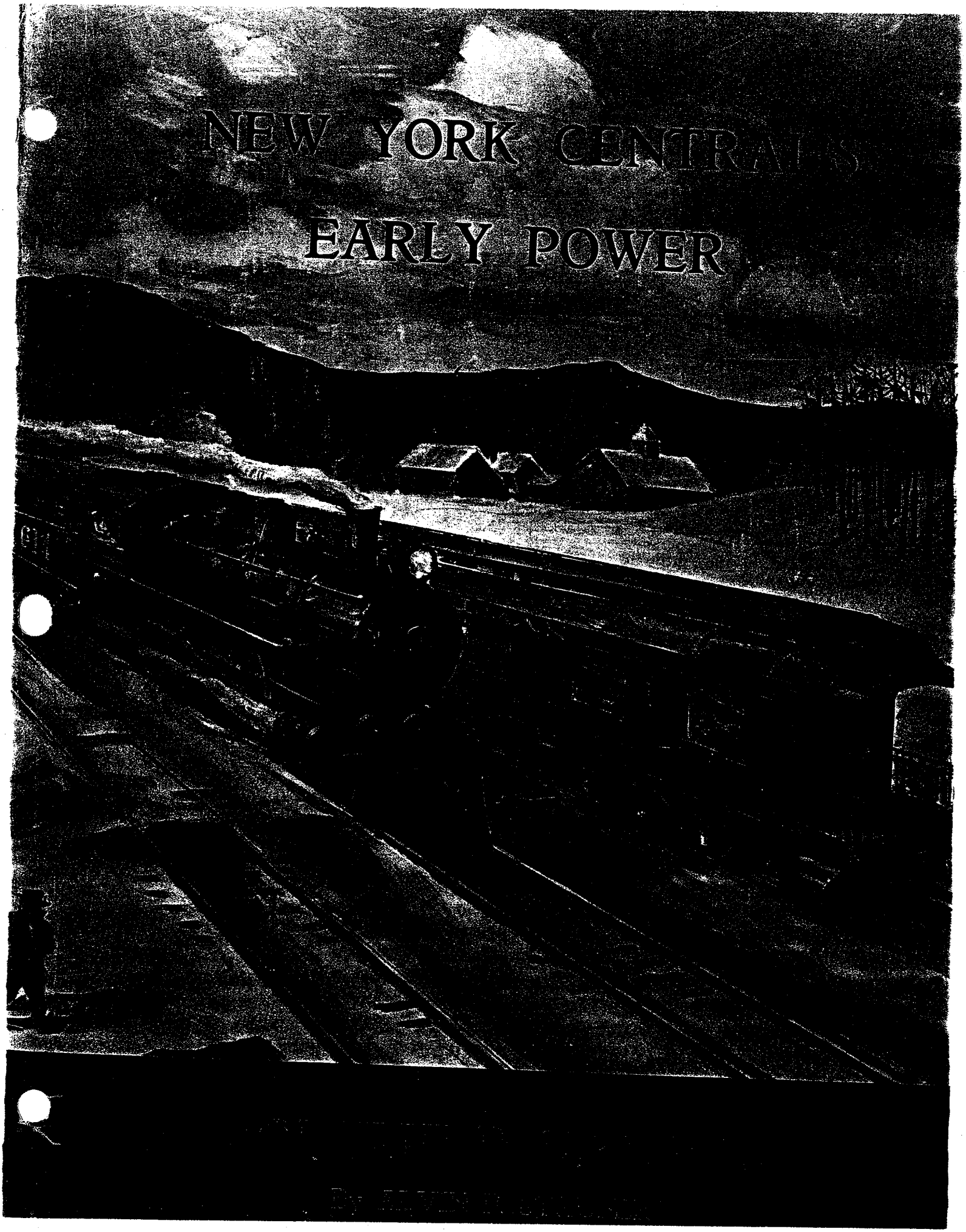
ST LAWRENCE AND ADIRONDACK RAILWAY THE NEW YORK CENTRAL SYSTEM TO MONTREAL.

NEW YORK CENTRAL'S EARLY POWER



ST. LAWRENCE & ADIRONDACK

Dr. William S. Webb, who married William H. Vanderbilt's youngest daughter, Eliza.

The story of the beautiful part of the New York Central rails, stretching from Herkimer on the main line to Montreal, Canada, is dominated by one man, Dr. William Seward Webb, William H. Vanderbilt's son-in-law. He abandoned his lucrative practice as physician to pursue his two driving ambitions —own a railroad and be governor of a state. With the Vanderbilt money behind him he was able to achieve the first, but the second eluded him. After a successful term as president of the family-owned Wagner Palace Car Company, he sold his father-in-law on the idea of building north from the mainline to Montreal.

The first step was to acquire the sixteen-mile Herkimer, Newport & Poland narrow gauge, running from Herkimer (on the main line) to Poland. He widened the track to standard gauge and simultaneously a related company, the St. Lawrence & Adirondack, began laying track reaching south from Malone. By 1892, through trains were reaching Montreal. It wasn's quite that brief as there were actually six corporate roads contributing locomotives.

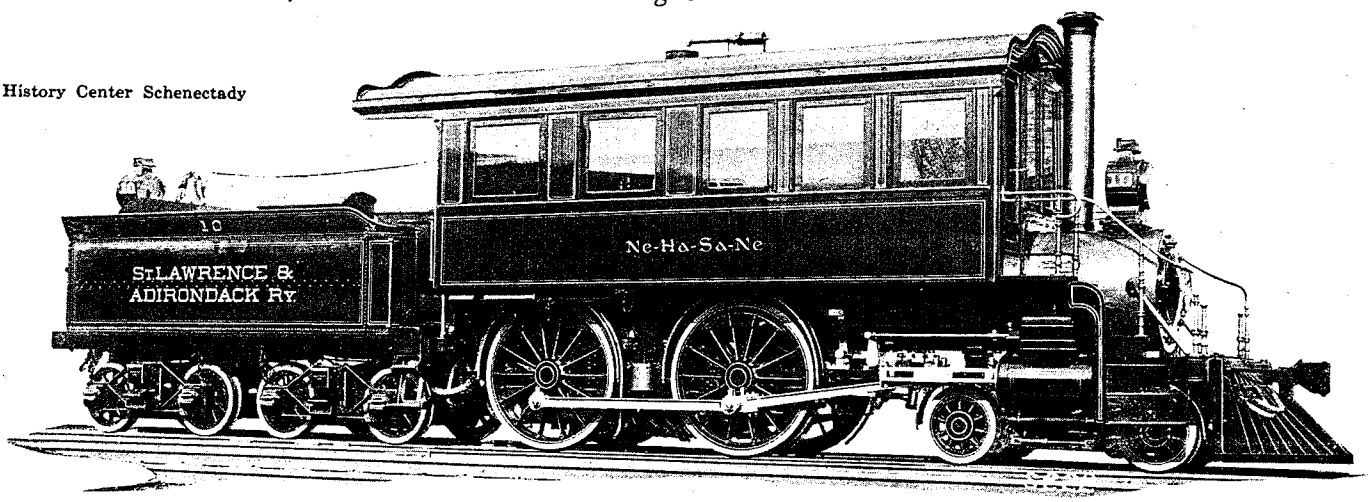
The little narrow gauge (3½ feet) Herkimer, Newport & Poland had three locomotives, a Baldwin 4-4-0, built in 1881, and two second-hand jobs, one 2-6-0 built by Baldwin in 1878 and a 2-4-4-T by Mason in 1874. It is interesting to note the greater representation of wheel arrangements on these upper New York lines as compared with the parent N.Y.C. & H.R., which had a predominance of 4-4-0's and 2-6-0's at this time.

Adirondack and St. Lawrence bought seventeen locomotives, excluding power not immediately absorbed by N.Y.C. & H.R. or Rutland. All were built by Schenectady. Built in 1891 were two 0-4-0's and two 4-6-0's which later became N.Y.C. & H.R. class A-5 and F-14. Three 2-6-0's were built in 1892 and later became class E-10. That same year, no less than eight 4-6-0 two-cylinder compounds were delivered; these later became classes F-7 and F-8. Two 2-8-0's were built in 1893 and they became N.Y.C. & H.R. class G-13.

The St. Lawrence and Adirondack had two 2-6-0's built by Schenectady, one in 1893 that became N.Y.C. & H.R. class Ec and another in 1895. It became N.Y.C. and H.R. class Ed. Then in 1896 a fabulous inspection locomotive was built for president Webb, named *Ne-Ha-Sa-Ne* after his equally fabulous estate in the Adirondacks. Perhaps the plushest inspection locomotive in America, she had solid mahogany observation cab, imported carpeting, six luxuriously upholstered chairs and a white-coated steward assigned to her regular crew. *Ne-Ha-Sa-Ne* was Webb's choice plaything, and lucky were the friends and associates who joined him on rambles through the Adirondack wilderness. Webb did everything in a big way, so on most occasions his sumptuous private car, *Grand Isle,* was in tow, accommodating the crowd. The locomotive and car followed him to the Rutland when he became president of that railroad. Dr. Webb's flair for the flamboyant contributed to his political undoing. An extremely capable and aggressive man, he had the misfortune of living in an era when railroad scandals were rampant and all wealthy men were viewed with suspicion.

The same year Schenectady built *Ne-Ha-Sa-Ne.* Brooks delivered two ten-wheelers which later became class F-4. In 1897, Brooks built three 4-4-0's, all with Belpaire fireboxes. Two more 4-6-0's were delivered by Schenectady in 1898 that eventually became N.Y.C. & H.R. class F-13. In 1901, Schenectady built the last locomotives for the road, three ultra-modern 4-4-2's, later classed I-2. Driving diameter was only

History Center Schenectady



sixty-nine inches. These three Atlantics pretty well sum up the locomotive philosophy of this railroad — the latest, best and fanciest. Everything on Dr. Webb's road had a special touch that only money could endow.

The Central bought control of St. Lawrence & Adirondack in Canada in 1905 and then in 1936 leased the road for ninety-nine years.

RUTLAND

The hapless, now defunct Rutland Railroad (operations ceased in 1961) enjoyed a few years of glory as a Vanderbilt Line. The turn of the century saw Rutland stock at a low ebb with all rolling stock and plant in a bad state. Politically motivated, Dr. Webb reasoned that if he could rebuild it, he would enhance his chances to become governor of the Green Mountain State. So N.Y.C. & H.R. began buying stock until it had complete control by 1904. Prior to this, on May 1, 1902, Webb became Rutland's president. The run-down Rutland never had it so good.

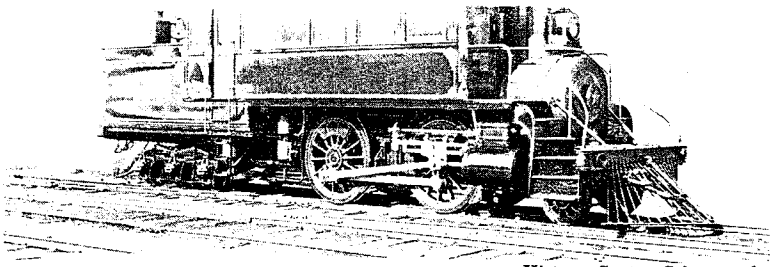
New locomotives and cars were some of the immediate results of Vanderbilt money being poured into the till. Nevertheless, this general upgrading of equipment and plant, and deliberate rerouting of traffic did not pay off sufficiently for the Central. Seeing no long range prospects, the Central sold half its Rutland holdings to New Haven in 1911 and by 1914 the Central was completely out of the picture.

List of Rutland locomotives that were numbered into N.Y.C. & H.R. series 1904-1914:

1-73	(5) 4-4-0 Schenectady, Taunton, St. Albans Shop, Malone Shop, Class Cx
1872	(1) 2-6-0 Baldwin, Class Ex
1878	(1) 2-8-0 Baldwin, Class Gx
1882-1900	(18) 2-6-0 Schenectady, Portland, Baldwin, Rhode Island, Class E-12 to E-17
1886	(2) 4-4-0 Schenectady, Class C-25
1890	(4) 4-4-0 Baldwin, Class C-28, C-29
1891-99	(8) 4-4-0 Schenectady, Class C-1
1893	(3) 4-6-0 Rhode Island, Class F-15
1897	(3) 2-8-0 Schenectady (compounds), Class G-14
1902	(3) 0-6-0 Manchester, Class B-9
	(18) 4-6-0 Schenectady, Manchester, Class F-11, F-12
1907-14	(4) 0-6-0 Cooke, Schenectady, Manchester (their last, Class B-2)
	(18) 2-8-0 Schenectady (note conflict with B & A G-34, Class G-34)
1910-12	(10) 4-6-0 Schenectady

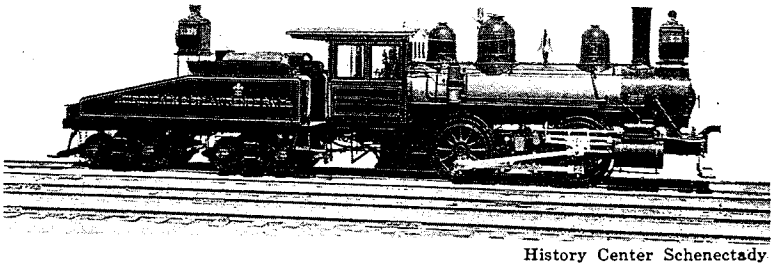
Much of the above power which remained after 1914, was renumbered into Rutland's own series. The power purchased during the period of Central's control was quite similar to that of the parent road.

