constructed down the center of the roadbed. Presumably the utility company has acquired this tract. About 1 1/2 miles after Old Brickyard Road the roadbed had crossed under Van Ness Road. The fill for Van Ness Road has caused the old overpass to either be filled in or removed. On the north side of Van Ness Road the roadbed turns more westerly. One-half mile further on a 35' trestle is missing causing a 30' gully. After another half mile Flike Road is crossed at grade just south of the Neilson Farm. Five hundred feet beyond a 25' trestle has been removed over a 12' gully and stream. Jolly Road is crossed at grade 3/4 mile beyond the gully. Turning more northerly, now fairly level, County Road 76 is crossed 1/2 mile north of Jolly Road. About 1 1/2 miles further on, County Road 75 is crossed.

Continuing north, County Road 423 was crossed near Luthers Saw Mill. Immediately upon crossing 423 the woods were so overgrown it was impossible to determine direction by physical features. We checked with Saratoga County Resident Engineer David Palma and he was able to lead us to Browns Road east of Rt. 9P on Saratoga Lake to show us where the roadbed existed from County Road 423. He also gave us reference points which were very helpful in tracing the roadbed direction from Browns Road to the Saratoga Lake Inlet crossing.

We wish to express our appreciation to Mr. Palma for his information and cooperation.

From Browns Road the roadbed turns toward Rt. 9P. It parallels 9P on the east side and is clearly visible for the next half mile or so. Many camps are built 50' to 150' east of this strip that parallels Rt. 9P. In one short stretch ties were still in place and the camp owner was mowing the roadbed as a portion of his front lawn. On the last 1/4 mile section before the Saratoga Lake outlet it appears some houses have been constructed on the right of way. After crossing the outlet, (Fish Creek) the ROW parallels Fish Creek about 1 1/2 miles to Schuyler Junction, remaining level. There are several camps along this area, utilizing the ROW as lawns.

Inventory of Abandoned Railroad Rights of Way

Region #1

Railroad: B & M (Boston and Maine)

Termini: Saratoga-Schuylerville Railroad

Location Map Code: 1-3

A. Approximate length 13 miles

B. Approximate width 50'

C. General Conditions

Commencing at the old repair shops at Rt. 50 and East Avenue in Saratoga Springs, which shops are presently owned by a bus company, and then travelling easterly to Rt. 29, like evidence of a railroad remain. There are no ties or rails, all crossing markers have been removed, and the bridge carrying old Rt. 29 over the railroad has been removed. The ROW has been utilized by several abutters as lawn area. From Rt. 29 easterly to Schuyler Junction, about 1 1/2 miles, only the fact that fill was required through the Great Bear Swamp gives any evidence of a railroad ROW, roughly 15' wide. From Schuyler Junction, just west of Staffords Bridge Road, recently improved by the County, the railroad paralleled Fish Creek, crossing said creek 4 times to Rt. 32, a distance of 6 miles. The ROW is evident by low underbrush and an occasional rotted tie. From Rt. 32 north about one mile, the railroad crossed Fish Creek again and within 100 yds., the railroad was placed on a trestle built in the center of Fish Creek and travelled 3/4 mile on the trestle and about 200' of concrete wall through the center of Fish Creek. The next 1/4 mile is level and runs through land owned by the United Board and Carton Co. Beyond the box company, a 1/4 mile trestle carried the railroad between Rt. 32 and Fish Creek. All evidence of the trestle is now gone. The railroad crossed Rt. 32 between Victory Mills and Schuylerville and about 1/4 mile of ROW, on a 6' fill remains and levels down to street grade and ran within Village streets the next 3/4 mile to its crossing of Rt. 29 at the old railroad station, still standing, but owned by a farm equipment dealer who has recently discontinued business. At this location, the ROW widened to about 80' to accommodate a three-track yard, and widened still further 1/4 mile behind the station

to accommodate a turntable, the pit of which still remains. From the yard area, about 1/2 mile in length, the ROW narrows again and travels northerly, remaining level, to the crossing of Rt. 32 in Northumberland and on to the west bank of the Hudson River.

- D. The various trestles have been dismantled with the exception of the piles which were driven into the bed of Fish Creek. The old shop building and engine shed in Saratoga Springs are now owned by a bus company, the station at Victory Mills is now owned by an individual who utilizes same as a garage, the station at Schuylerville is now vacant, although for a number of years was utilized by a farm equipment dealer.
- E. Much of the ROW has been acquired by abutters, but in certain areas, no buyers were found.
- F. The ROW is fairly level the entire distance between Saratoga Springs and Schuylerville.
- G. With the exception of the Village streets which the railroad travelled in Schuylerville, and the bed of Fish Creek, all abutting land is privately owned.

Inventory of Abandoned Railroad Rights of Way

Region #1

Railroad: D & H (Delaware and Hudson)

Termini: Baldwin Dock to Ticonderoga

Location Map Code: 1-4

- A. Approximate length 3 miles
- B. Approximate width 60'
- C. General Conditions

There are no ties or tracks. The southmost end is found just west of the County Road at Baldwins' Dock. The roadbed proceeds northeast and crosses the County Road 300' north of the starting point. It then continues along the beach front for 1/4 mile before crossing the County Road again. Upon interviewing a local resident (Mr. Hopkins, a retired D & H railroad engineer), we found out that most of the residents (8) of the beach front properties have acquired title to the railroad bed where it crosses their land. After crossing the County Road in an easterly direction, it continues about 1 1/2 miles through mostly open meadow until it crosses Pine Springs Road. Upon interviewing the owner of Pine Springs Park (residential homes), Mr. Jes Harpp, we learned that his deed also conveys a portion of the railroad bed. Approximately 1000' beyond Pine Springs Road, 2 power lines cross one identified as TIC-Sanfd and the other as TIC-RED, both exit from a nearby Niagara Mohawk Substation. The roadbed continues another mile or so to Lake George Avenue and ends at Pond Lumber & Coal Company where the tracks are in place and used for deliveries.

- D. No structures remained intact. Since most of the roadbed is very close to existing grade, we are not able to establish that any had been removed.
- E. Title transfers are mentioned in Section C.
- F. The terrain is generally flat meadow.
- G. Most of the abutting property is unused meadow.
- H. Since a large number of parcels have been transferred to abutting owners and subsequently improved in some cases with dwellings, the cost to repurchase the land for

recreational purposes would be very high on an overall acreage basis.

- I. Access can be obtained at Baldwins' Dock, Pine Spring Park Road, and Lake George Avenue at Pond Lumber and Coal Company.

Inventory of Abandoned Railroad Rights of Way

Region #1

Railroad: D & H (Delaware and Hudson)

Termini: Glens Falls to Lake George

Location Map Code: 1-5

A. Approximate length 7 miles

B. Approximate width 60'

C. General Conditions

There are no ties or tracks. All culverts remained intact. Bridges or remains of bridges remain as described below.

From the north side of Rt. 254 the ROW travels northeasterly for approximately 70' until it reaches the remains of a railroad bridge which crossed a stream. Only the stone abutments of the bridge remain. This area is heavily covered with weeds and is swampy.

Three hundred feet northeasterly of Rt. 254 the ROW crosses Glenwood Avenue and continues northerly paralleling Wood Vale Drive on the west. In this area the ROW is in excellent condition, it is lightly covered with weeds and no tracks or ties remain. Poles of the New York State Electric and Gas Corporation follow the ROW in this area.

Approximately 900' further, the ROW crosses County Club Road. At this point the transmission station of the New York State Electric and Gas Company is on the west side of the ROW. The ROW continues in excellent condition. Approximately 1/4 mile beyond County Club Road an old concrete culvert is still in place.

One-quarter mile beyond the culvert the ROW crosses Sweet Road and is heavily overgrown for approximately 50'. Beyond this the ROW is clear and travels slightly uphill as a causeway through a swampy area. A fence crossed the ROW 1/2 mile beyond Sweet Road/ Fifty feet further there appears to be a private roadway over what was once a grade crossing. For the next 200' up to Windcrest Drive the ROW is moderately covered with weeds.

One hundred feet north of Windcrest Drive the ROW is used as a driveway for the Glens Falls Country Club for approximately 1000' until it reaches a public road (name

unknown) then continues northwesterly through the Country Club grounds for another 1000', then through their parking area, across a fairway then it turned westerly along the northern shore of their private lake (Round Pond). There is a 10' high chain link fence crossing the ROW at the end of their beach. Fifty feet beyond this point there is a 6' high chain link fence crossing the ROW.

One hundred feet beyond the last fence, the ROW became moderately overgrown with weeds. The north side of the ROW dropped sharply a distance of 20' to a swamp. The south side was 20' higher than the ROW. One-quarter mile beyond the last fence the ROW was used as a dumping ground for the neighboring camps at Glen Lake. The ROW continued along the southwest shore of Glen Lake. New camps were erected on the ROW in this area. For the next 1/4 mile to the railroad bridge (still in place and used) and for the next 100' beyond to Canterbury Drive the ROW is used as a service road to the camps. In this area the lake is on the east side of the ROW and a swamp is on the west side.

For the next 1/2 mile to Glen Lake Road the ROW is in excellent condition. There are no ties or tracks. There is a light covering of weeds. The ROW is built on a causeway passing 1/4 mile through a swamp. The west side is approximately 60' deep and the east side is approximately 20' deep.

From Glen Lake Road to Rt. 149 a distance of approximately 1/2 mile the ROW is in excellent condition. One hundred feet to the west at Glen Lake Road there appears to be a bed of a second abandoned railroad line. At approximately 500' north of Glen Lake Road the remains of an old railroad bridge still exists. The stone abutments and the steel framework are still in place. There is no floor to this bridge.

From Rt. 149 to Bloody Pond Road a distance of approximately 1.7 miles the ROW continued in excellent condition in a slightly uphill direction. It was lightly covered with weeds. There were no ties or tracks. One-half mile north of Rt. 149 a concrete culvert was still in place. .2 mile beyond this point was the remains of an old railroad bridge. The stone abutments and the steel framework is still in place. There is no floor to this bridge. At approximately 1.2 miles north of Rt. 149 the ROW appears to be used in conjunction with adjoining lands being used as a borrow pit. Both abandoned lines are visible in

this area. From the borrow pit northerly for the next .2 mile both lines appear to be used as service roads to the borrow pit. The ROW on the E/S continues to a saw mill which is presently located on it. The ROW on the N/S continues northerly as a service road between the saw mill and the houses of some residents to Bloody Pond Road, a distance of approximately 1000'.

From Bloody Pond Road northerly to Rt. 9L the ROW is in excellent condition. It is lightly covered with weeds. At Bloody Pond Road the second line completely disappears. The ROW travels through a deep ravine in a slightly downhill direction and lies approximately 100' west of existing Rt. 9. Approximately .5 mile north of Bloody Pond Road the ROW passes through a borrow pit which is approximately 1000' long and 80' wide. Approximately 1/4 mile beyond the borrow pit the ROW crosses a dirt road then passes through the backyard of a local resident. From this point the ROW continues northerly in an uphill direction. In this area the ROW is in excellent condition. One mile beyond the backyard of the local resident a dirt road crosses the ROW. One-half mile beyond the point, a railroad bridge (completely intact) crosses Rt. 9L. From Rt. 9L the ROW continues northerly approximately 1/2 mile to Beach Road at Lake George. The ROW still continues in excellent condition. It is lightly covered with weeds. It passes through some rock outcropping then disappears completely north of the barricade at Lake George Battlefield Park.