Ironically, the fabulous showing of the Rutland failed to produce Dr. Webb's political windfall. Those crusty Yankees would have none of this wealthy executive, capable or not.



History Center Schenectady

ST. LAWRENCE was built for Dr. Webb in 1892, and sold to Central Vermont (No. 109) in 1896. She was later rebuilt to a 4-4-0 inspection pony by the C.V.



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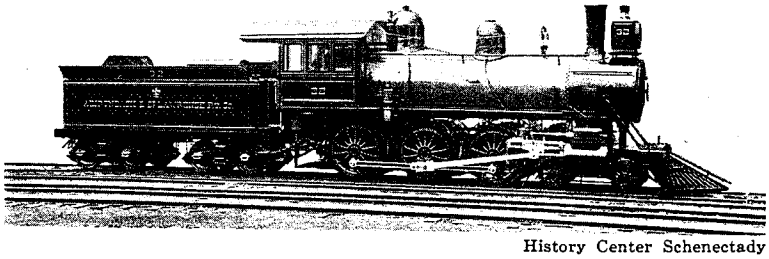
St. L. & A. #1, built by Schenectady in 1891. Original specifications were: 16x24-51-130-64,800-13,900. She eventually became Rutland #97.



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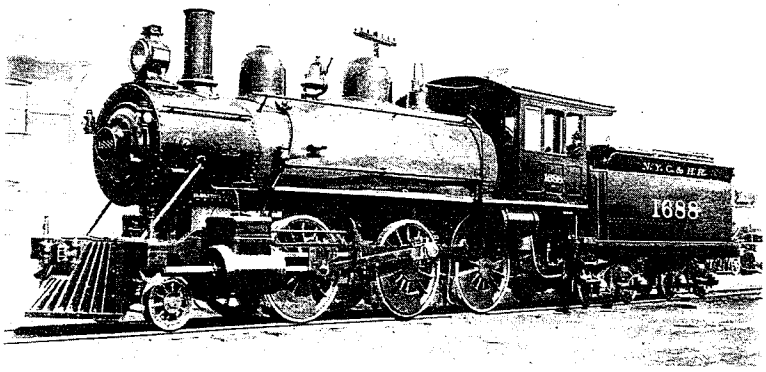
No. 32, built by Schenectady in 1892, renumbered that same year to Central Vermont #116.



New York Central

#1688 was built as St. L. & A. #2 in 1895. Cylinders were 19"x26" and drivers 64".

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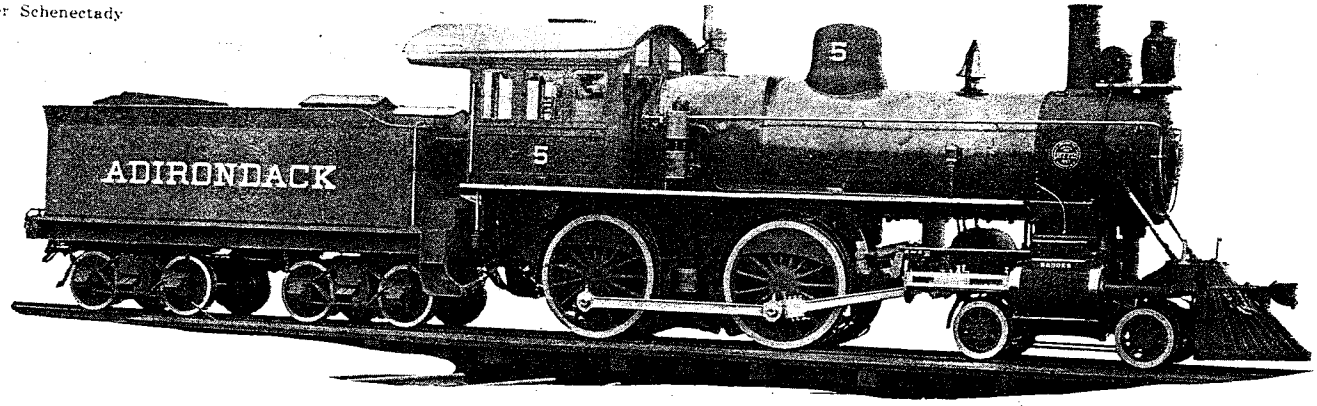
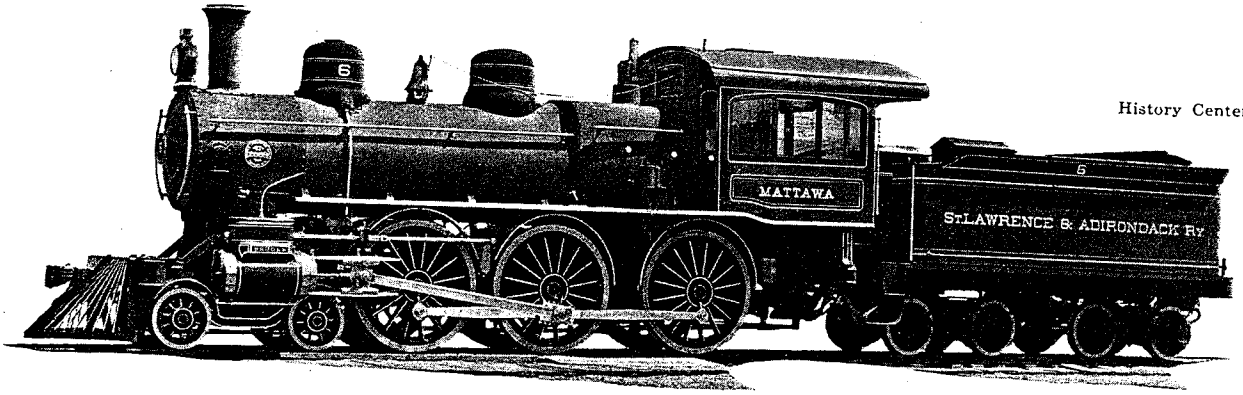


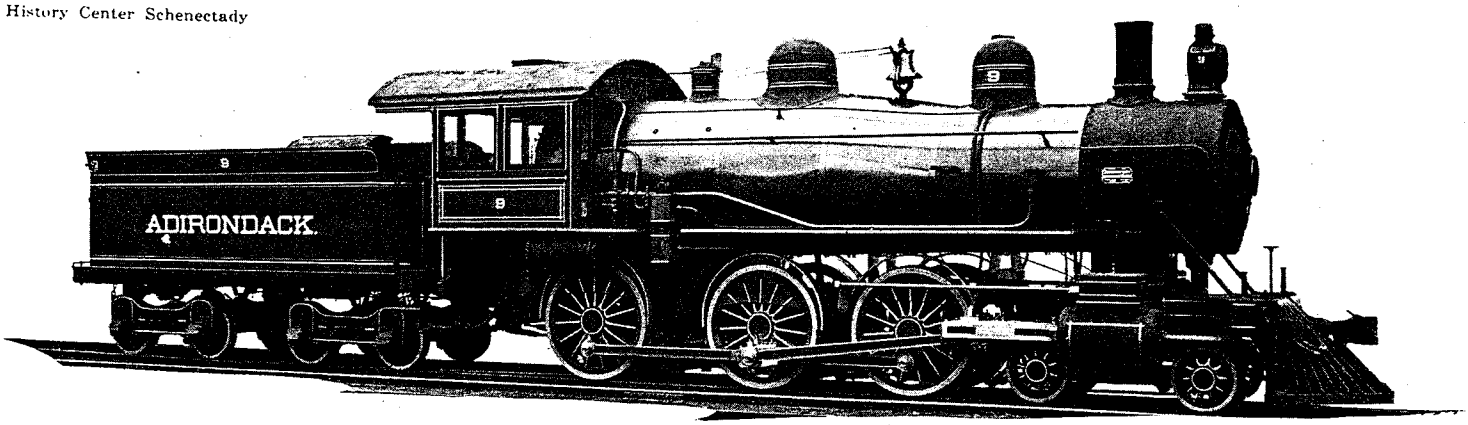
Brooks, 1897; 18x26-64-200-126,500-19,900. Electric dynamo behind headlight, belpaire firebox, and single huge dome must be a combination for steam and sand. Built as St.L. & A. #5, became Central Vermont #249, then Rutland #190, then N.Y.C. #1000 class C-2.

History Center Schenectady



Brooks, 1896; 18x26-63-190-140,000-22,300. Belpaire firebox and deluxe striping job. Nothin' but the best for Dr. Webb's railroad.

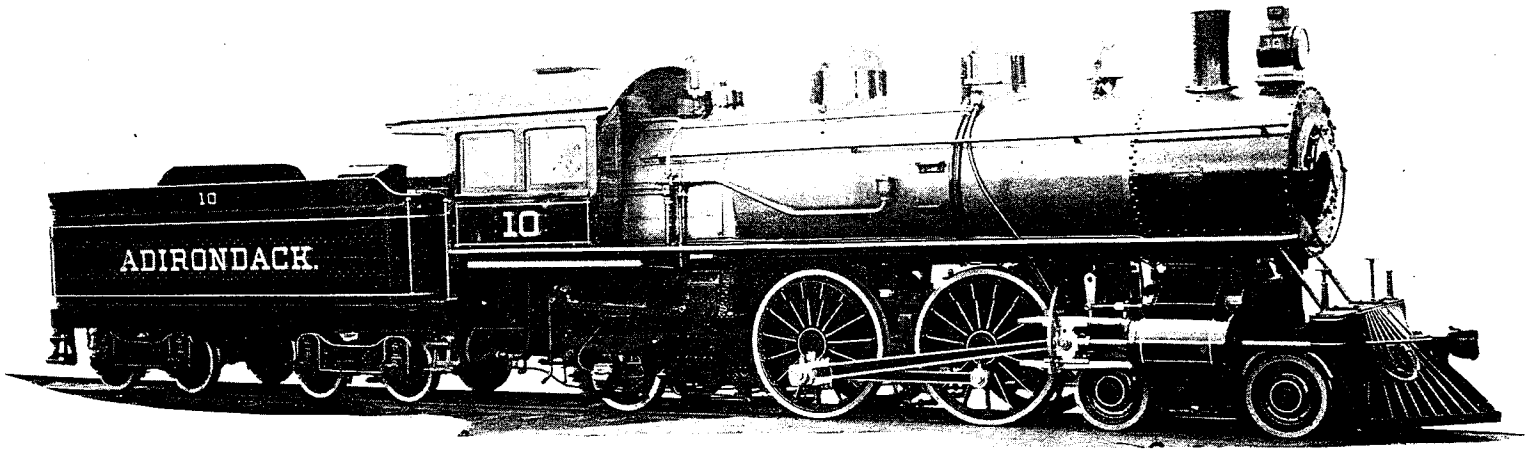
History Center Schenectady



Schenectady, 1898; 20x28-61-200-161,000-28,900. The classy ten-wheeler even had striping on tender truck side frames.

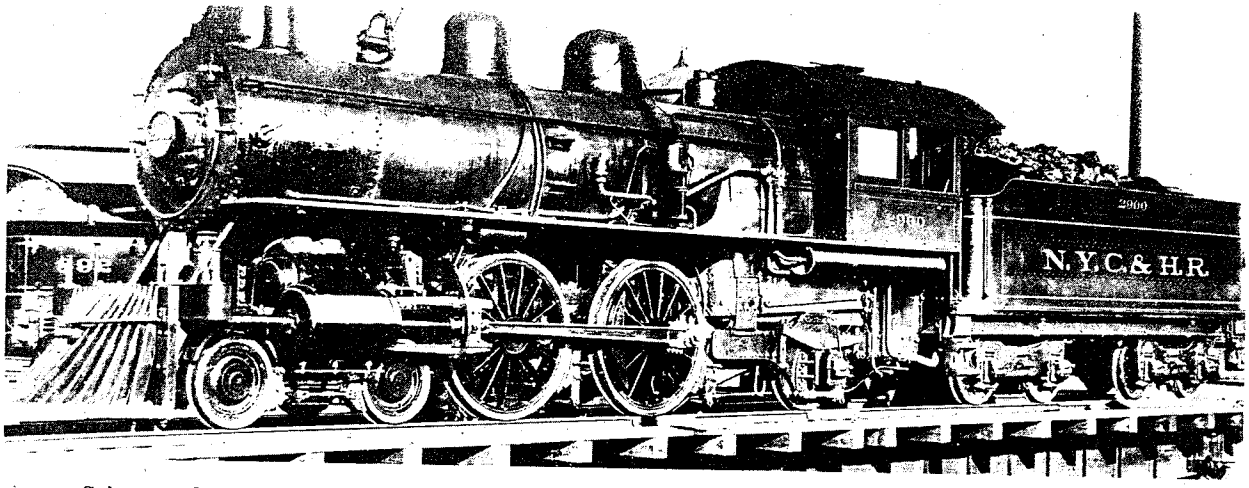
History Center Schenectady

Schenectady, 1897; 22x34x28-54-200-153,000-31,200. Anyone who has ever opaqued the complex negative of a steam locomotive can fully appreciate those white boards in the background.



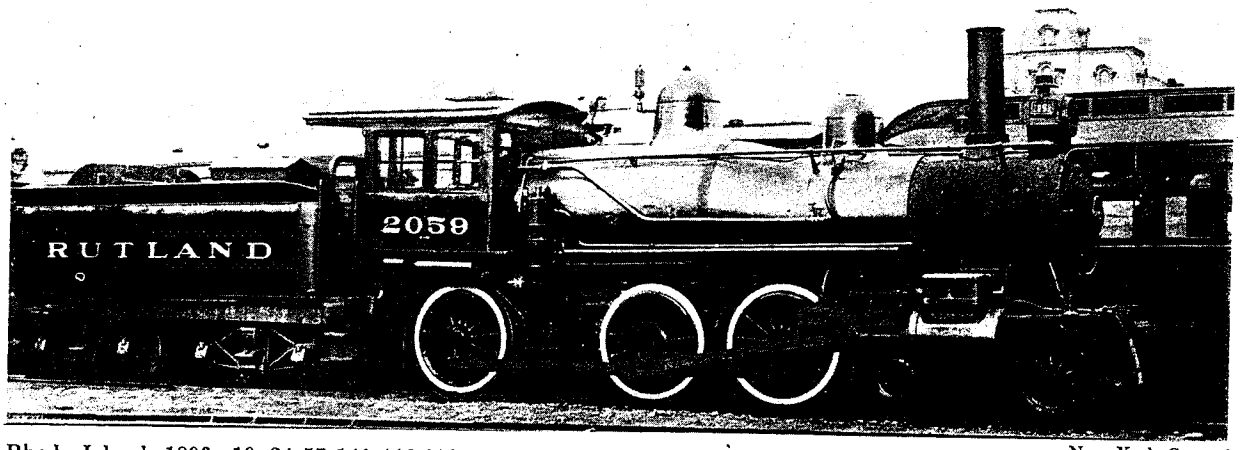
History Center Schenectady

Schenectady, 1901; 19x26-69-200-163,000-23,100. Built as St. L. & A. #10, renumbered in 1901 to N.Y.C. #2900, then in 1904 to #2800, then #3800, then #800 class I-2. We never cease to marvel at the wealth of power on this road; truly a case of paternal motive power policy.



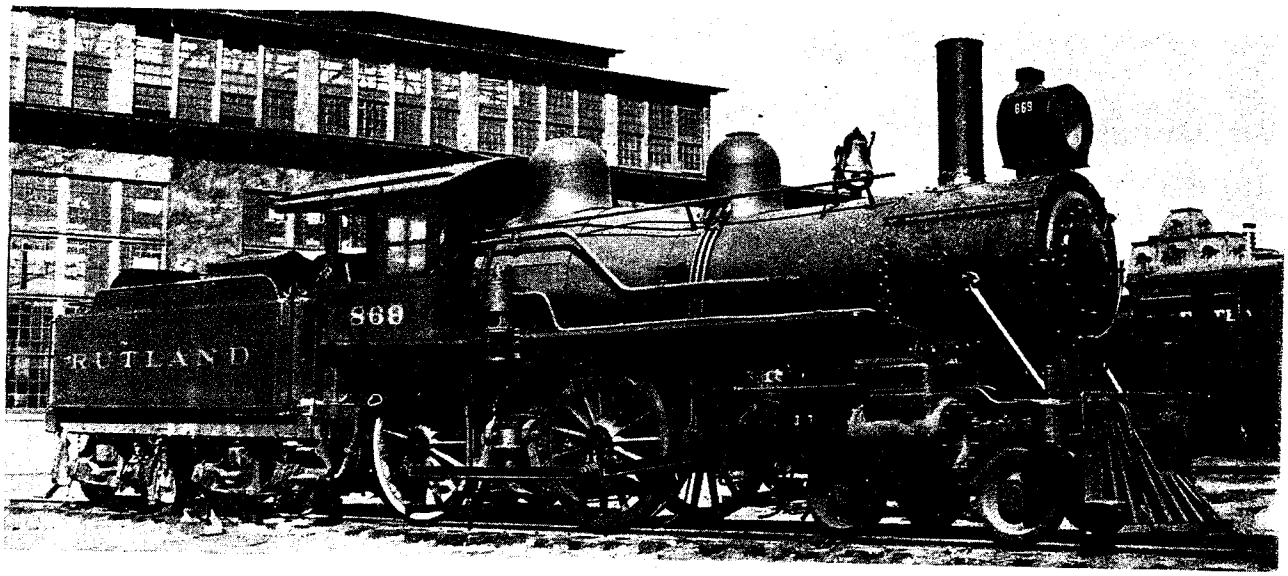
New York Central

Schenectady, 1901. This is the same engine shown at the bottom of page 141, only here she's a work-a-day runner on the main line.



New York Central

Rhode Island, 1893; 19x24-57-140-112,000-18,700. Built as O. & L.C. #338, then Rutland #492, #2159, #2059 and finally #59. We'd guess she was a real rough rider with those drivers spaced like that.



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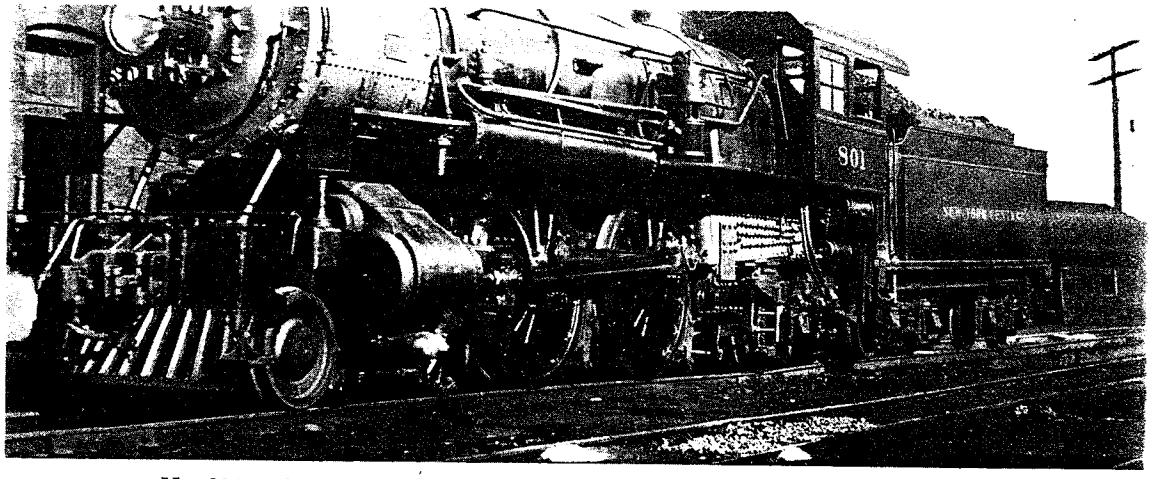
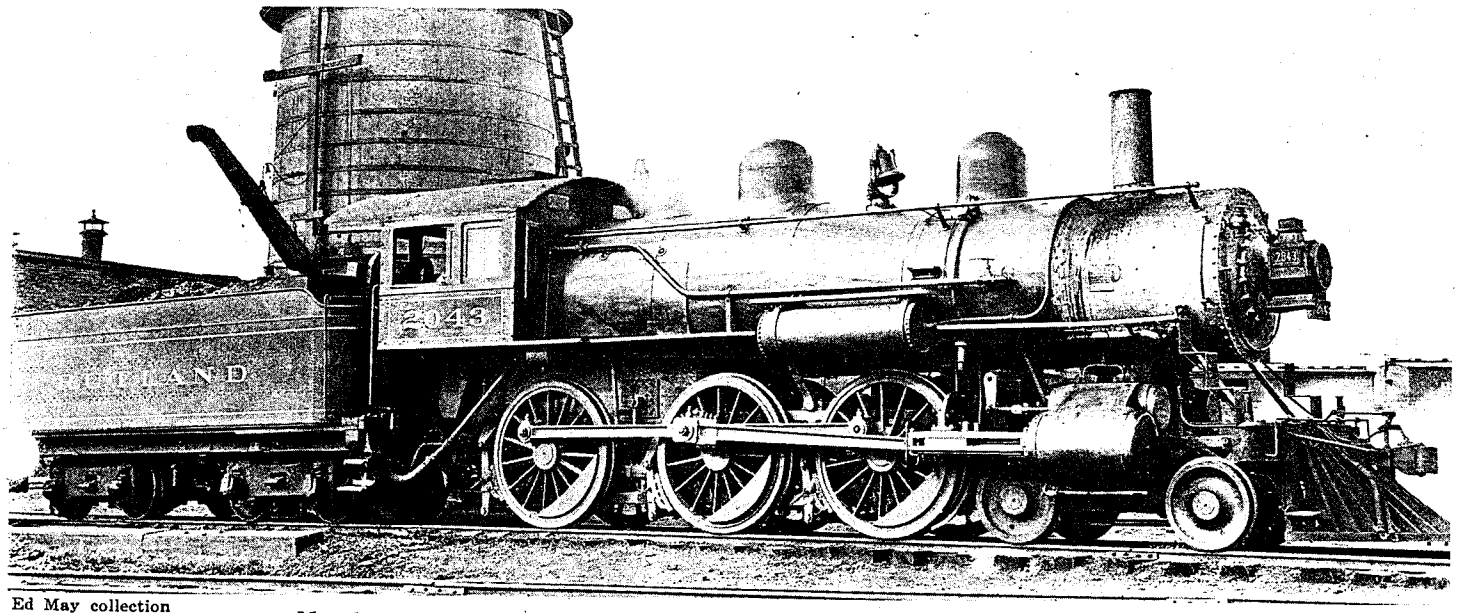
Schenectady, 1899; 18x24-69-190-110,600-16,500. Shown outside of shops with cylinder head off.



Charles E. Fisher

No. 801 waits at Rochester, all coaled up and set to go. She was built at Schenectady in 1901 as St.L. & A. No. 11.



Ed May collection

Manchester, 1902; 20x26-69-200-158,000-26,400. Nicely proportioned #2043 got a new firebox in 1910 and was superheated in 1916.

Schenectady, 1913; 22½x30-63-195-214,-000-41,300. #2429 shown at Alburgh, Vermont, "stands high" for a Consolidation.

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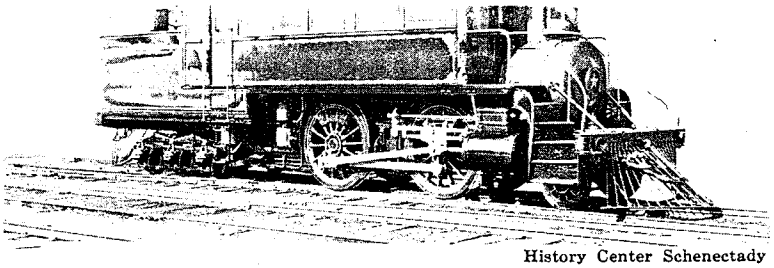

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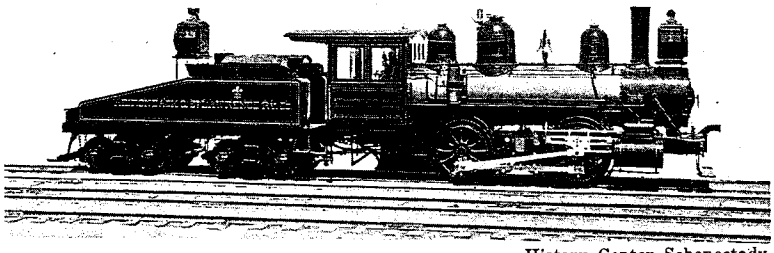

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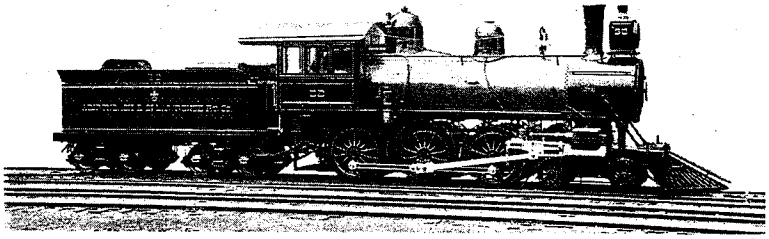

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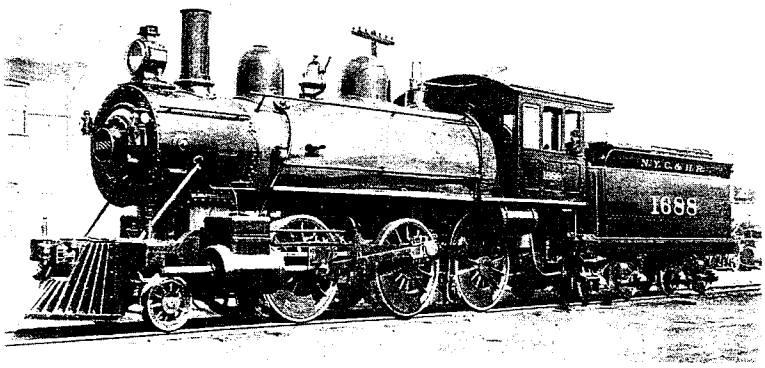

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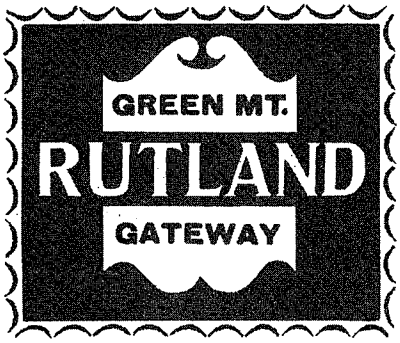
THE RUTLAND ROAD



by Jim Shaughnessy

HOWELL-NORTH BOOKS
BERKELEY, CALIFORNIA
1964

Because a number of engines from the A. & St. L. and the St. L. & A. railroads eventually reached the Rutland, mention should be made of these roads in connection with Rutland motive power.