- D. Structures remain as described in item C.
- E. No search of title transfers have been made. However, it appears that portions of the roadbed as described in item C have been transferred. It is our understanding that Charles Wood who owns Story Town, a large amusement park, north of the City of Glens Falls, has acquired most of this ROW which he someday plans to use for an amusement park ride, possibly an old time train ride.
- F. The description of the terrain is found in item C.
- G. Abutting property use is described in item C.
- H. Recreational use exists for hiking, horseback riding, motor bikes and ski mobiles. The ROW basically was in excellent condition. Horse tracks and tire tracks were seen from time to time.
- I. Access is described in item C.

Inventory of Abandoned Railroad Rights of Way

Railroad: D & H (Delaware and Hudson)

Termini: Rt. 67 Overpass to Mechanicville Railroad Yard

Location Map Code: 1-6

- A. Approximate length 8 miles
- B. Approximate width of right of way 50'
- C. General Conditions

There are no ties or tracks. The roadbed crosses County Road #82 about 1 mile from Rt. 67 overpass. There is a culvert located approximately 1/2 mile from County Road intersection. Approximately 1 mile from County Road #82 the roadbed crosses a dirt road around 100' from entrance to Round Lake Rod and Gun Club. Another culvert is located approximately 1/2 mile from this point. The roadbed is in excellent condition to this point. In several sections, it is flat and clear enough to be traveled over by almost any motor vehicle. There are no apparent washouts, landslides, flooding or encroachments. Also, the overgrowth was predominantly very light. The roadbed crosses another dirt road approximately 3/4 mile from the Rod and Gun Club site. There is a culvert located 1/2 mile from this junction and from this point the topography gets rougher. Another dirt road is crossed after approximately 1/10 mile and another 1/4 mile from here the route between the Northway and Rt. 9 is crossed in the Village of Round Lake. Saratoga County now owns the section of the roadbed located within Round Lake Village. Approximately 3/4 mile from the connecting route between the Northway and Rt. 9 this roadbed crosses over Rt. 9 and continues approximately 1 mile till it intersects Ushers Road and continues on the opposite side of this road. From the Rt. 9 overpass to the Ushers Road barricade, the roadbed is in fair condition. It continues on the other side of Ushers Road, but becomes much rougher. It appears within the 1st mile as if several sections might be privately owned since some of it is fenced in and farm machinery is being stored on other sections. After the initial 1st mile, the roadbed improves again and is relatively clear and level. It remains so for approximately 1.5 miles until its barricaded ending on the side of Cary Road. The roadbed continues around 1/10 mile from the other side of Cary Road to the Mechanicville Railroad Yard.

- D. All structures originally built as a part of the roadbed currently exist, except for one gap approximately 20', located about 2 miles from the roadbed's end in the Mechanicville Railroad Yard. The bridge which spanned this length had been removed.
- E. The only apparent changes in ownership have been mentioned in part C.
- F. The terrain is predominantly flat. There is one existing railroad overpass crossing Rt. 9 and one that has been removed.
- G. The abutting properties in general are used for farming or are undeveloped, except for the section which goes through Round Lake Village.
- H. Recreational possibilities of the route exist in the areas of cycling, walking, snow-mobiling and also, since most of the route passes through farming or undeveloped land; nature study, bird watching, etc.
- I. Right of way access can be obtained from several dirt roads at the present time. (See C)

Inventory of Abandoned Railroad Rights of Way

Region #1

Railroad: Mt. McGregor

Termini: Wilton to Top of Mt. McGregor

Location Map Code: 1-7

- A. Approximate length 5 miles
- B. Approximate width varies from 20' to 60'
- C. General Conditions

There are no ties or tracks. Beginning about 3/4 mile west of the Ballard Road and Rt. 9 intersection, the roadbed can be found running in a northerly direction from Ballard Road. It is only slightly overgrown and approximately 1/2 mile long before crossing Mt. McGregor Road. A short 1/4 mile section along the top of the embankment curving left (NW) and again crossing Mt. McGregor Road. At this point the roadbed is a maintained dirt and stone driveway used by the Wilton State School for Retarded Children. The driveway splits to the right of the railroad ROW about 1/4 mile from Mt. McGregor Road. It leads up to settling bins (150 yds. north) which are a part of the school's septic system. North along the railroad bed about 200 yds. from the last mentioned fork in the road, a wooden building 9' x 9' is standing. I learned from the Grant Cottage Historian that the building was the gatehouse to the Mt. McGregor complex some 70 years ago. In back of the wooden building, a distance of 50', a 10' x 20' concrete building exists apparently servicing the Wilton School. The sign on the building says "Danger, Poisonous Chlorine Gas." A hundred yards further a stream is crossed, a fifteen foot fill and a 2' x 3' cobblestone culvert is intact. One-quarter of a mile further an electric power line is located in the roadbed. Another fork in the road exists 1/8 mile past the electric line. The railroad ROW was the left trail. Still gently rising we continued for 1/5 mile before crossing Ballard Road. After crossing we are now heading in a southwest direction but turning slowly to our right which will bring us back to northerly direction. After proceeding 1/3 mile a cobble culvert 2 x 2 exists in a 15' fill.

Further on, 1/10 mile, a sharp 20' drop and a ravine 100 yds. wide, 30 deep was crossed. There were 12 pier footings for a trestle that were either removed or otherwise have disappeared with time. The other side of the ravine is covered with rubble from a pier footing that has broken up from age and rip-rap placed for stabilization. The roadbed reduces now more or less to a hiking trail still circling and rising gently for a mile before we pass through a dry stream bed. For the first time the railroad ROW bed is lower than surrounding ground. Trail at this point becomes very overgrown and more difficult to distinguish. The woods then thin a bit 1/10 mile beyond and a collapsed culvert 2' x 3' crossed the railroad ROW. Another trestle was built but does not exist 1/2 mile further on. This was probably the highest of the four we eventually found. The vertical drop as we approached Ballard Road again was 50'. The other end of what was the trestle we found 200 yds. north of Ballard Road. The total length was approximately 900'. We found the remains of 16 pier footings. The trestle remains we found 1/2 mile further on which crossed a gully 40' deep and had 25 pier footings turning gently to the right, and still rising. Some of this was parallel to existing power lines, but before entering dense woods it crosses under. Upon proceeding 1/20 mile we found the last gully to have been crossed by a trestle. One of the smallest 75 yds. wide, 30' high, 7 piers. The roadbed now swings to the right in a NE direction and enters the west side of the Wilton School complex. It did once cross the school complex but because of existing buildings it is impossible to ascertain the exact location. On the east side of the property, still standing is President Grant's Cottage. The resident historian was able to locate the side track used to store the last train in the evening until the AM departure and the location of the train station. This railway it seems was the first leg of the funeral journey of President Grant.

- D. With the exception of the culverts mentioned, none of the structures referred to exist.
- E. The roadbed of the railroad between Ballard Road and the Wilton School has been granted to the Department of Mental Hygiene.

- F. The terrain generally could be considered gently rising with some small rolling hills. The only steep ravines or gullys were the ones crossed originally with trestles.
- G. Most of the abutting property is woodland and owned by the State of New York.
- H. Recreational possibilities exist for hiking. The railroad bed is presently labeled with yellow and red hiking markers. The trail was crossed in at least two places by another labeled "Cimarin Trail" and once by a trail labeled "Lake Bonita 3/4 mile". We have met with Dr. Rector, Director of the Wilton School at his request, to discuss the reason for our survey. He expressed some concern that converting the right of way to public use may not be in keeping with purpose of the Wilton State School. We wish to thank Dr. Rector, his superintendent, and the Grant Cottage Historian for their assistance and information.
- I. Access can be obtained from Ballard Road in two places, and Mt. McGregor Road in four places.

Inventory of Abandoned Railroad Rights of Way

Region #1

Railroad: Penn Central

Termini: Troy - Schenectady

Location Map Code: 1-8

A. Approximate length 20 miles

B. Approximate width 60'

C. General Conditions

There was no flooding, washouts or apparent encroachments. The section between Rt. 9 and Schenectady Road is generally a shallow fill with the rails removed but ties remaining. Trail bike tracks were evident throughout this section in spite of heavy weed overgrowth (3' high) near Forts Ferry Road. In the vicinity of Lock 7, the tracks are still in place. An old engine and two cars are on the tracks and are being preserved for the Schenectady Museum. About 3/4 mile west of Lock 7 the tracks have been removed. One mile and a quarter west of the lock on the southwest side is a dumping area for trash presently being used. Further on, about 1/2 mile beyond the last point, a sign suspended from a chain crossing the tracks indicated the railroad right of way is now owned by the Atomic Energy Commission. This ownership continues for about 1500' before ownership apparently changes to the General Electric Corporate Research and Development Laboratory. At a distance of three miles west of the Lock 7 area, rails again appeared on the ties. The ties pretty generally exist throughout the 20 mile section.

D. All structures originally built as part of the roadbed, currently exist.

E. The only apparent changes in ownership have been mentioned in part C.

F. The general terrain with the exception of a segment about 1 1/4 miles west of Rt. 9 did not require extensive work for railroad construction. At this point, however, a 60' fill was necessary to cross a low point.

G. The land use with the exception of G.E. and the Atomic Energy Commission is developed.

- H. The area does have recreational possibilities. Presently, during the fall, the section bordering the Mohawk River is migrating waterfowl. It is a natural resting area and a segment of what is known as the Great Western Flyway. Permanent hunting blinds have been constructed in the swamp. There are indications that trail bikes use the right of way area now for recreation.
- I. Access can be obtained to right of way from Forts Ferry Road, Lock 7 Road, River Road and Rt. 146.

Inventory of Abandoned Railroad Rights of Way

Region #1

Railroad: Penn Central
Termini: Feura Bush - Selkirk

Location Map Code: 1-9

- A. Approximate length in miles 8.1
- B. Approximate width 60'
- C. General Conditions

There was no flooding, washouts or apparent encroachments.

The section between Rt. 32 and Bell Crossing Road appeared to be in fair condition. At Rt. 32 there was an abandoned siding to a feed mill. To the left of what appeared to be an unused portion of track, there was a gravel roadbed approximately .7 mile in length. This roadbed at one time contained tracks, but it appeared to be used presently as a railroad service road. Nine-tenths (.9) mile from Rt. 32 the track was overgrown with vines and the rails were rusted. At the right of the tracks was an abandoned track bed, possibly used as an additional line or a siding. Tracks and ties were removed on the additional line at this point, the roadbed was covered with weeds. At 1.2 miles from Rt. 32 the track continued to be overgrown with vines and weeds. At this point, on the second line the ties were still in place. At 1.4 miles from Rt. 32 an area 50' wide, and to the right of the ROW, was used for dumping junk. At 1.5 miles we arrived at Bell Crossing Road.

The section from Bell Crossing Road to Rupert Road appeared to be in fair condition. The length of this portion was approximately 1.5 miles. Here the tracks were still in place and heavily rusted. The ties were rotting and the ROW was overgrown with weeds and brush. There were two places in which a tree had fallen across the tracks.

The section from Rupert Road to Rt. 396 appeared to be in fair condition. The tracks were in place, rusted and overgrown with weeds. An additional track appeared at .5 mile from Rupert Road. On this additional track the rails were removed, but the ties were still in place.

The section from Rt. 396 to Rt. 9W appeared to be in good condition. At .25 mile beyond Rt. 396 there is an additional track. At 1.9 miles beyond Rt. 396 there is a private grade crossing. At this point there is a gravel road to the right of the ROW. At .75 mile beyond the private grade crossing the tracks and ties were removed. The roadbed was replaced by a dirt road. One mile beyond the grade crossing is a fence across the road. One-tenth (.1) mile beyond the first fence is a second fence. Three-tenths (.3) mile beyond the second fence the ROW enters the parking lot of the Ravena-Coeymans-Selkirk Central School and continues approximately .1 mile through school property on Rt. 9W. The school is now using the old ROW as part of their parking area and a driveway.

- D. All structures originally built as part of the roadbed currently exist.
- E. Indications of private ownership not verified.
- F. The general terrain did not require extensive work for railroad construction. The terrain in this area was lightly rolling.
- G. The neighboring land use is mostly farming. In the Long Lane area there is the General Electric Complex and the Penn Central Railroad Yards.
- H. This area has recreational possibilities. The area prior to arriving at the Ravena-Coeymans-Selkirk Central School is currently used for motorcycling.
- I. Access to and from this facility would be from Rt. 32 (Feura Bush Road), Bell Crossing Road, Rupert Road and from Rt. 396.

Inventory of Abandoned Railroad Rights of Way

Region #1

Railroad: Penn Central

Termini: City of Troy

Location Map Code: 1-10

- A. Approximate length within the City of Troy 1 3/4 miles
- B. Approximate width 60'
- C. General Conditions

There are no ties or tracks. We located the southerly end at the intersection of Canal and First Streets. The roadbed follows a northeast direction to Jefferson and Second Streets. At this point there are several junk cars abandoned. The Kennedy Garage has fenced a portion of the old roadbed and stores parts and equipment in this area. Still proceeding northeast and crossing Third Street we find houses abutting on the north using the old roadbed for backyard space. Along Fifth Avenue a lot owned by the City, along which the roadbed abuts, is being graded for a playground. Proceeding north under Ferry Street and beneath the Ahern Apartments and existing between Bumstead Chevrolet and the Troy Boys' Club, there is now Sixth Avenue built in the area of the old roadbed. After a few blocks the roadbed swings a bit east again, and continues under Hutton Street. After a few more blocks the abandoned portion appears to merge with several sets of tracks presently used.

- D. With the exception of railroad overpasses none of the old railroad structures exist.
- E. It is estimated that 75% of the old roadbed is owned or is being used by others.
- F. The terrain is level.
- G. Most of the abutting property is owned privately.
- H. Because of the location within the city and the problem of crossing streets, etc., we see little possibility of converting for recreational use.
- I. Access can be obtained from most of the streets described in section C.

Inventory of Abandoned Railroad Rights of Way

Region #1

Railroad: Rutland Railroad

Termini: Vermont State Line to Columbia County Line (Columbia County shown on Region #8 map)

Location Map Code: 1-11

- A. Approximate length 30 miles
- B. Approximate width 66'
- C. General Conditions

There are no tracks or ties in either Rensselaer or Columbia Counties. All railroad bridges have been removed with the exception of one located at Petersburg Junction.

In an investigation at both the Rensselaer and Columbia County Clerks' offices it was discovered that a total of 177 parcels had been sold to abutting land owners. Of this amount 9 were State appropriations, 17 were sold to corporations other than railroads, 2 were sold to railroads, 3 were sales to counties, 2 were sales to towns, 2 were sold to churches, 1 sale was to a school and 141 were sold to individuals. A list of the libers and pages is attached to this report. In the 47 miles traveled by this writer it appeared most, if not all, of the railroad property had been sold off. Location of the old ROW was found in many instances with the help of elderly residents.

From the Vermont State Line the ROW travels westerly along the south side of Rt. 7 for approximately 1 mile then southwesterly for approximately 3 miles to County Road 95. The old ROW was still in place and was approximately 5' to 7' higher than the neighboring fields. It appeared that portions of this area was used for grazing cattle. Various sections of the old ROW was fenced off.

The ROW crossed County Road 95 approximately 70' south of a cemetery and traveled SW approximately 1 mile to the Boston and Maine Railroad Line. At County Road 95 the ROW passed through fenced off pasture for approximately 1/2 mile. In this area the old ROW is used in conjunction with the pasture. For the next 1/4 mile the old ROW is densely overgrown.

In this area the only remaining bridge can be found. From the bridge the ROW crosses a private dirt road then through a cultivated corn field to the Boston and Maine tracks. The remains of an old depot is found in this area. From the tracks to the Hoosick River, a distance of approximately 1/4 mile, the old ROW is completely overgrown with corn. The bridge crossing the Hoosick River was removed, only the abutments remained in place.

From the Hoosick River to Rt. 346, a distance of approximately 1/4 mile, the old ROW was lightly overgrown and was used for horseback riding. A neighbor by the name of Marie S. Moon said that Raymond T. Dunigan had purchased this portion from the railroad.

From Rt. 346, traveling a distance of 976', the ROW was in good condition. Marie S. Moon said that this portion of the old ROW was purchased by her parents, Gilbert H. and Catherine Morgan (now deceased) by quitclaim deed in Liber 1059, Page 343. Mrs. Moon is the new reputed owner by descent. From Rt. 346 south, for approximately 100', the old ROW (now the Moon land) is used as a driveway for two neighbors. The next 150' is fenced off for Mrs. Moon's daughter to ride a horse. Abandoned cars and junk are strewn along both sides of this area. The remainder of Mrs. Moon's property is used by neighboring property owners in conjunction with their backyards.

From the end of the Moon property, for approximately .4 mile, the former ROW is now cultivated with crops. At the end of this area is an Esso Service Station operated by Lawrence Church. The building was constructed on the former ROW.

From this point south, for approximately .6 mile, the old ROW was purchased by Ernest Yerke and is used as a driveway to his lumber mill. Mr. Yerke said that he purchased approximately 1 mile of the old ROW.

South of this area a woman by the name of Mrs. McCart has 3 house trailers situated on the former ROW. She claims to own approximately 1500' of the ROW. South of this area, for approximately 300' the ROW is cultivated in corn.

For the next 1.5 miles the ROW is covered with weeds and brush. According to a local resident Duane M. Jones the former ROW crossed the new Rt. 22 to a rest

area on the west side of the road then returned along the east side of the road across the front portion of his property.

For the next .3 mile the old ROW was heavily overgrown with weeds.

From this point to Dill Creek, the ROW was cultivated with corn. This area was approximately .9 mile in length. A farmer by the name of Hewitt pointed out the ROW in this area.

From Dill Creek south, for approximately 1.8 miles, the ROW was moderately covered with weeds and passed through an area which appeared to be a narrow ravine. This area was approximately 20' beneath new Rt. 22.

For the next .2 mile to Rt. 2 Petersburg the ROW was in good condition. Motorcycles and horses are used in this area. One hundred feet before reaching Rt. 2 there is a house trailer situated on the ROW.

From Rt. 2 to old Rt. 22 the ROW travels southwest .4 mile through a marshy area then through lands of a contractor by the name of Hewitt. Mr. Hewitt said that his father purchased 6 acres of the old ROW for \$25. The ROW is currently used as a driveway through his property. Mr. Hewitt owns property on both sides of County Road 90. The ROW crosses this road to old Rt. 22.

From this point the ROW continues SW in good condition through Little Hoosick Park Camping Grounds for a distance of approximately 300'.

For the next .6 mile the ROW is moderately overgrown with weeds. Two-tenths (.2) mile beyond this point a fence crosses the ROW and for the next .4 mile travels through a moderately overgrown area to the Broken Wheel Camp Grounds. The ROW continues southerly through a moderate overgrowth of weeds for .9 mile to Brimmer Farm Road.

From Brimmer Farm Road to Satterlee Hollow Road, a distance of 1 mile, the ROW is in excellent condition and is used as a roadway. The State car was driven through this area.

From Satterlee Hollow Road to County Road 38 (Jones Hollow Road), a distance of .5 mile, the ROW is moderately covered with weeds and in good condition. The Little Hoosick River runs along the ROW on the west side.

From County Road 38 to County Road 36 (Southeast Hollow Road) the ROW continues SE for .7 mile over Depot Street. The ROW is moderately covered with weeds. The surrounding area appears to be a small village. One hundred yards beyond County Road 36 the railroad bridge was removed. The abutments still remain.

From the railroad bridge beyond County Road 36 to Lamphier Lane the old ROW was used in conjunction with the surrounding pasture lands. The old ROW ran approximately 1/4 mile to the east of new Rt. 22 and traveled in a southeasterly direction.

From the end of the pasture, for approximately 1 mile, the ROW turned southwesterly and crossed new Rt. 22 approximately .1 mile north of the point where the Little Hoosick River crossed new Rt. 22. The ROW, prior to crossing Rt. 22, was heavily covered with weeds.

From Rt. 22 the old ROW passed southwesterly near an old schoolhouse (now called New York State Ski Club, Inc.). This area is covered with lawn and used in conjunction with neighboring properties. The ROW continued through open fields. Poles owned by the New York State Electric and Gas Corporation followed the old ROW in this area and approximately .5 mile after the ROW crossed Rt. 22 it turned southwesterly and continued for another .5 mile until it reached Sand Bank Road. The roadbed was higher in this area than the surrounding lands. It was also heavily covered with weeds. The New York State Electric and Gas Corporation poles continued to follow the old ROW.

From Sand Bank Road to Rt. 22, a distance of .6 mile, the State car was driven over the roadbed. The road appeared to be used as a service road by the New York State Electric and Gas Corporation. The roadbed was lightly covered with weeds but well maintained. It was approximately 7' higher than the surrounding land in this area.

From that point the old ROW crossed to the east side of new Rt. 22 and then traveled southwesterly through what is now a cultivated field; a distance of approximately .5 mile. From there it recrossed to the west side of Rt. 22 near Bly Hollow Drive and traveled southwesterly following the poles of the New York State Electric and Gas Corporation for a distance of

approximately 1.1 miles to County Road 35. The ROW now travels through a low area and follows a branch of the Kinderhook Creek. This area is moderately covered with weeds. New Rt. 22 is approximately 100' higher and to the east of the old ROW in this area.

From County Road 35 to County Road 31, a distance of approximately 2 miles, the ROW turns southeasterly and continues to follow the poles of the New York State Electric and Gas Corporation and the Kinderhook Creek. This area is in a deep ravine and is covered with weeds.

From County Road 31 to Rt. 43 (Stephentown) the old ROW continues to follow the poles of the New York State Electric and Gas Corporation and the Kinderhook Creek. At Rt. 43 it appears that a new house was built in the old ROW.

Crossing Rt. 43 the ROW was in excellent condition and passed to the west of the McClintock Chevrolet dealership and continued southerly as a bed of a street for approximately .2 mile. The old depot can be seen in this area. At the end of .2 mile the ROW became heavily covered with weeds and brush. Walking was extremely difficult in this area. Approximately .2 mile beyond this point the bridge was out which spanned an area 50' deep. The abutments to the bridge were still in place. On the other side of the bridge the ROW was in excellent condition. It passed through the Idle-a-While Camp Grounds to Knapp Road, a distance of approximately 1 mile. The old ROW in this area was used for riding motor bikes and for walking.