The Herkimer, Newport & Poland R. R., forming the southern end of the A. & St. L., was chartered on June 29, 1880, and opened to traffic in 1881-2. Its gauge was 42", and the line extended from Herkimer, east of Utica on the Mohawk River, in a northwesterly direction to Poland, N. Y. In 1892 the track gauge was changed to standard. At about this time, the N. H. & P. was continued to Remsen, 11 miles, through construction of the H. N. & P. Extension R. R.

In 1891-2, the A. & St. L. was built from the Remsen terminus to Malone, N. Y., and became part of the Mohawk & Malone R. R., by consolidation, in 1893, the M. & M. being a consolidation of the above three lines. The M. & M. was leased to the N. Y. C. & H. R., and was operated as part of that road's Mohawk Division. During its existence, the A. & St. L. had forty or more locomotives, on the tenders of which was lettered the road's name, and was painted the road's symbol, a "fleur-de-lis." Many of these locomotives were acquired by the Central Vermont, which assigned at least five of them to the Rutland Division, so-called, then under lease to the C. V.

For some time after the formation of the M. & M., tenders were lettered Adirondack & St. Lawrence *Line,* by which name the road was known. First Nos. 1, 2 and 3 of the A. & St. L. were originally the narrow gauge engines of the H. N. & P., which were rebuilt to standard gauge, and later Nos. 1 and 3 became C. V. Nos. 9 and 12.

In order to complete a rail route from Malone to Montreal, the Malone & St. Lawrence R. R. was built from Malone to the Canadian Line, where it connected with the St. Lawrence & Adirondack R. R., extending from there to Valleyfield, P. Q., and which was completed on January 11th, 1892. Dr. W. S. Webb acquired this line in June, 1892, and turned it over to the Central Vermont for operation, for a few years. Connection was made at Valleyfield to Ottawa, and, at Coteau, to Montreal via the Grand Trunk.

The line was returned to Dr. Webb, who (1) leased part of the Grand Trunk line from Valleyfield to Beauharnois, (2) built the Southwestern R. R. (chartered in Canada on Sept. 10th, 1891) from Beauharnois to Caughnawaga Jct. (now Adirondack Jct.), and (3) obtained trackage rights from there to Montreal, nine miles, over the Canadian Pacific. The St. L. & A., the M. & St. L., and the Southwestern Railroads were consolidated in 1896, to form a new St. L. & A., which was leased to the N. Y. C. & H. R. R. R. from June 1st, 1898, to January 1st, 1905, when the N. Y. C. bought all of the stock of the St. L. & A.

The St. L. & A. owned at least 30 locomotives, of which eight were acquired by the Rutland, and the others by the New York Central. Tenders of some of the engines were lettered with the road's full name, but, in later years, the single word "Adirondack" was painted instead.

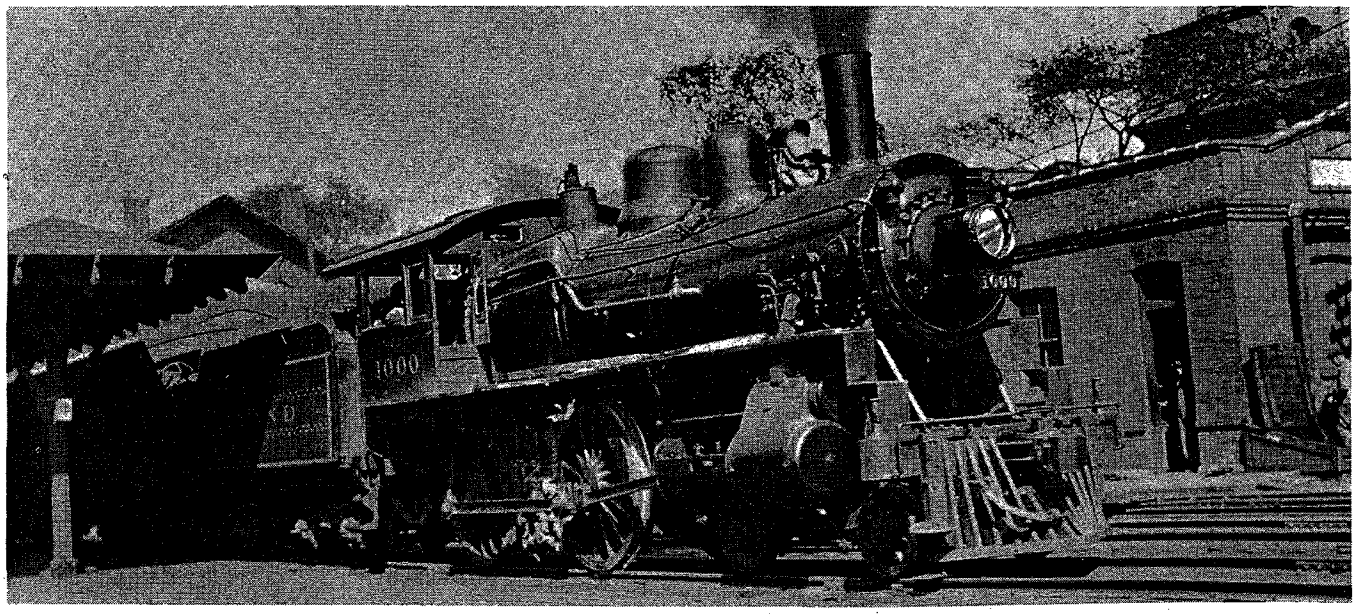
To add to the confusion caused by the similarity of names of these two roads, there was another road bearing the name Adirondack & St. Lawrence. This was a short line (3.61 miles) in western New York extending from Hermon village to DeKalb Jct., on the New York Central, and on which operations were suspended on February 12th, 1921. This road had three locomotives at the time of abandonment.

THE LOCOMOTIVES OF THE ADIRONDACK & ST. LAWRENCE R. R.

No.	Builder	C/N	Date	Type	Cyls.	DD	Date	Disposition To
1	Baldwin	5627	1881	4-4-0	10x16	42		ex-HN&P 1. To CV 9. Sc 1899 "Edward W. Burnes"
2	Mason		1874	2-4-4T	12x16	36		ex-HN&P 2; ex-New Brunswick Ry. "Henry W. Dexter"
3	Baldwin	4286	1878	2-6-0	14x18	42		ex-HN&P 3; ex-Georgia Land & Lbr. Co. "J. C. Anderson". To CV 12-4
1	Schenectady	3510	1891	0-4-0	16x24	51	1891	CV 211; Rut 80; NCYL 50; Rut 50
2	Schenectady	3515	1891	0-4-0	16x24	51	1891	CV 20-49
4	Rh. Island	710	1878	2-4-4	11x16	42		ex-N. Y. Elevated Ry. 45. To 99
6	Schenectady	828	1872	4-4-0	16x24	63		ex-NYC 224; ex-361; To CV 13-42
7	No data						1897	Scrapped W. Albany
11	Schenectady	3511	1891	4-4-0	18x24	69	1891	CV 232; Rut 182; NYCL 862; Rut 82-67
11	Schenectady	3593	1892	4-4-0	17x24	63	1892	CV 30-50
12	Schenectady	3512	1891	4-4-0	18x24	69	1891	CV 233; Rut 183; NYCL 863; Rut 83
12	Schenectady	3594	1892	4-4-0	17x24	63	1892	CV 31-51

13	Schenectady	3513	1891	4-4-0	18x24	69	1891	CV 107-102
14	Schenectady	3514	1891	4-4-0	18x24	69	1891	CV 108-103
15	Schenectady	3754	1892	4-6-0	20/30x26	70		NYC 993-2025
16	Schenectady	3755	1892	4-6-0	20/30x26	70		NYC 994-2026
17	Schenectady	3825	1892	4-6-0	20/30x26	70		NYC 995-2027
30	Schenectady	3706	1892	4-6-0	19x24	62	2/94	LV 707-1125
31	Schenectady	3506	1891	4-6-0	18x24	56	1892	CV 234; Rut 480; NYCL 2061; Rut 61
31	Schenectady	3707	1892	4-6-0	19x24	64	2/94	LV 706-1124
32	Schenectady	3505	1891	4-6-0	18x24	56	1892	CV 235; Rut 481; NYCL 2062; Rut 62
32	Schenectady	3722	1892	4-6-0	19x24	63	1892	CV 116-209
33	Schenectady	3723	1892	4-6-0	19x24	63	1892	CV 117-210
34	Rh. Island	2730	1892	4-6-0	19x24	56		Ren. 113. 1892, to CV 113-206
35	Rh. Island	2727	1892	4-6-0	19x24	56		Ren. 114. 1892, to CV 114-207
38	Rh. Island	2726	1892	4-6-0	19x24	56		Ren. 112. 1892, to CV 112-205
39	Rh. Island	2762	1892	4-6-0	19x24	56		Ren. 115. 1892, to CV 115-208
50	Schenectady	3686	1892	2-6-0	20/30x26	57		NYC 842-1813
51	Schenectady	3687	1892	2-6-0	20/30x26	57		NYC 843-1814
52	Schenectady	3826	1892	2-6-0	20/30x26	57		NYC 844-1815
60	Schenectady	4055	1893	2-8-0	22/33x26	51		NYC 996-2210
61	Schenectady	4056	1893	2-8-0	22/32x26	51		NYC 997-2211
80	Schenectady	3879	1892	4-6-0	19/28x24	69		NYC 998-2186
81	Schenectady	3880	1892	4-6-0	19/28x24	69		NYC 1000-2187
82	Schenectady	3883	1892	4-6-0	19/28x24	69		NYC 1001-2188
83	Schenectady	3884	1892	4-6-0	19/28x24	69		NYC 1002-2189
84	Schenectady	3885	1892	4-6-0	19/28x24	69		NYC 1003-2190
99	Schenectady	3639	1892	2-4-6	16x22	61		"St. Lawrence" To CV 109
99	Rh. Island	710	1878	2-4-4	11x16	42		From #4. Inspection engine
101	Schenectady	3878	1892	4-4-0	19x24	69	1892	CV 129-106
110	Rh. Island	2760	1892	4-6-0	19x24	56	1892	CV 110-203
111	Rh. Island	2761	1892	4-6-0	19x24	56	1892	CV 111-204
112	Rh. Island	2726	1892	4-6-0	19x24	56	1892	From 38. To CV 112-205
113	Rh. Island	2730	1892	4-6-0	19x24	56	1892	From 34. To CV 113-206

American No. 1000 with Belpaire firebox, was built by Brooks in 1897 for St. Lawrence & Adirondack.

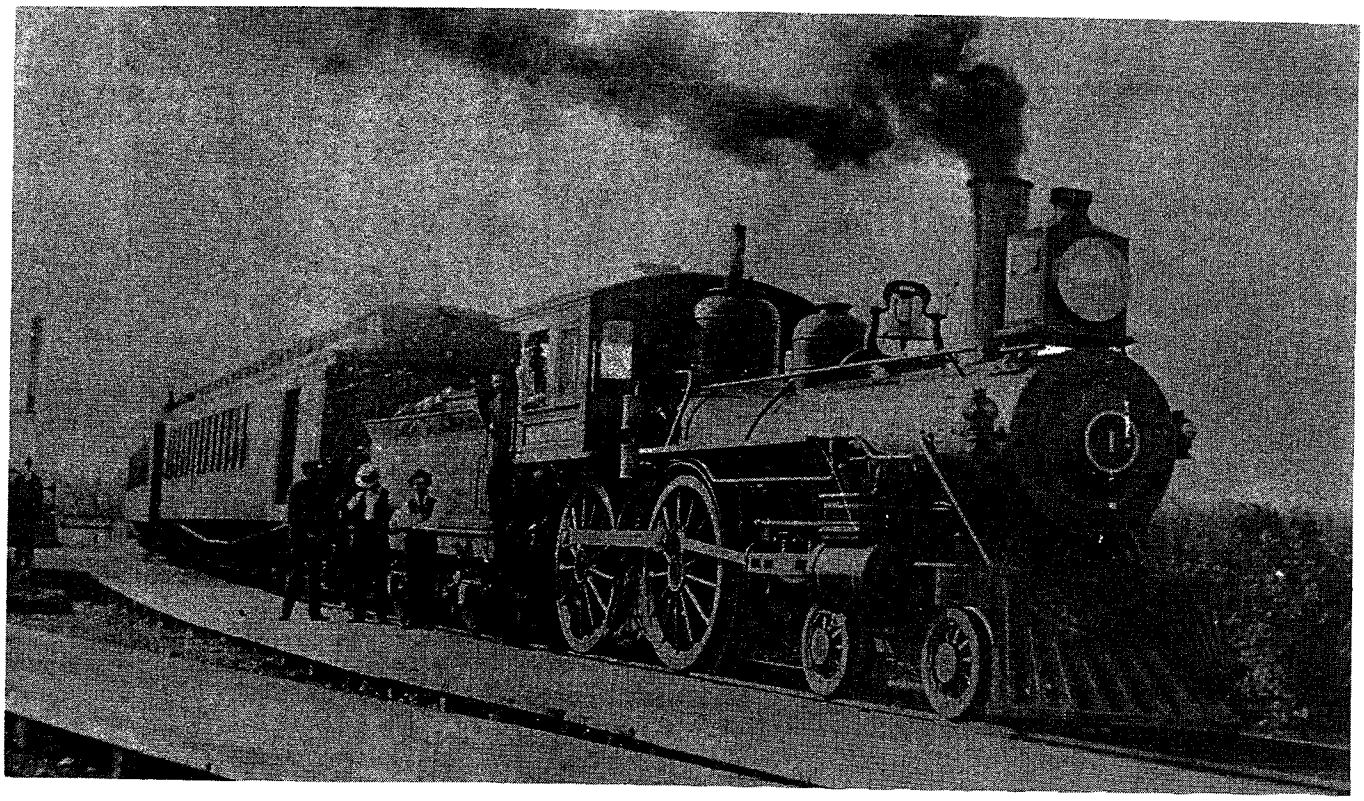


10	Schenectady	6128	1901	4-4-2	19x26	69	1901	NYCL 2900-2800-3800-800
10	Schenectady	5181	1899	4-6-0	20x28	70		ex-NYCL 2002; ex-2028; ex-NYC 950. To NYCL 2002 again, 1903-4
11	Schenectady	1655	1882	4-4-0	17x24	64		ex-NYC 452; ex-256; To 4th #1
11	Schenectady	6136	1901	4-4-2	19x26	69	1901	NYCL 2901-2801-3801-801
11	Schenectady	5182	1899	4-6-0	20x28	70		ex-NYCL 2003; ex-2029; ex-NYC 951. Back to NYCL 2003, 1903-4
12	Schenectady	2221	1886	4-4-0	17x24	64		ex-NYC 494; ex-267; ex-489; ex-276. To 4th #2
12	Schenectady	6137	1901	4-4-2	19x26	69	1901	NYCL 2902-2802-3802-802
12	Schenectady	5184	1899	4-6-0	20x28	70		ex-NYCL 2005; ex-2031; ex-NYC 953. Back to NYCL 2005, 1903-4
13	Schenectady	4394	1896	4-4-0	20x24	73		To 2nd #3, etc.
15	Brooks	2667	1896	4-8-0	21x26	55	1896	BR&P 139. To Cumberland & Manchester #56

LOCOMOTIVE NAMES

Road No.		C/N	Name
1		4437	Beauharnois
2	(4)	2677	Kushaqua
3		2678	Cascapedia
4	(2)	2677	Kushaqua
6		2668	Mattawa
7		2669	Mirimichi
8		2670	Madawaska
10		4401	Ne-Ha-Sa-Ne
15		2667	Manitou

St. Lawrence & Adirondack's third No. 1, shown here at Ellenburg, became Rutland No. 79 after the shuffling of the northern New York Railroads in the early 1900's, when Dr. Webb became involved in the Vermont line's affairs.



No.	Builder	C/N	Date	Type	Cyls.	DD	Date	Disposition To
114	Rh. Island	2727	1892	4-6-0	19x24	56	1892	From 35. To CV 114-207
115	Rh. Island	2762	1892	4-6-0	19x24	56	1892	From 39. To CV 115-208
116	Schenectady	4114	1893	2-6-0	19x26	57	1893	CV 130-336
117	Schenectady	4115	1893	2-6-0	19x26	57	1893	CV 131-337
118	Schenectady	4116	1893	2-6-0	19x26	57	1893	CV 132-338
119	Schenectady	4117	1893	2-6-0	19x26	57	1893	CV 133-339
120	Schenectady	4118	1893	2-6-0	19x26	57	1893	CV 134-340
—	Schenectady	4144	1893	4-4-0	18x24	74	11/93	Sold to C. R. R. of Pa. #6. Named "Ne-Ha-Sa-Ne." No A&StL number.

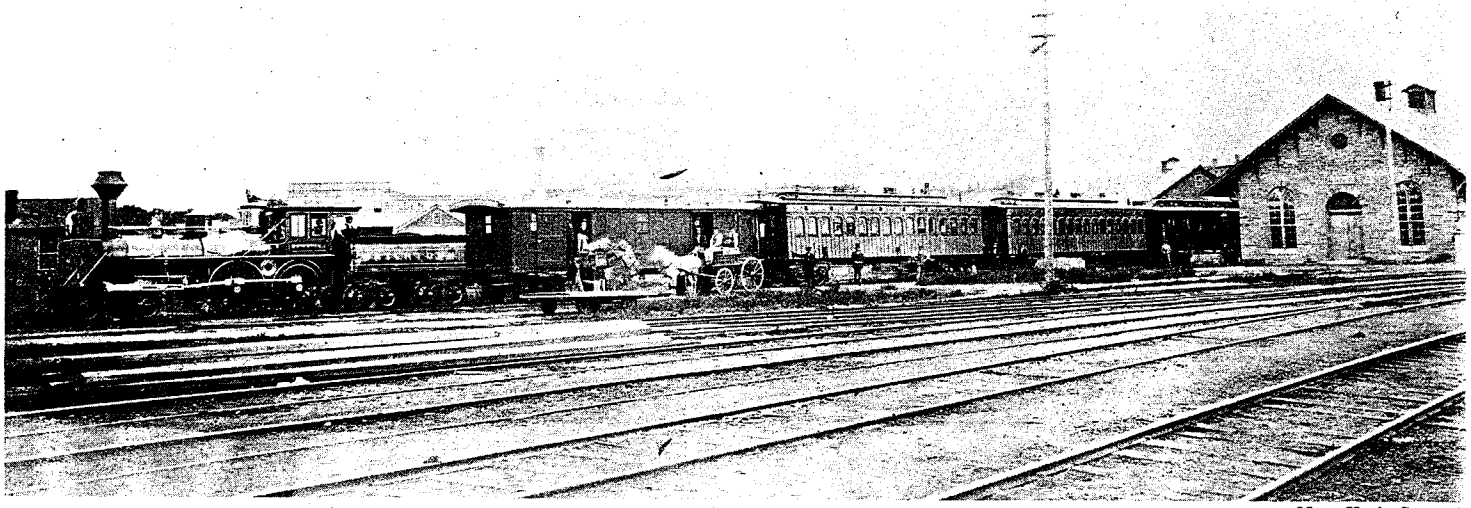
Note: #99, Schenectady #3639, was sold to the Central Vermont, where it was rebuilt to a 4-4-0, an inspection engine, retaining its name "St. Lawrence."
#99, Rhode Island #710, was rebuilt from a former N. Y. Elevated Railway locomotive.
The above record, showing Schenectady Nos. 3706 and 3707 as going to L. V. Nos. 707 and 706, respectively, concurs with the L. V. records. Schenectady records show that Nos. 3706 and 3707 became L. V. Nos. 706 and 707, respectively.
Nos. 116 through 120 were probably ordered by the A. & St. L., but were probably delivered to the C. V. without ever seeing service on the A. & St. L.

LOCOMOTIVES OF THE ST. LAWRENCE & ADIRONDACK R. R.

(Names shown at end of roster)

No.	Builder	C/N	Date	Type	Cyls.	DD	Date	Disposition To
1	Schenectady	4130	1893	2-6-0	19x26	57		NYC 784-1687
1	Schenectady	4437	1896	4-4-0	18x24	67	1897	CAR 24-628; GTR 1331-2240; CN 311
1	Manchester	445	1872	4-4-0	15x22	66	1898	ex-CV 170; ex-NLN 20. To Rut 238-79
1	Schenectady	1655	1882	4-4-0	17x24	64		From #11; ex-NYC 452, ex-256. Received 12-1898
2	Schenectady	4393	1895	2-6-0	19x26	64		NYC 785-1688
2	Brooks	2677	1896	4-6-0	20x26	57		Ren'd 4
2	Schenectady	4438	1896	4-4-0	20x24	67		CCC&StL 203; NYCL 7143
2	Schenectady	2221	1886	4-4-0	17x24	64		From #12; ex-NYC 494, ex-267, ex-489, ex-276. Rec'd 4-1900
3	Brooks	2678	1896	4-6-0	20x26	57		NYC 2028
3	Schenectady	4394	1895	4-4-0	20x24	73		From #13; to CCC&StL 202; NYCL 7142
3	Schenectady	5591	1900	2-6-0	20x28	57	1900	Rut 320; NYCL 1884; Rut 144
4	Schenectady	4439	1896	4-6-0	20x26	57	1896	MC 452-8180
4	Brooks	2677	1896	4-6-0	20x26	57		From #2; To NYCL 2029
4	Schenectady	5592	1900	2-6-0	20x28	57	1900	Rut 321; NYCL 1885; Rut 145
5	Schenectady	4334	1895	4-6-0	20x26	64	1896	MC 453-8181
5	Brooks	2772	1897	4-4-0	18x26	64	1900	Rut 249-190; NYCL 1000; Rut 80-65
6	Brooks	2668	1896	4-6-0	18x26	69	1896	LS&MS 602-544-5019
6	Brooks	2773	1897	4-4-0	18x26	64		NYCL 1002 (1903-4)
7	Brooks	2669	1896	4-6-0	18x26	69	1896	LS&MS 603-545-5017
7	Brooks	2774	1897	4-4-0	18x26	64	1900	Rut 250-191; NYCL 1001; Rut 81-66
8	Brooks	2670	1896	4-6-0	18x26	69	1896	LS&MS 604-546-5018
8	Schenectady	4932	1898	4-6-0	20x28	61	1900	Rut 251-420; NYCL 2153-2063; Rut 63
9	Schenectady	4933	1898	4-6-0	20x28	61	1900	Rut 252-421; NYCL 2154-2064; Rut 64
10	Schenectady	4401	1896	4-4-0	14x22	63	1900	NYC&HR 49; Rut 100; NYCL 33; Rut 99

ROME, WATERTOWN & OGDENSBURG



New York Central

Rome, Watertown & Ogdensburg train, ready to depart from Rome, N.Y., station in 1878. Engine is R.W. & O. #1, named WATERTOWN.

Not only does the history of the R.W. & O. read like railroad fiction but it had quite an impact on its locomotives. The Watertown & Rome was chartered in 1832, but work did not begin till 1849. In September, 1851, the 72-mile stretch from Rome to Watertown was opened and soon thereafter it was extended to Cape Vincent. The very prosperous little road then joined with the Potsdam & Watertown railroad in 1860, and the next year the R.W. & O. was formed. In 1875 it acquired (by lease) the Syracuse & Northern. So far, things were fine. Then, in auction, they picked up Lake Ontario Shore, which traversed the sparsely populated southern shore of Lake Ontario. Now this road was a real "white elephant," going no place and serving no one getting there. The poor little R.W. & O. buckled under this debt-burdened road until it collapsed and was taken over by Lackawanna. This road, in a move to further its own traffic, converted every single R.W. & O. locomotive to anthracite burners. The R.W. & O. deteriorated in what appeared to be a case of deliberate sabotage.

Fortune of the road turned upward when Charles Parsons wrested control away from the Lackawanna interests. Until then the mighty N.Y.C. & H.R. paid scant attention to the R.W. & O., but that changed when the revived company talked of making itself a through line from Buffalo to Boston. Central could not buy the road so they indulged in a little trickery by threatening to build a competing line to Watertown. That did it. Stock began to turn up on the market, every bit of which was snapped by the Vanderbilt interests. Controlling interest was achieved by 1891.