From Knapp Road to County Road 28 (Carpenter Road), a distance of approximately 1 mile, the ROW was in excellent condition. It was used as a private driveway of Dr. Farrell, an area M.D.

From County Road 28 (Rensselaer County) to Old Post Road (New Lebanon, Columbia County), a distance of approximately 2.9 miles, the ROW was fenced off in four different locations. Many areas were heavily covered with weeds. After walking approximately 1.4 miles the railroad bridge was out. The span covered

an area 20' deep. The abutments were still in place. Horse tracks could be seen in parts of this area. The ROW passed through privately owned grounds used as a camp. This area was about 300' long and was used in conjunction with the camp grounds. Then the ROW became heavily overgrown for the next 1/4 mile. The last 1 1/4 miles were in excellent condition and clear. Tracks of horses and motor bikes were seen in this area. An old freight building was seen approximately 100' north of Old Post Road.

RUTLAND RAILROAD

COUNTY RENSSELAER

RECORDED TRANSFERS

<u>Liber - Page</u>	<u>Liber - Page</u>	<u>Liber - Page</u>	<u>Liber - Page</u>
767 133	1026 456	1052 567	1077 42
767 134	1029 31	1053 10	1082 235
767 135	1030 140	1053 22	1082 403
767 136	1030 600	1053 34	1096 576
767 137	1031 549	1053 13	1102 433
780 411	1034 219	1052 591	1108 341
946 58	1038 29	1053 28	1124 13
952 1	1038 517	1053 25	1128 224
953 428	1038 514	1053 16	1130 470
954 203	1039 347	1053 38	1138 367
958 379	1039 450	1053 31	1145 32
985 273	1040 589	1052 594	1161 463
986 70	1042 227	1053 19	1162 383
987 235	1042 230	1053 7	1166 248
987 479	1044 600	1054 536	1184 92
992 131	1045 27	1055 530	1203 881
994 25	1046 292	1056 174	1218 817
996 475	1048 204	1056 235	
997 361	1051 329	1057 73	
997 417	1052 576	1057 451	
1002 530	1052 570	1057 455	
1002 528	1052 573	1059 343	
1002 532	1052 600	1060 475	
1002 534	1053 4	1061 71	
1004 113	1053 1	1061 131	
1010 225	1052 588	1061 420	
1010 343	1052 597	1063 432	
1014 269	1052 585	1069 196	
1016 450	1052 582	1072 164	
1025 573	1052 579	1077 45	

RECORDED TRANSFERS

The D & H Railroad, from two miles southeast of Ballston Spa to about two miles north of Saratoga Springs, was re-located in connection with PSC 6025-6627 and PSC 6627-7027. The appropriation references in connection with the Grade Crossing Eliminations follow. The deed references for the conveyances out of railroad also follow. During the early 1960's, the Saratoga North-South Arterial was constructed from Van Dam Street in Saratoga Springs north-erly to its interchange with the Northway, following sub-stantially the abandoned D & H Railroad which had earlier sold off the ROW. The future plans for the North-South Arterial envision utilizing the abandoned mainline through the heart of Saratoga Springs, now all in private ownership.

D & H Railroad

<u>Project</u>	<u>Map</u>	<u>Parcel</u>
PSC 6025-6627	82, 90, 97	63, 66, 88
PSC 6627-7027	129	152
Int. Rte. 502-2-2	137	216, 217
Int. Rte. 502-2-4	319, 320, 362	547, 548, 549, 612

Saratoga and Schuylerville Railroad

<u>Project</u>	<u>Map</u>	<u>Parcel</u>
Int. Rte. 502-2-4	313	352

Deed References

From D & H To: (Commencing 1951)

<u>Grantee</u>	<u>Liber</u>	<u>Page</u>
Inward Corp.	532	456
George R. Varney	537	433
Niagara Mohawk Power Corp.	542	259
Village of Ballston	554	414
Niagara Mohawk Power Corp.	580	394

<u>Grantee</u>	<u>Liber</u>	<u>Page</u>
Saratoga County	582	20
Saratoga County	582	23
Saratoga County	587	256
Niagara Mohawk Power Corp.	615	483
Niagara Mohawk Power Corp.	617	329
Village of Waterford	623	443
Niagara Mohawk Power Corp.	637	363
General Electric Co. (Waterford)	647	291
Nicholas J. Taniredi	655	143
Wilbur H. Haynes and wf.	671	112
City of Saratoga Springs	688	374
Helen B. Pasco	689	516
Charles Moore	693	382
John Dirant	694	160
Theodore Adinolfi	694	339
John Nichols	694	501
Charles A. Canby	696	193
A. S. Dake	700	462
William T. Evans	701	503
City of Saratoga Springs	701	527
Alice M. Jenkins	702	182
Anthony Parillo	704	275
Marguerite M. Simon	704	347
Lee J. Yannev and ano.	705	306
Frank S. Parillo and wf.	707	39
Charlotte L. Lewis and ano.	706	182
Elmer L. Derby and wf.	708	1
County of Saratoga	708	322
Edmund Klirocki and wf.	709	19
Saloy J. Prisco and wf.	709	223
Village - Ballston Spa	709	375
Joseph N. Braim	711	72
Philip J. Gaffney and wf.	711	475
Cathryn Pastore	712	362
Village of Ballston Spa	715	15
Michael R. Biss and ano.	715	374
Antonio Ballesterq and wf.	717	39
Emanon Land Corp.	717	425
Fred L. Macklin	Misc. 19	257 Rec.
Leo J. Heagerty	719	45
John W. Durant	719	129
Village of Ballston Spa	721	469
William J. McNeary and ano.	722	245
Charles Zelikofsky et al	726	265
Robert Gower	727	283
Aronson Holding Co., Inc.	727	289
Leo J. Heagerty	727	462

<u>Grantee</u>	<u>Liber</u>	<u>Page</u>
Dominick Lambert and wf.	728	349
Central School Dist. #1	728	339
Stark Oil Co.	735	527
Joseph Noonan and Son	738	521
County of Saratoga	743	180
Carnegie Wallpaper	747	207
Niagara Mohawk Power Corp.	748	413
Olga Taravtino	749	525
Harry W. Clements and wf.	752	19
Joseph D. Nevill and wf.	754	187
Anthony Scarone	755	134
Antoinette J. Fannucci	756	291
Antoinette J. Fannucci	756	295
Lasselle Enterprises, Inc.	760	486
Lasselle Enterprises, Inc.	760	495
Van Curler Realty, Inc.	761	303
Van Curler Realty, Inc.	761	307
Nicholas J. Tancredi	762	218
Village of Ballston Spa	765	32
Gerald Selig	766	61
Frederick J. McNearny and ano.	766	126
Harry Machrlain and wf.	767	30
Earl H. Palmer and wf.	767	230
Robert Van Patten	777	22
County of Saratoga	780	328
Boston and Maine Corp.	781	252
Village of Ballston Spa	781	281
Eugene T. Haynes	782	247
William F. McNearny	782	489
Saratoga Ice Co.	783	335
Triffbrito Plastico, Inc.	784	219
Elwyn S. Bailey and wf.	785	114
Nicholas F. Tancredi	786	15
Frank A. Costanzo	787	183
Joseph M. Ruggiero	798	127
Saratoga Springs Urban Renewal	804	13
Y.M.C.A. Saratoga Springs	817	536
The Footbills Corp.	830	357
New York Telephone Company	858	209
County of Saratoga	870	157
Robert K. Curtis	872	355
Town of Clifton Park	892	84

<u>Grantee</u>	<u>Liber</u>	<u>Page</u>
Saratoga and Schuylerville Railroad To: (Commencing 1946)		
Robert W. Walton	438	268
Ronson Holding Co., Inc.	447	373
Fiant Ivan	551	48
City of Saratoga Springs	581	318
Anthony B. Morrison	636	223
Frank J. Vanee	636	486
Minnie Crotty	637	55
Minnie Crotty	637	58
Leo Nasal	637	356
Dan Foalt	638	408
Joseph A. DiBlasio	639	61
Joseph A. Fannucci	639	195
Louis Fratuelli	639	273
Mathew L. Larkin	639	477
William M. Lusink	640	183
City of Saratoga Springs	641	504
Nelson J. Pratt	642	54
Edith Wright	642	538
Wendell J. Makeowski	643	44
Earl Benjamin and wf.	643	93
Fred J. Kallmer	643	166
A. J. Cunningham and wf.	643	382
William Grant	644	20
Raymond E. DuBois	644	193
J. Edward Hogan	644	197
Margaret E. Hanlon	644	195
Kenneth F. Boulton	644	223
Augusteo Greozzo	644	341
Gideon Realty Co., Inc.	645	155
Carl C. Zitter	645	401
Frederick A. Ailler	645	414
Preston Kelly and wf.	646	63
Village of Schuylerville	646	110
Saratoga Bus Service, Inc.	646	436
Samuel F. Palmetto	646	414
Gordon E. Scott and wf.	647	380
Lottie M. Ketchum	647	399
Pietro Alcavisi	647	452
Samuel M. Pinsly	648	372
Naomi Baker	648	374
Joseph N. Olendorf and wf.	648	389
Jeremich Sullivan and ano.	649	432
Joseph W. Hiller and wf.	649	494
J. L. Pierce and wf.	650	316
Joseph A. Fawnucci and wf.	650	401

<u>Grantee</u>	<u>Liber</u>	<u>Page</u>
Saratoga White Cap Spring	654	190
Saratoga White Cap Spring	654	192
Kirt Wreinberg and wf.	656	486
Joh D. Kruger	658	352
John C. Need and wf.	659	456
Saratoga and Schuylerville to Central Markets	698	53
Curtis L. Grosier and wf.	664	425
Leo Turgen and wf.	668	526
Mary D. Lupo	667	405
Mary Bogdanski	680	509
Helen Fleming	680	553
Anthony B. Morrison and wf.	690	469
Anthony Del Prite	700	32
William F. Wolfersheirm	705	379
Guy C. Ripley	727	247
Frank J. Carr	732	80
Philip H. Monoban	757	208

Fitchburg Railroad (B & M, Mechanicville - Schuyler
Junction To:

William H. Lane	333	380
West Virginia Pulp and Paper	343	376
Harris F. Qua	345	106
Delaware and Hudson	346	560
New York Power and Light	361	98
American Manufacturing Co.	370	513
Edward McCabe	373	444
Ernest Carings	392	598
Old Colony Trust Co.	404	187
Saratoga County	414	504
Arthur G. Qua	420	335
Saratoga and Schuylerville Railroad Co.	432	389
Stafford Jones et al	505	106
D & H Railroad	648	106
Town of Halfmoon	689	78
New York State Electric and Gas	754	160
John Fascia and ano.	821	272

Rensselaer County
Appropriations
Rutland Railroad

<u>Project</u>	<u>Map</u>	<u>Parcel</u>
S.H. 8059	39, 54	
S.H. 1421	1	
S.H. 5478	66	

New York Central Railroad (City of Troy)
No State Appropriations

Boston and Maine Railroad (City of Troy)
No State Appropriations

Boston and Maine Railroad

<u>Project</u>	<u>Map</u>	<u>Parcel</u>
Hoosick Falls Flood	1, 13, 20, 24, 29	1, 18, 19, 28, 33, 42
Control Project	30, 25, 65, 70	43, 44, 17, 85, 88, 89, 91, 92

Deed References

Conveyances out of the Rutland Railroad were furnished
with our report of August 27, 1971.