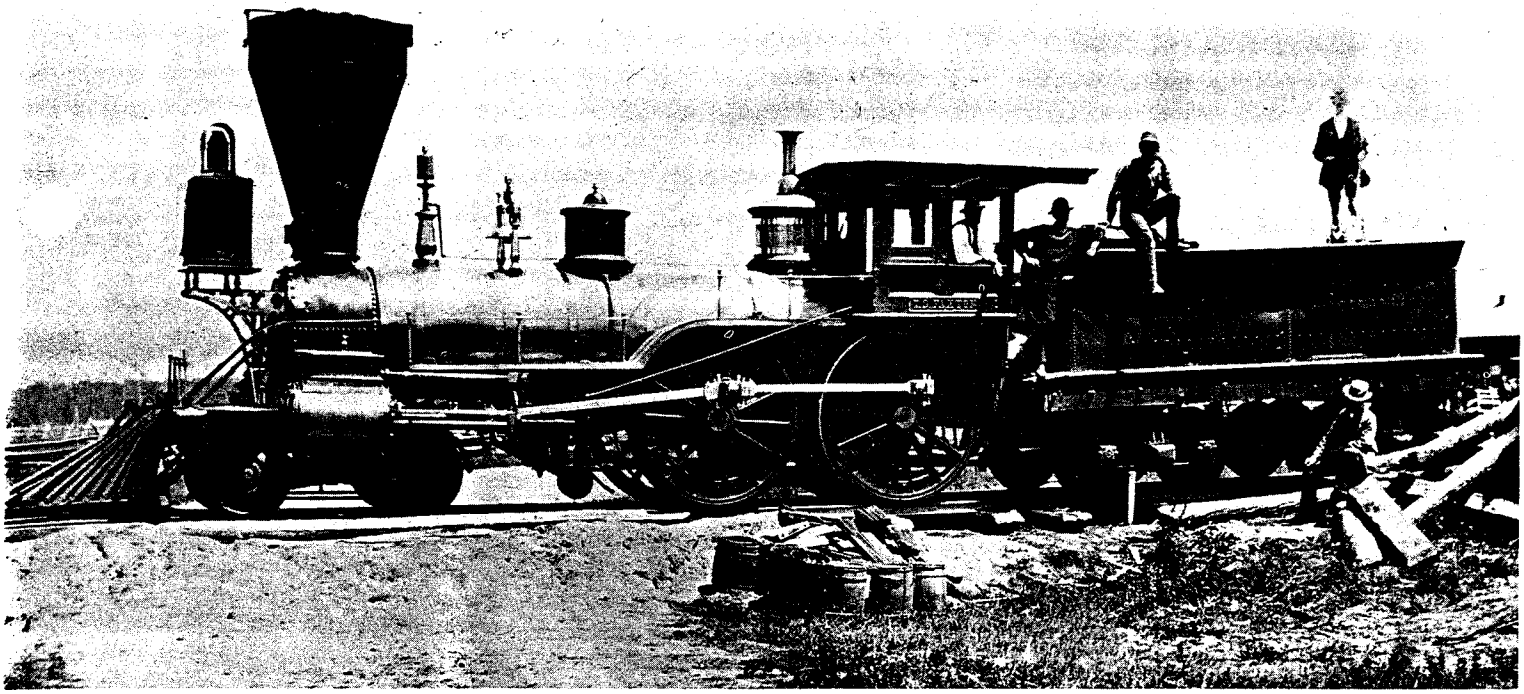
Reflecting the good times it had enjoyed, the Watertown & Rome bought a batch of locomotives to start things off. From 1850 to 1854 they purchased no less than fifteen 4-4-0's, all from Taunton except one Hinkley. At this same time they acquired four second-hand 4-4-0's from four New England roads, and a single drivered job we can only guess about. It was probably the little 2-2-2 *Roxbury,* built by the Boston and Providence in 1851. With the acquisition of the Potsdam & Watertown, five more locomotives were added to the roster. The P&W had one Taunton 4-4-0 built in 1855 and four second-hand 4-4-0's. Upper New York State appears to have been a good place to unload your used engines.

The hapless Lake Ontario Shore needed only six locos to serve its long sparsely-used line. All were Americans built by Hinkley in 1872-73. The contributions of the Syracuse & Northern weren't much either, just five 4-4-0's, four built by Manchester (1870-71) and one by Rogers in 1873.

Any railroad worth its salt had a shop large enough to produce a complete locomotive and of course the R.W. & O. qualified. The Rome shops turned out eleven 4-4-0's (1863-68) and three more in 1875-76. Meanwhile, in 1866-70, five 4-4-0's were purchased from Schenectady. Far away Baldwin, experienced in six-drivered engines, built two 2-6-0's in 1876. The sparse years 1881-82 saw only three more locomotives, two of them being used 4-4-0's from Morris & Essex and one new from Dickson.

During the eight years from 1883 to 1890 there was a total of forty-four additions to the roster, which reflects the better times the road was enjoying under Connecticut Yankee, Charles Parsons. Thirty-four of these additions came between 1883 and 1888, including two second-hand 4-4-0's from the Louisville, Evansville & St. Louis and fourteen 4-4-0's built by the company shops. The R.W. & O. must have liked the two 2-6-0's bought previously, because sixteen more were purchased from Rhode Island and Rome. Two second-hand ten-wheelers were obtained after being rebuilt by Rome.

The last purchases by the R.W. & O. were in 1889-90 from Rome Locomotive Works, including six 2-8-0's which later became N.Y.C. & H.R. class G-8, and four 4-4-0's which



New York Central

Utica & Black River T. S. FAXTON still retains many features that reveal her age. She was built in 1853 by Breese & Kneeland for the Utica & Black River. Track gang has just replaced a couple of ties.

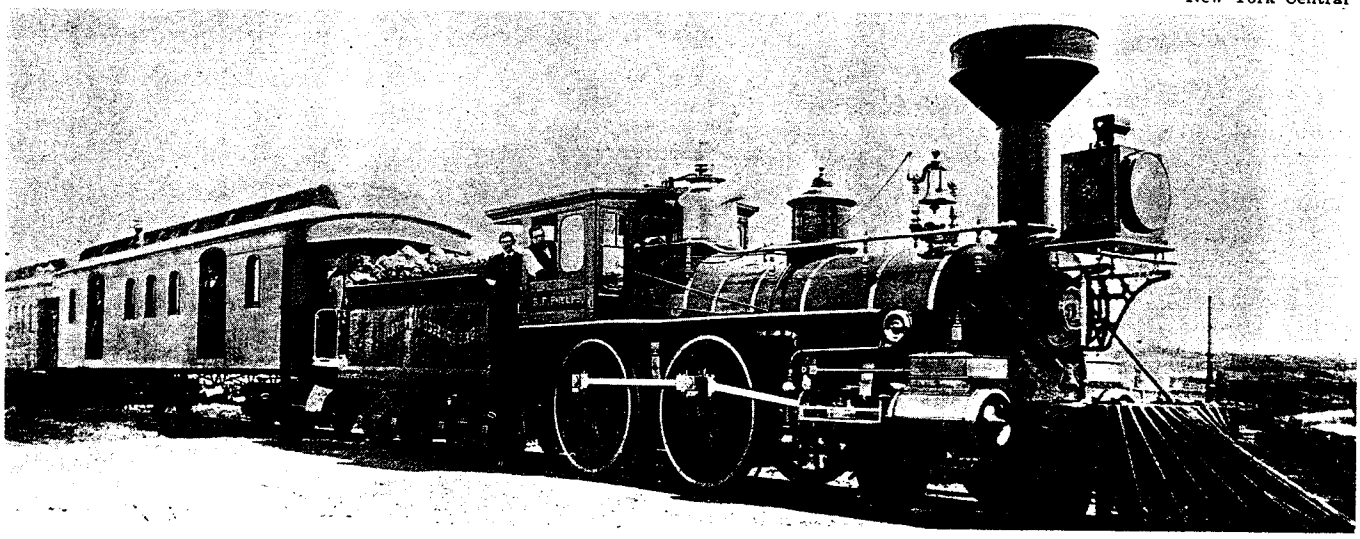
became N.Y.C. & H.R. C-6, then C-11.

Prior to its being absorbed by the Central, the R.W. & O. leased the parallel Utica & Black River. The U. & B.R. contributed a goodly share of power to the cause, thirty-four in all, and as expected all were 4-4-0's. Four, built in 1853-55 by Breese Kneeland & Co. and Schenectady, were for Black River & Utica (as the line was known until 1861). Schenectady built the biggest batch (twenty-eight) from 1868 to 1885. Rhode Island built two in 1871 for the Carthage, Watertown & Sacketts Harbor, which was absorbed in 1872. In 1886, when the R.W. & O. acquired the Utica & Black River, twenty-seven of the above engines were still in service, and these were renumbered R.W. & O. #63-89. Six years later they were renumbered again, along with all remaining R.W. & O. eight-wheelers, to N.Y.C. & H.R. 234-248 and 264-275. The R.W. & O. 2-6-0's and 4-6-0's became N.Y.C. & H.R. 845-863 and the 2-8-0's became 864-869.

George H. Daniels, Central's creative passenger agent, saw the potential in their newly acquired 643-mile system and promoted its scenic attractions with zeal. The R.W. & O. was a natural member of the Vanderbilt family, for after all it did connect with their main line in five places. In 1913 the R.W. & O. became a corporate part of the N.Y.C. & H.R.

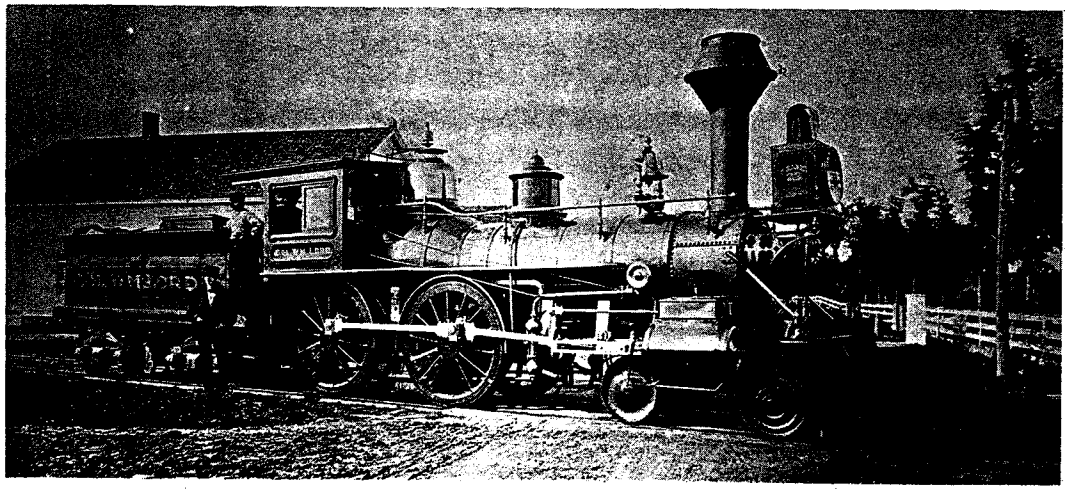
Early pan shot gives R.W. & O. #31 S. F. Phelps a rakish look. Engine was built by Schenectady in 1866, but she looks about one day old.

New York Central



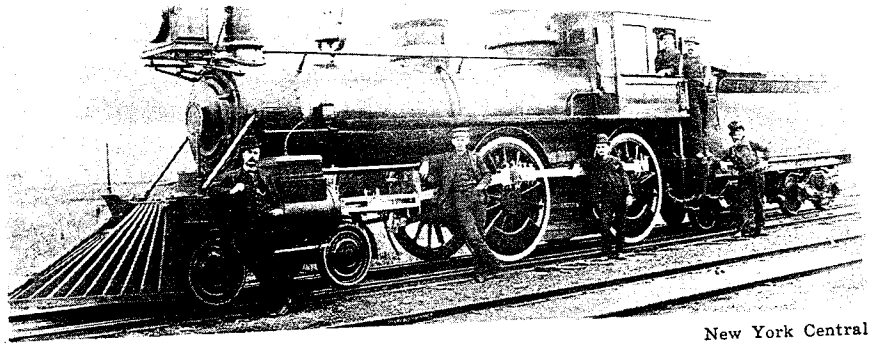
New York Central

N.Y.C. & H.R. #237, formerly R.W. & O. #33, built by Schenectady in 1866. The little girl on the pilot beam is "freezing" for a picture with her dad and "his" engine.



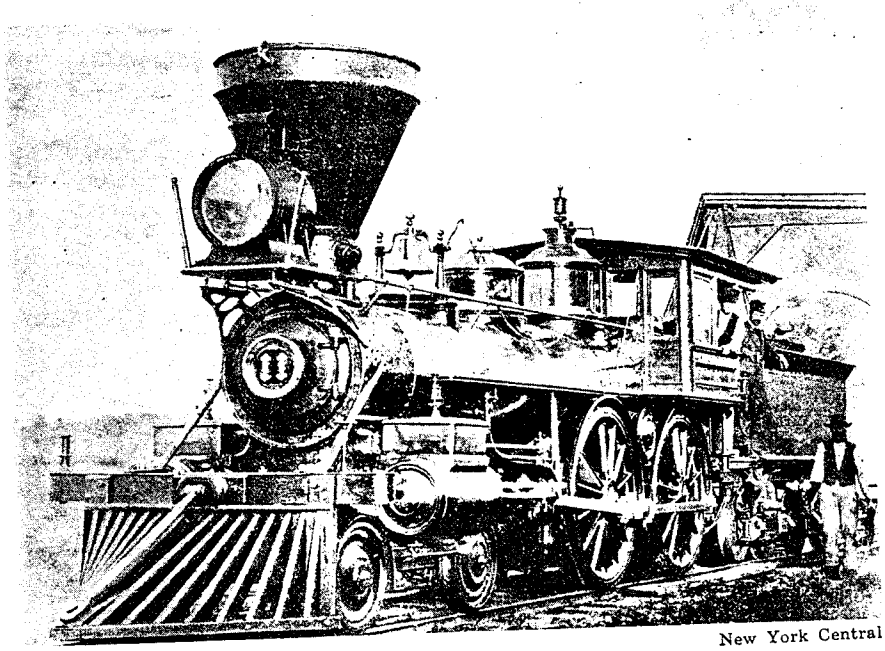
R. W. & O. #32 COL. WM. LORD became N.Y.C. & H.R. #236. Engine was built by Schenectady in 1866, shown here at McConnellsville, N. Y., September 6, 1867.