New York Central Railroad To:

<u>Grantee</u>	<u>Liber</u>	<u>Page</u>
Huyck and Sons	644	371
Huyck and Sons	796	467
Huyck and Sons	885	406 & 409
Richason	630	483
Snyder	693	426
Longo	731	21
City of Rensselaer	968	210
East Chemicals	1040	508
Ludlow Valve	1052	374
Barnett	1063	485
Valley Warehouse Corp.	1162	8

Boston and Maine Railroad To:

B & M to Fitchburg	347	38
B & M to Fitchburg	367	13
B & M to Fitchburg	383	470
B & M to Hebert	403	198
Strope	412	107
Wilson Co.	413	705
Collins	413	204
Hercules Powder	414	418
Danahy	421	496

<u>Grantee</u>	<u>Liber</u>	<u>Page</u>
Smith	422	402
J. L. Thompson & Co.	474	488
Caroline Thompson	425	408
Cahill	504	393
Rensselaer Co.	613	211
J. L. Thompson & Co.	615	374
Old Colony Trust	622	210, 202
Troy Record Co.	626	306
B & M to Ryan	734	429
Cole Supply Co.	813	270
Village of Valley Falls	844	458
Merchants Feed Corp.	845	42
Blue Flame Gas Co.	865	125
Wiley	889	1
Troy Boiler Works	947	105
Moseley	972	267
Austin	974	456
Winchell	989	33
Colonial Dev. Corp.	1071	97
Colonial Dev. Corp.	1071	104
Collins	1080	477
Clemente Bros.	1082	483
B & M to Eagle Mills Land Co.	1084	515
Troy Lumber Co.	1093	491
Collins	1095	185
Thompson & Co.	1098	10
Mannos	1112	118
Mannos	1119	256
Wilco Foods, Inc.	1197	365
O'Konski	1213	633
Village of Hoosick Falls	1219	149, 153, 160

Warren County

Appropriations - none that affect the abandoned Glens Falls - Lake George Section of the Delaware and Hudson Railroad.

Deed References

Delaware and Hudson Railroad To:

<u>Grantee</u>	<u>Liber</u>	<u>Page</u>
Russall A. Baker	215	79
Village of Lake George	218	274
Guy Davenport	220	586

<u>Grantee</u>	<u>Liber</u>	<u>Page</u>
Town of Caldwell	224	108
Village of Lake George	224	116
George H. Stafford	225	12
R & S Railroad Co.	231	347
Niagara Mohawk Power Corp.	296	95
Guy Davenport	316	400
Niagara Mohawk Power Corp.	328	79
Niagara Mohawk Power Corp.	361	57
Russell S. Brown	377	44
Dave T. Martin	377	330
Charles Reeves Wood	381	330
Charles Reeves Wood	381	16
Niagara Mohawk Power Corp.	397	1
D & H Railroad Corp.	219	41
Anthony J. Parillo	444	281
Elizabeth F. Filkins	459	283
Finch, Pruyn and Co., Inc.	489	558
Finch, Pruyn and Co., Inc.	489	560
Northeastern Products Corp.	493	292
Finch, Pruyn and Co., Inc.	496	64
Delaware and Hudson Railway Co.	496	591
Warren County	504	101

Schenectady County
 Appropriations
 New York Central Railroad

<u>Project</u>	<u>Map</u>	<u>Parcel</u>
Mohawk Golf Club, Aqueduct, P.T.-2	12	15

Deed References
 New York Central To:

<u>Grantee</u>	<u>Liber</u>	<u>Page</u>
United States of America (1965)	863	644

No other deeds were found.

Albany County
 Appropriations
 New York Central (Rte. 9 in Colonie to Schenectady)

<u>Project</u>	<u>Map</u>	<u>Parcel</u>
S.H. 5555	364R-2	392, 393, 432
Int. Rte. 502-1-2		

Deed References
New York Central Railroad To:

<u>Grantee</u>	<u>Liber</u>	<u>Page</u>
Town of Colonie	1858	323
American Museum of Electricity	1863	46

The West Albany Shops of the New York Central were sold as an industrial park.

<u>Grantee</u>	<u>Liber</u>	<u>Page</u>
Anderson Equipment Corp.	1742	191
McEnaney Oil Corp.	1746	257
West Albany Warehouse, Inc.	1486	163
United Traction Co.	1856	379
Bruno Machinery Corp.	1887	55
Port Hudson Realty Corp.	1885	517

Inventory of Abandoned Railroad Rights of Way

Region# 1

Railroad: Crown Pt. - Iron Co.

Termini: Crown Pt. - Hammondville

Location Map Code: 1-12

A. Approximate Length: 13 miles

B. Approximate Width of ROW: 40' to 80'

C. General Conditions

There are no ties or tracks. Beginning at Main St. in Crown Point near the Dairylea Plant the road bed intersected with tracks still being used. For the next 6/10 miles the roadbed (not distinguishable) runs in back of the houses lining the west side of Main St. Then it crosses Crown Pt. Hill Rd. about 500' west of the intersection of 9N, 22 and Crown Pt. Hill Rd. It continues in a northwest direction climbing slightly for 1 8/10 miles. At this point an unidentified town road is crossed about 500' south of its intersection with Crown Pt. Hill Rd. At a point 150' north of the Town Rd. an abandoned barn stands adjacent to the roadbed. The bed is raised above the existing ground about 3' and heavily overgrown. For short distances the roadbed cannot be traced because of farming and heavy overgrowth. The roadbed crosses Crown Pt. Hill Rd. about $\frac{1}{4}$ mile past the County Rd. The crossing is made in a northwest direction. It continues about 7/10 of a mile curving back across Crown Pt. Hill Rd. at Put Hill Creek. A trestle 50' high and 290' long once stood here. At this point the roadbed enters the Kayaderosseras Mountain Range. The railroad between Crown Point and Hammondville climbed a total of 1300' (vertical elevation). The average grade was about 160' per mile. Not bad for hiking but a maximum effort for a narrow gauge railroad. Average speed up the mountain was 12 miles an hour hauling empty ore cars and a handful of passengers. The trip back to Crown Point required more brakes than steam.

From Crown Point Hill Rd. trestle the roadbed swings in a northerly direction toward Middle Road about 6/10 miles away. A couple of small wet spots are encountered in this area. The roadbed crosses Middle Road turns westerly for $\frac{1}{4}$ mile and crosses Middle Rd. again going southwest. This roadbed has probably more direction changes per mile than any of the other routes previously reported. From Middle Rd. to Crown Pt. Hill Rd. a distance of 6/10 mile, the roadbed skirts a pasture and travels along a very soggy area bordering a swamp. Wildlife abounds here. Many partridge were frightened into flight by the sounds we made walking along. As Crown Pt. Hill Rd.

is crossed the roadbed swings west to northwest and parallels the highway for about 7/10 mile. At this point the roadbed crosses a small unnamed dirt town road about 500' south of Crown Pt. Hill Rd. For the next mile a hard packed stone roadbed can be followed by car if desired. At this point a fill 20' high and 150' long. Just past the fill a 20' cut 50' long was found. About 2/10 mile past the cut a logging trail turns left from the roadbed. Just past this point the roadbed cannot be distinguished. It is found about $\frac{1}{2}$ mile beyond about 150' south of Crown Pt. Hill Rd. It crosses Crown Pt. Hill Rd. in Ironville at the northern tip of Penfield Pond. It disappears into a cut about 1/3 mile long curving left toward the southwest. Crown Pt. Hill Rd. is crossed again 5/10 mile beyond. The roadbed parallels Crown Pt. Hill Rd. and completely disappears about $\frac{1}{2}$ mile further. It emerges as driveway through a swamp leading to pasture land. The last 3 miles or so that winds through the mountain leading to Hammondville could not be located due to washouts and heavy overgrowth. We did however find our way to the summit and the abandoned Town of Hammondville. Once an active mining town with some 48 buildings. About 4000 people worked either in the mines or at Hammondville. Iron ore from these mines was used to build the tracks for its own railroad. Among the more noteworthy, the Monitor of civil war fame, and the Brooklyn Bridge were built with ore processed from the Hammondville Mines. Hammondville was named after Civil War General John Hammond who was the leading citizen of Crown Point and chief organizer of the local iron business.

Now the buildings razed, the tracks removed the town overgrown by almost a hundred years, is pocked by gaping mine shafts. Signs caution against "caving ground", but evidence of hikers or spelunkers lured by the thrill of the unknown still visit Hammondville.

- D. There are no existing structures
- E. It is estimated 90% of the roadbed is owned by others
- F. From Crown Point to Hammondville the terrain is mountainous.
- G. If recreational use were to be considered for the area called Hammondville some safety precautions must be made. The open shafts present an extreme danger for anyone walking off the beaten path. These unmarked shafts extend up to 1 mile straight down. Under the surface some 14 miles of tunnels are interlaced. These tunnels from time to time collapse and cause some displacement of ground surface.
- H. Access can be obtained from Main St. in Crown Pt., the Crown Pt. Hill Rd. several unnamed town roads and Middle Rd.

Inventory of Abandoned Railroad Rights of Way

Region #1

Railroad: Boston & Maine
Termini: Troy to Johnsonville

Location Map Code: 1-13

- A. Approximate length: 16 miles
- B. Approximate width: Varies 40 ft. to 80 ft.
- C. General Conditions:

Starting at Hoosick Street, the roadbed is approximately 80 ft. wide, level and straight. The ties and rails have been completely removed in this area. Approximately .25 miles further north the right of way crosses under the Rensselaer Street overpass. .25 miles beyond this the roadbed crosses Middleburgh Street at grade. Approximately .25 miles further north we arrive at the Glen Avenue-Eddy Lane grade crossing. Approximately 1.5 miles north of Eddy Lane the right of way crosses under the Gurley Avenue overpass. At this point the roadbed is built on a cut and turns northeasterly. .5 miles beyond this point the right of way

travels under the Seventh Avenue overpass. .5 miles beyond Seventh Avenue the roadbed travels over Oil Mill Hill by way of an overpass. At this point the roadbed begins a slight uphill climb. The rails and ties are in place for the next mile to Frish Road. From Frish Road the right of way travels in a straight line for 1.25 miles to County Road 122. This road passes over the right of way by way of an overpass. A roadway paralleling the right of way is currently being used as a trail for hikers and motorbikes. One mile further a dirt road (name unknown) is crossed. Here the roadbed is covered with grass and weeds. For the next .5 miles to the railroad overpass at Route 40 the roadbed is marshy and wet. For the next 1.4 miles until the right of way passes under Northline Drive, the roadbed is above existing grade at a height of 5 ft. to 10 ft. For the next 1.3 miles to Madigan Road the roadbed is partially overgrown but is used by motorbikes and horses. .5 miles beyond Madigan Road a concrete bridge spans a stream 80' below. .5 mile beyond this point Clum Road is crossed at grade. 100 yards beyond Clum Road there is a graveyard for abandoned cars. At 1.25 miles beyond Clum Road the right of way crosses County Road 117 by way of an overpass. 400 feet beyond the overpass there is a coal shed on a siding located in Valley Falls. 1.1 miles beyond the coal shed Railroad Avenue is crossed at grade. At .25 miles beyond Railroad Avenue a farm road crosses the right of way. At .5 mile beyond Railroad Avenue there is a field drive to a pasture. Route 40 is crossed by an overpass .8 mile beyond the field drive. 400 feet beyond Route 40 is the terminal at Johnsonville. The station is now used as a residence.

- D. With the exception of these bridges mentioned, none of the railroad structures exist.

RENSSELAER COUNTY

CONVEYANCES FROM BOSTON & MAINE

George H. Cole Supply Company	813	270
Village of Valley Falls	844	458
Merchants Feed Corporation	845	42
Blue Flame Gas Company	865	125
Harold J. Wiley and ano	889	1
Robert J. Stockholm	947	105
Harold A. Mosely	972	267
Florence J. Austin	974	456
Glen V. Mitchell and ano	989	33
Harold J. Wiley and ano	1016	303
Colonial Development Corporation	1071	97
Colonial Development Corporation	1071	104
Arthur E. Collins and ano	1080	477
Clemente Brothers, Inc.	1082	483
Spec. Insulating Mfg. Co., Inc.	383	470
Napoleon J. Herbert	403	158
James H. Hustis	405	156
First National Bank of Boston	405	172
First National Bank of Boston	405	173
Walter A. Wood M & R	410	471
Elmer E. Strobe	412	107
W. W. Wilson Co., Inc.	413	205
Charles Collins and ano	413	204
Hercules Powder Company	414	418
John Dauahy and ano	421	496
John Hopkins Coal Company	423	95
James Thompson and Company, Inc.	424	488
George A. Reed	432	225
Armour and Company	433	111
Leland E. Baker	502	195
Violet M. Cahill and ano	504	393
Rensselaer County	613	211
James Thompson and Company, Inc.	615	374
Old Colony Trust Company	622	210
Old Colony Trust Company	622	202
Troy Record	626	306
Hoosick Falls Land Dev.	726	258
John H. Ryan	734	429

Inventory of Abandoned Railroad Rights of Way

Region #1

Railroad: Boston and Maine

Termini: Eagle Bridge to Hoosick

Location Map Code: 1-14

A. Approximate Length: 8 miles

B. Approximate Width: 40' to 60'

C. General Conditions:

Starting at a point parrallel to Rt. 67 on the northern side of the Hoosick River about $\frac{1}{2}$ mile north of Eagle Bridge, the roadbed swings away from line still being used and turns southeast toward Hoosick Falls. There are no tracks. About $\frac{6}{10}$ of a mile further the Hoosick River is on the right for about $\frac{1}{4}$ mile. For the next mile and $\frac{1}{2}$ the roadbed is raised and crosses a field (pasture). There was one cattle pass removed about half way across the field. At the end of the field a dirt (dead end) road is crossed at grade. Immediately past the dirt road the remains of an underpass that has been filled in was found. Across the fill the roadbed disappears for a mile or so before it can be found again paralleling a set of tracks being used. It continues for about a mile before intersecting the line tracks. At this point the two sets merge and the line is active all the way to Hoosick, the remaining 4 miles.

D. Only the structures outlined in C exist.

E. About $\frac{2}{3}$ of the roadbed is owned by others.

F. The terrain is flat.

G. Recreational use is presently being made of the first mile or so where the roadbed parallels the Hoosick River.

H. Access can be obtained from Rt. 67 and the unnamed dirt field drives described in C.

Conveyances from Boston & Maine RR to

Eagle Mills Land Co.	1084	515
Troy Lumber Co.	1093	491
Collins	1095	185
Thompson & Co.	1098	10
Mannos	1112	118
"	1119	256
Wilko Foods Inc.	1197	633
Village of Hoosick Falls	1219	149,153,160

REGION I

Railroad: Catskill Mountain House-Tannersville

Termini: Catskill Mountain House-Hunter

Location Map Code: 1-15

A. Approximate Length: 12 miles

B. Approximate Width: 60 feet

C. General Conditions

Beginning at North Lane and the western end of the Otis Elevating R.R. the roadbed heads in a westerly direction. For the next mile and a half the grade is level and follows a paved access road which is part of the North Lake Campsite. Still going in a westerly direction slightly descending for about one mile, the roadbed crosses Scutt Road. Just one quarter mile before crossing Scutt Road a sewage treatment plant for the State Park was located just to the right of the bed. Some ties are scattered along the next mile. The bed is overgrown and abutments are found 300' before crossing Laurel House Road. The ravine where the trestle once stood was 150' wide and 30' deep. After crossing Laurel House Road the bed turns slightly north to skirt the Kaaterskill Falls cliffs. One quarter mile into the woods a loud roar can be heard from the falls. A little further the trees thin enough, so with a little effort one can see a spectacular view of the Kaaterskill, falling some 200' before crashing against the basin, and again becoming a stream. This basin area was speckled with hikers no doubt lured by the view. About one half mile or so further several culverts were crossed; small ponds were on both sides of the roadbed. Still descending, turning slightly west to southwest we crossed 100' sections of ties still in place. Another one quarter mile traffic could be heard from Route 23A left of us by one half mile. Fencing appeared to left a few hundred feet further as the grade began to level out. The existing ground was level with the right-of-way at this point. A thousand feet beyond exiting from the woods we found ourselves in the yard area of what was the train station for Haines Falls. The station and land (now in private ownership) has been converted to an apartment house. A few hundred feet further and Route 23A is crossed in the center of Haines Falls. The stream

(Kaaterskill) is crossed just south of Route 23A. Stone abutments 150' apart mark the crossing. Swinging almost directly south for about a third mile the grade was level before turning directly west. The roadbed crosses behind private property and skirts a large man-made pond. The roadbed gradually becomes wet and marshy. Approximately 1000 feet further a large swamp is on the left and right covering approximately 100 acres or better. Near the end of the swamp is located a partially dammed stream and a private camp. The roadbed becomes somewhat enclosed with brush. A few ties and a couple of culverts were found in this area. About one half mile further the roadbed was a used stone drive servicing several cabins. Following the driveway for half mile at grade level, Clum Hill Road was crossed. There was a house on the right at this point. Three hundred feet into the woods there was what appeared to be a neighborhood dump. For the next mile or so we found bike tracks and evidence of hikers. A few hundred feet before reaching Lake Rip Van Winkle was an abandoned automobile.

County Road 16 was crossed several hundred feet further on the south side of the farm store. A stream was crossed before re-entering the overgrown wooded section. A small dump was about one quarter mile in and on the right. The roadbed here is level and a little swampy. The stream is crossed again about one half mile further. A small trestle was missing. Two hundred feet further Gooseberry Road is crossed. At Gooseberry Road, to the left of the roadbed, was the sewage treatment plant for Tannersville. The roadbed still level, more overgrown now, turns a little northwest. Bloomer Road is crossed about one half mile from Gooseberry Road.

From Bloomer Road the grade is fairly level and easy to follow. The Schoharie Creek is crossed three quarters mile further. The bridge has been removed from the abutments. Several hundred feet further the roadbed is very overgrown and difficult to follow. Approximately one quarter mile past Schoharie Creek a stream crosses the right-of-way through a broken box culvert (top deck missing). Several foundations and rubble appeared during the next three quarters mile. At this location a spur line to the Village of Hunter travels directly west. It crosses Route 214, parallels the Schoharie Creek for about one third mile before becoming part of the county road to Hunter. The spur distance is about $1\frac{1}{2}$ miles.

- D. All structures have been removed.
- E. About 10% of the roadbed from North Lake appears to be privately owned.
- F. The terrain is generally level or descending.
- G. Most of the abutting property is part of the Catskill Park.
- H. The trail areas within the North Lake campsite are presently being used for hiking.
- I. Access can be obtained from all roads described in C.

We wish to thank Herb Lamb, Superintendent of the North Lake Campsite for his very helpful information.

REGION I

Railroad: OTIS ELEVATION R.R.

Termini: Bogart Road to Catskill Mt. House at North Lake

Location Map Code: 1-15

- A. Approximate length: .75 miles
- B. Approximate width: 75 feet
- C. General Conditions

Beginning just east of Bogart Road was the location of ticket station now removed. Several summer residences are built on or near the eastern terminus.

The collapsed remains of a wooden bridge crosses over the right-of-way 100 feet west of Bogart Road. At this point the grade increases from plus 5% to plus 40% and continues this degree of climb to the summit. The trains were winched to the summit by gear driven cable drums. Three eights mile from the start, the remains of a concrete trestle was found. It size was 30' high and 100' long. Six hundred feet past concrete trestle are remains of wooden piers for another trestle. The grade here is very steep to reach a small ridge. Once the ridge is reached, the summit is within 500 feet. Considering the rocky ground, the roadbed was overgrown more than we expected. From the summit a commanding view of the Hudson River can be seen for twenty miles. The summit is not without historic significance. The Catskill Mountain House (demolished in the 60's) was one of the original Catskill resorts. Visited by presidents and foreign dignitaries, it reigned for years as the Catskill tourist mecca. The Otis terminated at this point and connected to the Catskill Mountain House-Tannersville line.

- D. The only structures found were described in Section C.
- E. The base station area appears to be the only parcel to have transferred ownership.
- F. The terrain is the side hill of a mountain that has a vertical rise of about 1500 feet.
- G. The abutting property (exception listed in E) is part of the Catskill Park with what appears to be

some private property on the left on the lower side of the mountain.

- H. Recreational use for hearty hikers only is recommended. We were warned about and did see copperhead snakes near the concrete trestle.
- I. Access obtained from Bogart Road on the east and the State Campsite at North and South Lake.

REGION I

Railroad: ULSTER & DELAWARE

Termini: Hunter Spur (North) Ulster County Line (South)

Location Map Code: 1-16

- A. Length: 10 miles
- B. Approximate Width: 60 feet
- C. General Conditions

Beginning at the junction of the Catskill Mountain House-Tannersville Railroad in the vicinity of Route 214, the roadbed follows the face of the mountain in a southerly direction. Approximately one half mile of dirt road is crossed. The terrain and roadbed is climbing and in good condition. Approximately one mile further, the roadbed intercepts Route 214. The railroad right-of-way cuts back into the woods near Notch Lake. The roadbed is in very good condition through this area and runs behind Devil's Tombstone State Park. A small stream is crossed south of Devil's Tombstone. Approximately eight hundred feet past the stream, a small logging trail bisects the roadbed. Three hundred feet past the logging trail another small stream is crossed; five hundred feet past the stream is a small abandoned shed located on the edge of a small clearing. On the southerly edge of the field is ruins of an old barn. The roadbed then runs close to Route 214 again, then curves to the right and crosses Notch Inn Road. Here again the trestle is out. Approximately one mile south of the trestle a small foot bridge crosses a stream. The roadbed is partially overgrown but in good shape. The roadbed passes in back of Jensen Road. One and one quarter mile past Jensen Road, the roadbed is washed out and a detour of 100' is made through the woods. The roadbed then is followed for approximately another one and one half mile passing some abandoned cars near and exiting from the Schatzes Property by means of a railway bridge being used as a private road. The inventory ends here as the Ulster County Line is passed.

- D. The only structures found were described in Section C.
- E. Ownership of the roadbed appears to be part of the Catskill State Park.

- F. The terrain runs from the face of mountain gradually dropping to fairly level land.
- G. The abutting property appears to be part of the Catskill State Park.
- H. Recreational possibilities for this route exist in the areas of hiking, snow-mobiling, cycling, etc.
- I. Access can be obtained at Notch Inn Road and the Devil's Tombstone State Park.