New York Central



New York Central

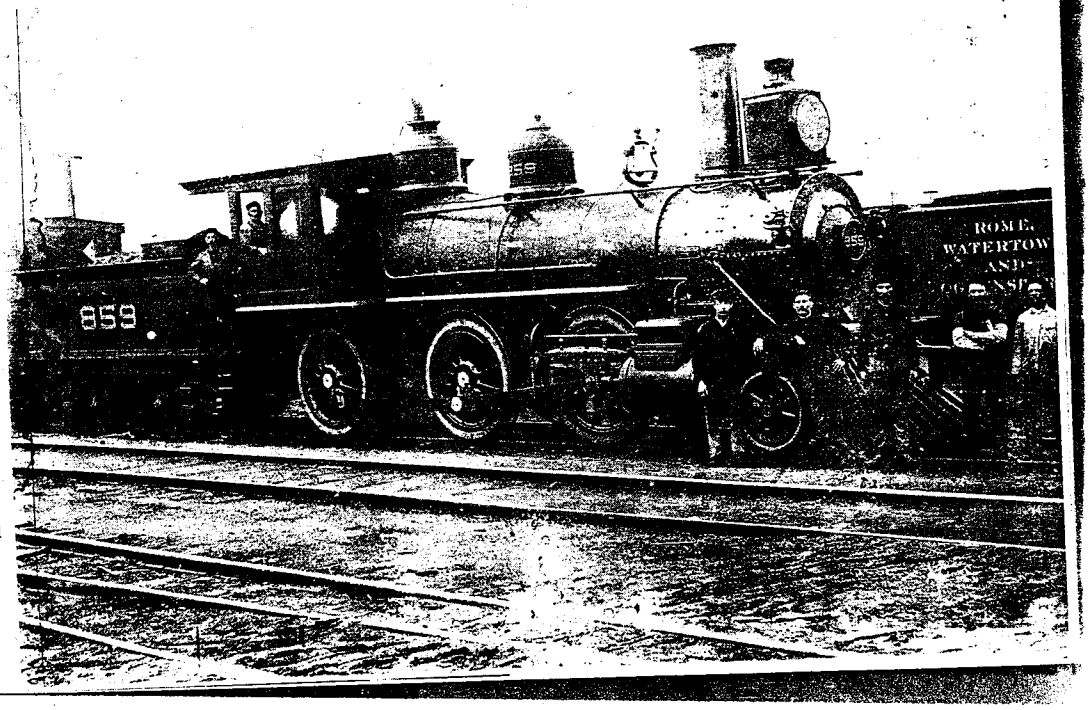
The arrival of a new engine on the property was certainly occasion enough to call the local photographer. Loco is #27 JOHN J. CROUSE of the Utica & Black River, and the year is 1885; specifications are: 17x24-64-140-87,900-13,300. Carpet-bagger leaning on tender just happened to be passing through.



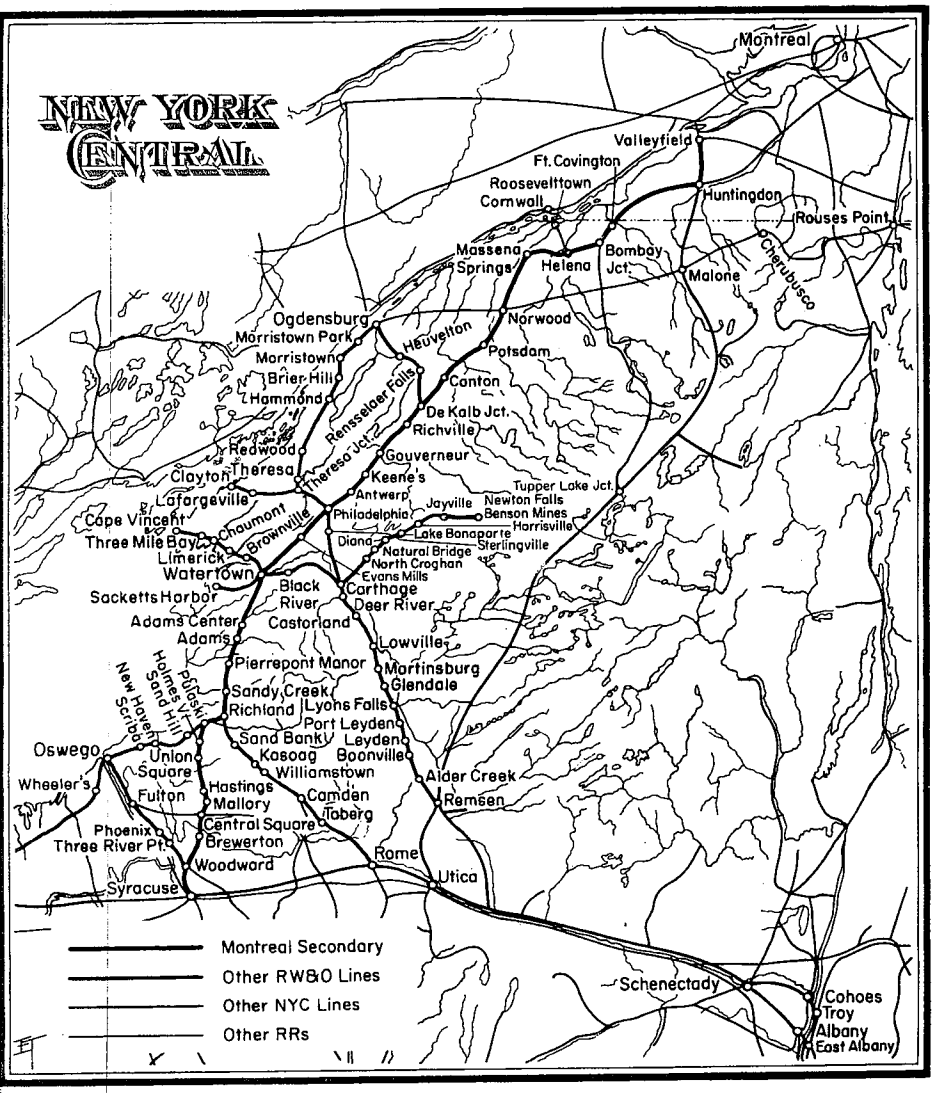
New York Central

Utica & Black River #11 W. E. Hopkins was built as Carthage, Watertown & Sacketts Harbor #2, L. D. DOOLITTLE.

Rugged crew and 2-6-0 #859. Specs: 18x24-57-145-116.000-17,400. The Inscription "Rome, N. Y." is cast into side of steam chest.



New York Central



The Montreal Secondary: Origins and History

By Arthur L. Johnson

In *Metropolitan Corridor,* John Stilgoe describes the railroad as the steel arm of the city, reaching out to transform the countryside, tying it economically and culturally to the urban core.[1] The line that did the trick for northern New York's St. Lawrence Valley was the Rome, Watertown & Ogdensburg. This company, born in 1861, fell thirty years afterward to the New York Central—which many years later became part of Penn Central and then Conrail. Now that the giants are deciding upon the transfer or breakup of the Conrail empire, a look at its component parts is timely. It is also a reminder that railroad mergers are not new, only bigger these days.

Like most railroads of any size, the RW&O was a combination of shorter lines. The main trunk was the Rome & Watertown Railroad, which reached Watertown from Rome in 1851, the same year in which the Northern Rail Road reached Ogdensburg from Rouse's Point.[2] Enterprising locals built a short line from Potsdam to Norwood (Potsdam Junction then) to tie into the Northern. This might have become a branch of the Northern but instead it would tie itself southward. As people in Canton, Gouverneur, Antwerp, Philadelphia, and other villages in between clamored for rails, this led to the building of the Potsdam & Watertown Railroad. After a survey of the route, engineer Edward H. Brodhead reported optimistically and the P&W was organized as a company in 1852.

One hope of the P&W's projectors was to run a spur to Sackets Harbor and a steamship line up Lake Ontario. "That such a line of boats will be established cannot be a matter of much doubt," said Brodhead. It would connect the Great Lakes with New England; the P&W would be the bridge route between the boat line and the Northern. This optimism ignored the Mohawk Valley lines soon to be combined in the New York Central, connecting for Boston at Albany. It also ignored the forbidding grade on the Northern, whose high point was Churubusco, east of Malone. "In winter our road will form the only outlet for the business of that section of the country with the far west."[3]

Arthur L. Johnson is professor of history at the State University of New York at Potsdam. His articles have appeared in *American Neptune, Ontario History,* and *Steamboat Bill.*

The directors negotiated with the Northern for an interchange at Norwood and with the Rome & Watertown for one at Watertown. The R&W guaranteed the bonds of the P&W. On May 4, 1854, construction began on the 76-mile stretch, the northern part of which today parallels U.S. Route 11. According to the prospectus that aimed to attract investors, the line formed "a connecting link in the great line of railway extending from the Atlantic Seaboard, in Maine and New Hampshire, across the state of Vermont, and from Quebec and Montreal, through the valley of the St. Lawrence, to a junction with the New York Central Railroad at Rome, and thence to the far west."[4]

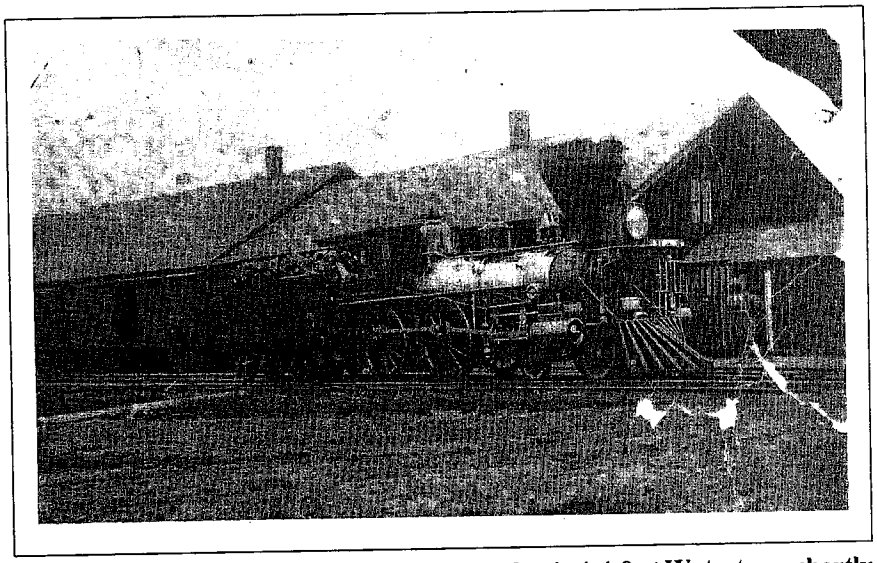
The first train ran on February 5, 1857, with company officers and friends traveling northward to Norwood and thence to Ogdensburg over the Northern and back. The initial volume of traffic was impressive, to judge from the 805 tickets sold at Potsdam to various destinations along the line on September 3, 1859. Nonetheless the company defaulted on its debts in 1860 and was forced to sell to the Rome & Watertown on July 25. The company became the Rome, Watertown & Ogdensburg in 1861, when the line from DeKalb Junction through Heuvelton and Rensselaer Falls to Ogdensburg was built to Lighthouse Point on the west shore of the Oswegatchie River where it enters the St. Lawrence. This line connected by ferry with the Prescott & Ottawa Railway on the Canadian shore of the St. Lawrence.

An ad for the Potsdam & Watertown prior to the name change indicates two daily passenger trains, leaving Rome at 7:05 A.M. and at 4:00 P.M. for Potsdam Junction, the southbounds leaving at 7:00 A.M. and 1:00 P.M. A branch to Cape Vincent connected with a ferry for Kingston, Canada, and the Grand Trunk Railway.[5] A director's meeting in June 1862 noted that construction should be finished within a month: "The line from Rome to Ogdensburg, 142 miles, will then become the main line with a branch of 25 miles to Cape Vincent in connection with shipping facilities in the Great Lakes, canal boats in the canal and New York Central Railroad is doing a large and increasing freight business."[6]

Delighted with the extension to Ogdensburg, railroad men in Ottawa gave a party for RW&O officials in the Canadian capital, hailing the new link. The party included a four-day cruise on a Canadian steamer in the Thousand Islands, with a return by ferry through the Wolfe Island Canal from Kingston to Cape Vincent.[7]

A good business for the railroads in those days was excursions. The RW&O advertised half-fare excursions to the Kingston, Ontario, or Gouverneur, New York, fairs.[8]

The RW&O did well and had ambitions. By 1875 it had leased the



Potsdam & Watertown trainmen pose with a classic 4-4-0 at Watertown shortly after the opening of the P&W in 1857. (Author's collection)

Syracuse Northern Railroad, giving it trackage into Syracuse, its subsequent main line. It then absorbed the Lake Ontario Shore Railroad and built into Lewiston and Niagara Falls, slipping a spur into Rochester in 1886. That same year, it took over the Utica & Black River Railroad. The U&BR came through Boonville and crossed the RW&O at Philadelphia, reaching Ogdensburg via Theresa, Redwood, and Morristown (where its grade is still visible). If Ogdensburg was the terminus of the "main line," as that directors' report said, then the line from DeKalb Junction to Norwood was a branch. If so, it was a busy one. The St. Lawrence *Herald* of February 7, 1879, carried a Potsdam schedule showing two passenger trains in each direction, a through freight running on schedule, and likewise a local. There may have been unscheduled freights as well. Local freights in those days carried less than carload lots, picking up or dropping off items at stations along the track. They tried to adhere to a schedule for the convenience of customers.