Inventory of Abandoned Railroad Rights of Way

Region #1

Railroad: Delaware and Hudson Railway Corp.

Termini: So. Schenectady to Delanson

Location Map Code: 1-17

A. Approximate length 9 miles (3 separate sections)

Section I - 3.18 miles

Section II - 0.49 miles

Section III- 5.13 miles

B. Approximate width 50' to 60'

C. General Conditions

In the three sections that follow all ties and tracks are removed and the ballast still remains in place.

Section I - Beginning at the Penn Central Railroad property and traveling southwest 600' to Route 159, the road bed is slightly elevated, in good condition and is used as a service road for Niagara Mohawk Power Corp. A line of power poles follows the road bed.

From Route 159 to Burdeck Road, a distance of 1600', a line of power poles continue to a large transmission station. The road bed continues from at grade on Rte. 159 to 5' above grade at the transmission station, returning to at grade on Burdeck Road. It is in good condition and covered with grass.

From Burdeck Road to the Thruway a distance of 2500' the road bed is at grade and heavily overgrown.

From the Thruway southwesterly for approximately 2000' the road bed is in good condition and lightly overgrown. A horse training track crosses the road bed twice in this area, then continues for approximately 500' through a cut area which was moderately overgrown. At this point we arrive at a private gravel road. The old railroad fence

can be seen on both sides of the R.O.W. from the practice track to the gravel road.

From the gravel road the R.O.W. continues through a cut area from 1' to 5' for approximately 0.75 mile through heavily overgrown bush. At one mile from the gravel road a graveyard for old farm equipment litters both sides of the R.O.W. The road bed has been obliterated through a hay field for another 0.50 miles to Pangburn Road.

From Pangburn Road the R.O.W. continues through a heavily overgrown low fill section and along a hillside for approximately 0.50 mile to the existing Delaware and Hudson line.

Section II - Begins at Kelly Road and parallels Route 7 running southwesterly for approximately 1000'. The road bed turns northwesterly for approximately 2000' and ends at the existing Delaware and Hudson line. The entire road bed in this section is heavily overgrown.

Section III - Begins at the existing Delaware and Hudson line and travels southwesterly on a downhill grade through heavy brush for the first 200 feet, then through a fill section which is lightly overgrown for the next 600 feet. From this point and for the next 1000 feet, the north side of the road bed is a cut and the south side is a fill.

At approximately 1800 feet from the beginning a stone and mortar arch 50 feet wide and 100 feet below road grade is still in place. The Normanskill Creek passes under the R.O.W. at this point.

For the next 0.25 mile and still traveling southwesterly we pass through a fill area. The top of the R.O.W. is 10 feet wide in this area and slopes sharply downward on both sides. At the end of the 0.25 mile the top of the R.O.W. narrows down to 8 feet in width and begins a gentle rise. Approximately 200' from the beginning of the rise a concrete box culvert was found to be still in place. The R.O.W. continues to rise following existing ground level before arriving at Duell Road. This entire area was found to be in good condition and lightly covered with weeds.

For the first 1000' west of Duell Road the R.O.W. continues uphill southwesterly. At this point the road bed turns northwesterly for the next 1000' to Van Patton Road. At the point of turning northwesterly the road bed crosses a stream by way of a bridge. The floor of the bridge is no longer in place only the abutments remain. From the bridge to Van Patten Road the road bed is built on a 5' fill.

From Van Patten Road to Depot Road, a distance of one mile the road bed is totally intact, is in public ownership and is known as Dump Road.

From Depot Road to Route 20 a distance of 0.50 mile the R.O.W. is in tact and moderately overgrown with weeds.

From Route 20 for the next 3000' the road bed continues at grade and moderately covered with weeds. At this point the road bed intersects with a gravel road entrance from Route 7. Here a Bell System cable is located in the R.O.W. The old railroad bed for the next mile is now used as the entrance road to a quarry. Danger signs warning that explosives are used and stored in this area can be seen in several locations. For the next 1000' the quarry obliterates the R.O.W. At the end of the quarry the R.O.W. continues uphill for the next quarter mile through a rock cut then over a fill for 500'. For the next 1000' the road bed is heavily overgrown and ends at the existing Delaware and Hudson line.

- D. Structures remain as described in item C.
- E. See page for title transfers from D. & H.
- F. The description of terrain is found in item C.
- G. Abutting property for the most part is rural, hilly land. Some residential construction has occurred, farmland abuts the most easterly end.
- H. & I. Best recreational use could be made of that section west of Duell Road and back to the D. & H. mainline. The most westerly section is not readily accessible and is best reached by crossing a D. & H. mainline, a hazard for recreational use. This section is also reachable through a quarry, which stores dynamite making this access undesirable.

CONVEYANCES FROM DELAWARE AND HUDSON RAILWAY CORP.

	TO	
Jacob Vedder	389	279
Elizabeth Veeder	410	414
T/O Rotterdam	437	92
New York Power & Light Corp.	471	106
Ralph W. McDougall	475	44
Antonio Lattanzio	492	440
Raymond Mott	492	510
Joseph Kwiatkowski	493	31
John A. Strong et ano.	495	123
John Piccolo	495	361
Antonio Lattanzio et al	511	540
Alfred M. Suttan et al	518	423
Antonio Lattanzio	521	101
Vincenzo Lattanzio	552	434
Raymond R. Mott et ano	623	60
Niagara Mohawk Power Corp.		
(easement)	691	99
Niagara Mohawk Power Corp.		
(easement)	692	14
Melvin H. Tate	711	68
N.Y.S. Thruway appropriation	file 1734 M-153-308,	P-160-338
N.Y.S. Thruway appropriation	file 1733 M-152R-1	P-159
N.Y.S. Thruway appropriation	file 1732 M-154R-1	P-161
Frank J. Pittman	753	409
James P. Evans	779	412
Percy J. Fancher	792	557
Mabel W. Falconer	798	485
State of NY Grade Crossing		
Elimination	394	P50
State of NY Grade Crossing		
Elimination	394	P47
City of Schenectady	216	569
M. F. Westover	246	141

Inventory of Abandoned Railroad Rights of Way

Region #1

Railroad: Penn Central

Termini: Rensselaer to Columbia County Line

Location Map Code: 1-18

A. Approximate length: 11.5 miles

B. Approximate width: 80'

C. General Conditions

Starting at the Westerly terminus of the abandoned section in Rensselaer at the rear of the Huyck Paper Mill the roadbed travels southeasterly. The ties and tracks have been removed.

At .2 miles the signal lights are still in place. The roadbed is in good condition and free of weeds. At .25 miles the 3rd Ave. (Rte 43) overpass crosses over the tracks. At .45 miles the Aiken Ave. overpass is still in place and appears very sturdy. At .50 mile we enter a cut area. At .55 mile we cross a fill area 10' in depth. At .7 mile we cross under the highway overpass at Rtes 9 & 20. Access can be obtained to the railroad bed from Rte 9J, at this point. At .8 mile we pass through a cut area approximately 15' deep. The roadbed here runs parallel to Rte. 9J some 300' North. At 1.1 mile the roadbed is at grade with the surrounding lands. Telegraph poles and lines are still in place to the left of the roadbed. Scattered ties are found along the right side. At 1.3 miles a stream still passes under the roadbed through a culvert. At 1.4 miles a 2 family frame house can be seen on the right very close to the roadbed. At 1.55 miles a stream passes through a stone arch culvert under the roadbed. At 1.75 miles five frame residences are on the left. At 2.2 miles a signal light stands. At 2.4 miles we pass through a rock cut 50' deep. At this point a high voltage transmission line passes over. At 2.9 miles a small culvert can be seen on the left. At 3.0 miles we pass a cut area. There is a vertical stone face on the left which is approximately 20' high. At 3.7 miles the roadbed turns slightly right then straightens. At 3.9 miles we cross Hays Road at grade. At 4.05 miles

signal lights are still in place. At 4.1 miles we pass through an area with a 20' fill. A culvert passing under the roadbed is still in place. At 4.65 miles a stream passes under the roadbed through a culvert. The stream is approximately 20' below the surface of the roadbed. At 4.9 miles we continue in a straight line the roadbed is level and at grade. At 5.0 miles we cross a fill area which appears to be 10' deep on the left and 5' deep on the right. At 5.2 miles a pond can be seen on the left. At 5.3 miles piles of ties on the right. At 5.6 miles a culvert under the roadbed is still in place. At 5.7 miles signal lights are still in place. Code on the light is 193-62. The ties and rails piled along the right side of the roadbed does not impede travel. At 6.0 miles high voltage transmission lines pass overhead. At 6.1 miles and at 6.1 miles + 100' Tennessee gas pipeline passes under the roadbed. At 6.4 miles a field drive crosses the roadbed. At 6.6 miles the roadbed turns slightly left. At 6.95 miles we pass under the highway overpass at Rte. 150. At 7.1 miles the roadbed passes over a 40' fill. At this point a stream passes through a stone arch under the roadbed. At 7.2 miles the roadbed is at grade with the surrounding lands. At 7.3 miles a field drive crosses the roadbed. Ties and rails are piled along the right side of the roadbed. At 7.4 miles signal lights are still in place. At 7.7 miles the roadbed passes under a highway overpass at Simon's Road. At 8.0 miles a swamp is on the left. At 8.2 miles Maple Hill Road is crossed at grade. At 8.7 miles another pond on the left. Scattered rails and ties are found on the right side of the roadbed. At 9.0 miles we pass under a highway overpass at Van Hoesen Road. At 9.2 miles a field drive can be seen on the left. At 9.25 miles signal lights are still in place. Equipment owned by the railroad for stockpiling ballast is parked on the roadbed. The work in stockpiling appears to be moving westerly. At 9.5 miles we cross a fill 10' deep for .2 mile. At 9.7 miles the roadbed is at grade. A graveyard for abandoned cars can be seen on the left. At 9.85 miles we cross Eleanor Drive at grade. At 9.9 miles we cross a 10' fill. A stream can be seen on the left. At 10.05 miles there is a field drive on the left. At 10.20 miles the field drive crosses the roadbed. At 10.35 miles we cross Duck Pond Road at grade. At 10.7 miles signal lights are still in place. At 10.8 miles we cross Bame Road at grade. At 10.9 miles we cross under the West Bound Lane of the Thruway. At 11.0 miles we cross under the East Bound lane of the Thruway. At 11.3 miles we pass under High voltage transmission lines. At 11.5 miles we arrive at the easterly terminus of the abandoned section.

- D. All structures are identified in Section C.
- E. All of the roadbed is still owned by Penn Central.
- F. The surrounding terrain is mostly hilly.
- G. Excellent possibilities for converting to recreational use.
- H. Access can be gained all along the 11.5 mile stretch. All access points are described in Section C.

Inventory of Abandoned Railroad Rights of Way

Region #1

Railroad: Penn Central
Termini : Saranac Lake-Lake Placid
Location Map Code:

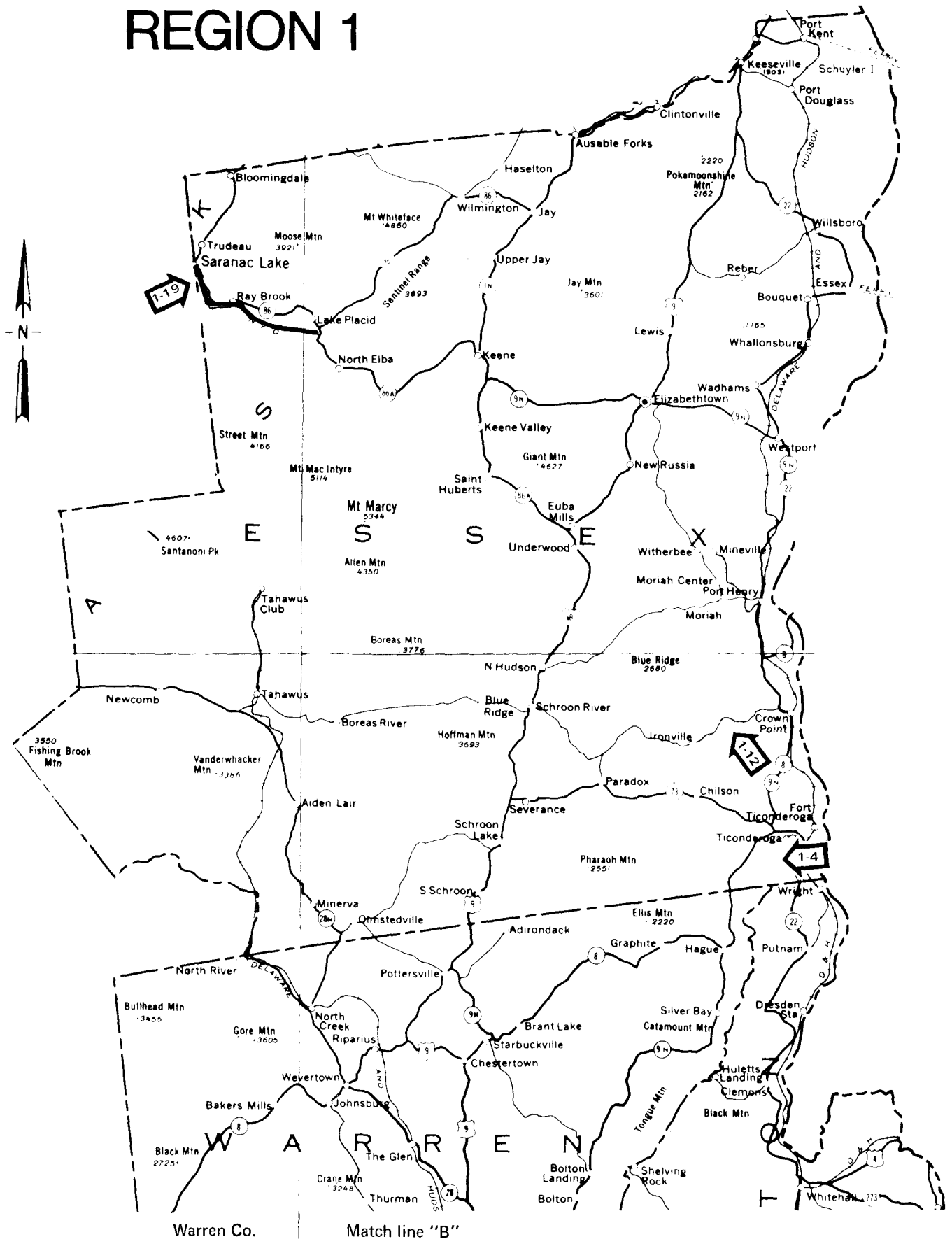
A. Approximate length 8 miles

B. Approximate width 66'

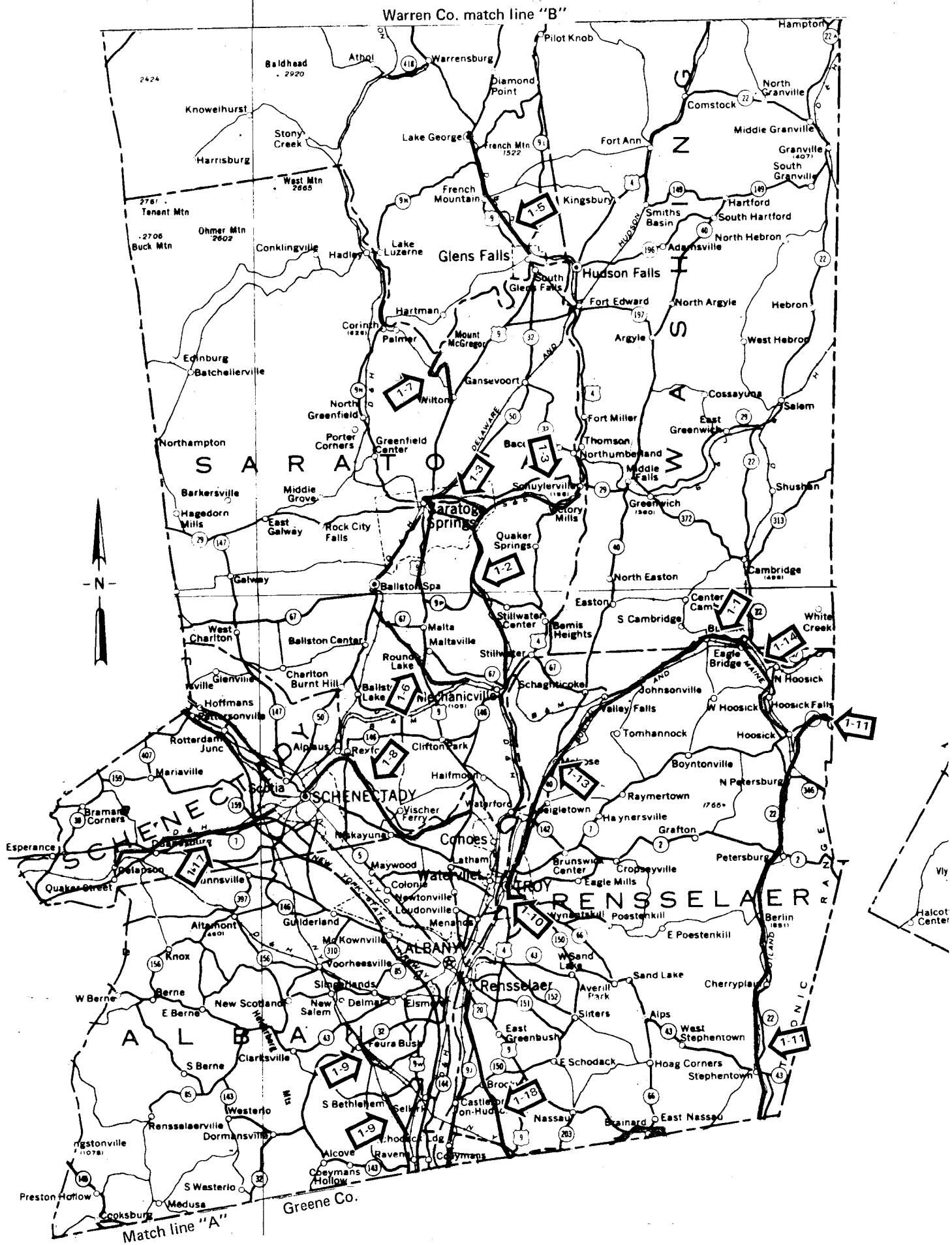
C. General Conditions

The Penn Central Railroad between Saranac Lake and Lake Placid has been recently abandoned. The observed general condition of the right of way is good with all bridges and right of way structures intact. The right of way is through mountainous forest area. There is no erosion observed in the cut or fill sections. The only observed apparent encroachment on the right of way is in the Village of Saranac Lake where it would appear that the Grossman Lumber Company is encroaching on the right of way. The tracks have been removed from the ties for approximately one mile where the railroad crosses Route 86 at Raybrook. Mr. Frank Molanere, Division Engineer, advised that this was done under contract which has been terminated. Mr. Molanere advised that some of the terminal buildings have been sold but that the right of way is completely intact. This section of road right of way seems to have a definite further value for recreational purposes.

REGION 1



Code	Description	Miles
1-4	Baldwin Dock to Ticonderoga	3
1-12	Crown Pt.—Hammondville	13
1-19	Saranac Lake—Lake Placid	8



REGION 1

ABANDONED RAILROAD RIGHTS OF WAY

LEGEND

Scale: 1 inch equals approximately 8 miles

Regional Investigation

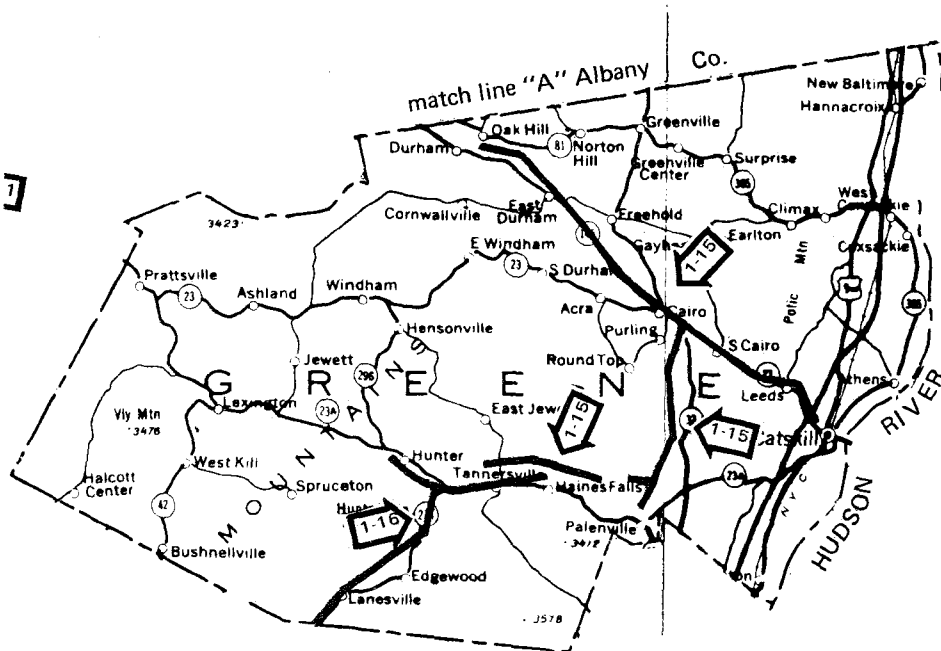


Acquired by State

Owned by Railroad



R.O.W. Sold



Code	Description	Miles
1-1	Johnsonville to Eagle Bridge	8
1-2	Mechanicville to Schuyler Jct.	15
1-3	Saratoga-Schuylerville RR	13
1-4	Baldwin Dock to Ticonderoga	3
1-5	Glens Falls to Lake George	7
1-6	Rte. 67 Overpass to Mechanicville RR Yard	8
1-7	Wilton to Top of Mt. McGregor	5
1-8	Troy-Schenectady	20
1-9	Feura Bush-Selkirk	8.1
1-10	City of Troy	1.75
1-11	Vermont State Line to Columbia Co. Line	30
1-12	Crown Pt.-Hammondville	13
1-13	Troy-Johnsonville	16
1-14	Eagle Bridge-Hoosick	8
1-15	Catskill Mt. House- Hunter Bogart Rd.-Catskill Mt. House	12 0.75
1-16	Hunter Spur-Ulster Co. Line	10
1-17	S. Schenectady-Delanson	9
1-18	Rens.-Columbia Co. Line	11.5
1-19	Saranac Lake-Lake Placid	8