Another event of 1886 was the completion of the extension north from Norwood to Massena, where it connected the next year with a branch of the Canadian Grand Trunk from Montreal—thereby creating what has since become the Montreal Secondary. With this connection, the village of Massena Springs, the home of a spa with "curative waters," was now an international entry point. The first passenger train rolled into Massena Springs in August 1886.[9]

Norwood was an important interchange point between the Northern (later part of the Rutland Railroad) and the RW&O. Some 582,000 tons were

interchanged there in 1887, and a busy freight yard operated just east of the present village. A crack passenger train called the *White Mountain Express,* from Niagara Falls over the RW&O and eastward over the Northern, stopped at Norwood for breakfast and probably a crew change. Its final destination: Portland, Maine. This train was well patronized and often needed two locomotives to pull its nine sleepers and its coach and baggage car.[10]

The RW&O flourished under the presidency of Charles Parsons. In 1888 it had an impressive roster of 91 locomotives, 91 coaches, 48 assorted mail and baggage cars, and more than 2,000 freight cars. But Parsons elected to challenge William Vanderbilt's New York Central & Hudson River—unwisely, it seems. The RW&O promoted through freight from Niagara to New England, partly parallel to the mighty Central. Parsons planned to build eastward along the Mohawk, parallel to the Central's main line. Vanderbilt's response was to order surveys parallel to Parsons's main line to northern New York and also to make Parsons "an offer he couldn't refuse."

Perhaps that was what Parsons wanted all along. The New York Central took over the RW&O by long-term lease (tantamount to sale) in 1891. Though traffic decreased considerably, the Central offered first-class passenger service to the North Country, including through New York City sleepers and connections to Boston, Chicago, and St. Louis. In 1891 Vanderbilt's son-in-law, Dr. William Seward Webb, was building his Adirondack & St. Lawrence Railroad northeastward from Remsen to Malone and Montreal through the Adirondacks. It was destined to become another division in the New York Central empire.[11]

Local newspapers show four NYC passenger trains a day leaving Ogdensburg in 1900, three for Watertown and points south and one to Utica with connections to New York and Boston. A new passenger station was built in 1905, quite near the site of the original French settlement, Fort Presentation, just south of Lighthouse Point.[12]

The pattern of four trains each way prevailed on the Massena and Montreal segment as well. Given the unstated number of freights also using this single track, it is not surprising that there were occasional accidents. The wonder is that there were so few. Traffic was controlled by telegraph and hand-set signals. Since every station agent was also a telegraph operator, the most crucial part of his job was not selling tickets and handling freight but setting signals and passing train orders so that engineers knew when to take the siding somewhere for another train.

At the crest of railroad popularity, in 1925, the St. Lawrence division handled five or six first-class trains in each direction daily. By then, there

North Country railroading at the turn of the century. Above, curious men and boys gather at a rainy-day mishap at Potsdam in 1896. Below, in frigid weather nine years later, likewise at Potsdam, trackworkers clear the way. (Author's collection)

were also branches to Sackets Harbor and Newton Falls, the former Carthage & Adirondack and now part of the Mohawk, Adirondack & Northern Railroad. The Newton Falls line left the main at Philadelphia. Passengers eastward from Massena could change at Helena for Cornwall and Ottawa over the New York & Ottawa from Tupper Lake Junction, which crossed the St. Lawrence from Roosevelttown.[13]

Competition from automobiles, buses, and trucks would seriously affect passenger service and much of the local freight along the route, but World War II brought back all the business that had been lost, and more, almost more than the line could handle. It began with maneuvers that brought ninety thousand army and National Guard troops to St. Lawrence County in August 1940. Regular service was cut back to clear the line for several troop trains and for another bringing in President Franklin D. Roosevelt. The president detrained at Norwood and rode through the area in his open car, viewing the maneuvers. He then journeyed to Ogdensburg and met with Canadian Prime Minister William Lyon Mackenzie King on August 17. The two boarded Roosevelt's private railroad car, which was pulled off to the little village of Heuvelton. Canada at that point had been at war with Germany for more than a year, since the Nazi invasion of Poland in 1939. The United States was officially neutral, but the two neighboring nations issued a statement announcing a joint defense for North America, called the Ogdensburg Agreement.[14]

The division held its own for a time after the war, with three daily passenger trains (only one on Sunday) in each direction. There was one branch train between Helena and Ottawa, what remained of the old New York & Ottawa. One train carried a through sleeping car between Massena and Pittsburgh, Pennsylvania, and one to New York. But passenger business soon began to fall off as more and more people drove cars, rode buses, or flew. The Douglas DC-3 had begun to popularize air travel by the late 1940s, and feeder airlines reached Watertown, Ogdensburg, and Massena. As early as 1949, the Central proposed dropping service from Ogdensburg.[15]

The railroad's centennial in 1951 was marked by the arrival on September 30 of the NYC Budd RDCs designated *Beeliners*, each with a capacity of eighty-nine passengers.[16] These would make the run from Massena to Syracuse in under four hours, as much as ninety minutes quicker than by steam. Despite the fact that the RDCs were swift, comfortable, and fun to ride, they did not stem the decline in patronage. The Central dropped the Ottawa service in 1956, and, by 1960, passenger service to Ogdensburg and Massena had been reduced to a single daily *Beeliner* to each town—which the railroad was seeking to drop.[17] Many

trips carried few or no passengers, service was clearly a losing proposition, and protests by local groups delayed but did not prevent the inevitable.

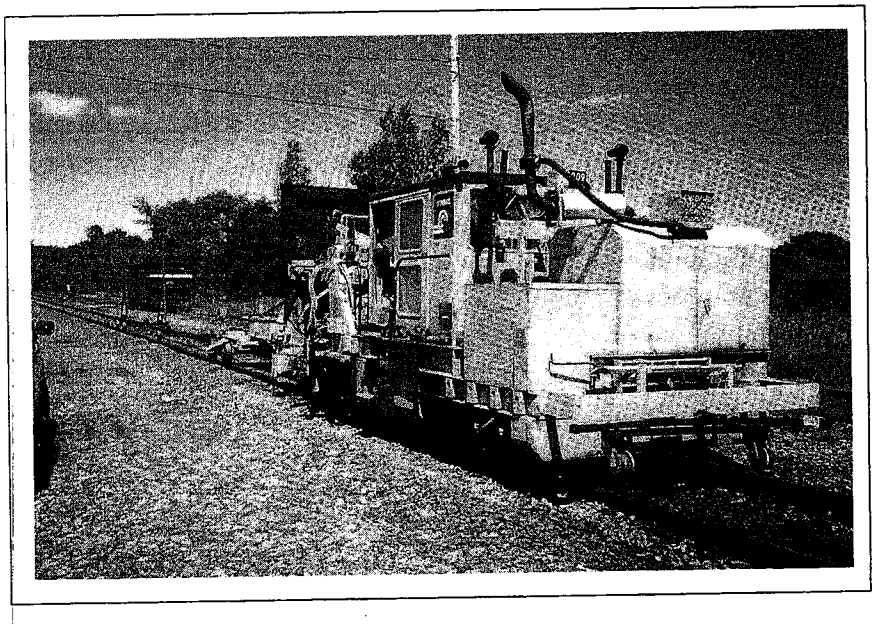
Service from Ogdensburg ended in 1961, a century after the first train had rolled in. The last *Beeliner* left Massena for Syracuse on February 15, 1964, closing 113 years of passenger service on the route. The seventy-five passengers included a troop of Massena Girl Scouts, some retired railroaders, and members of a railway historical group. Afterward, Greyhound would provide the only public transport for most towns along the route, though Massena, Ogdensburg, and Watertown would have air service as well. But no trains. In 1966 editor Dee Little of the Potsdam *Courier & Freeman* lamented:

> The old waiting room at the depot stands vacant now, footsteps echoing, the ticket window closed and the door to the station mast's office, with its austere NO ADMITTANCE standing open. The whistle[s] of the two fast freights a day are its only remembrances of past glory.[18]

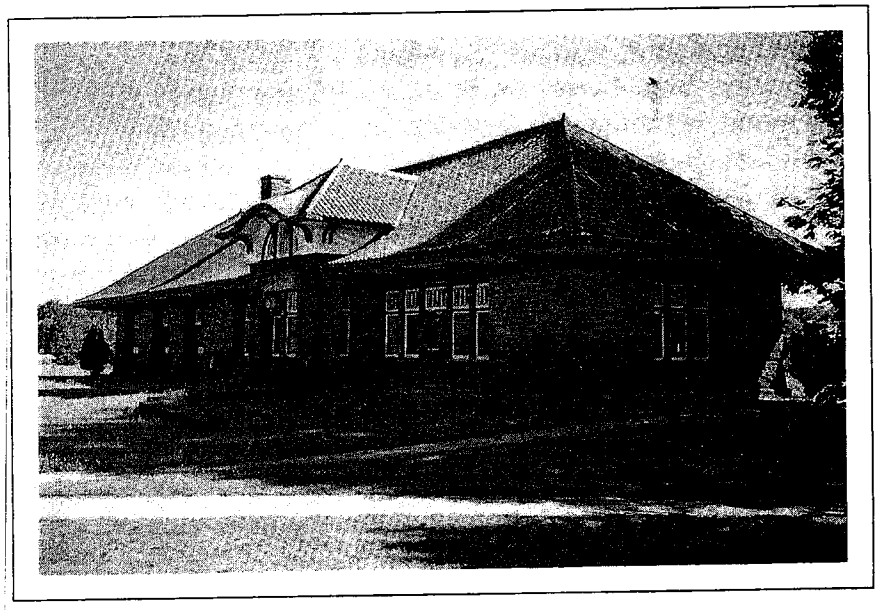
Freight traffic on the line held up well over the years, partly because of Alcoa and Reynolds Aluminum and the General Motors Plant in Massena and partly because of the through traffic between Montreal, Syracuse, and Selkirk yard, near Albany. Diesels meant longer trains and fewer of them. Being dedicated to freight, the railroad could dispense with signals in favor of centralized control by shortwave radio, and the division became "dark" (no signals). Stations were closed, though many of these stone or brick structures have survived in adaptive reuse.

The New York Central, in financial difficulty, merged with rival Pennsylvania Railroad in 1968, and subsequently the tracks of the ailing Penn Central became part of the government-formed Consolidated Railroad (Conrail). No venture in socialism, Conrail was seen as the only way to save rail service in much of northeastern United States. Now a private corporation, it has upgraded the line it designated the Montreal Secondary with welded rail. Two to four through trains and locals operate on its still shiny rails daily.

The DeKalb-Ogdensburg line was dropped after the last merger, and the track sold to St. Lawrence County. The car ferry to Prescott, Ontario, had ceased operation in 1960 after the bridge opened. For a time the line served the paper mill in Ogdensburg, but the tracks were taken up after the mill finally closed in 1983. Ogdensburg is served by a remnant of the old Rutland from Norwood, owned by the Bridge and Port Authority and operated by a private short line company (currently the St. Lawrence & Racquette River Railroad).



Potsdam scenes on the eve of the twenty-first century. The depot was opened in 1914 and closed fifty years later with the end of New York Central passenger service. In 1980 it was moved away from the track to accommodate highway construction. (Author's photographs)



At this writing the fate of Conrail is in the balance between contending giants CSX and Norfolk Southern. The likely division will leave CSX with the old New York Central lines, including the Montreal Secondary. Local governments press for the return of passenger service but it is hard to see where the revenue would come from for there is no evidence of a decline in rural America's love for the automobile. Whatever may happen, the line will doubtless continue to carry freight between Montreal and the DeWitt yard, near Syracuse, and to serve interline industries such as those at Massena. □

Notes

[1]*Metropolitan Corridor* was published by Yale University Press in 1983.

[2]On the Northern, see Robert B. Shaw and Stephen G. Walsh, "The Ogdensburg Connection: A Failed Dream in Northern New York," *Railroad History* 145 (Autumn 1981): 11–45.

[3]Quoted in Watson Berry, "A North Country Chronicle," *Watertown Daily Times*, 29 June–5 October 1957.

[4]Railroad File, Potsdam Public Museum, Potsdam, New York.

[5]Albany *Atlas & Argus*, 2 July 1861.

[6]Ibid., 6 June 1862.

[7]Ibid., 26, 27 August 1862. This canal no longer exists. One must take a public ferry from Kingston to the island and a little privately owned ferry from the south shore to Cape Vincent; the *William Darrell* has plied this route for years.

[8]Watertown *Times*, 24 Sept. 1871.

[9]See Potsdam (N.Y.) *Courier & Freeman*, 28 June 1972.

[10]Jim Shaughnessy, *The Rutland Road* (Berkeley, Calif., 1964), pp. 66, 67.

[11]Edward Hungerford, *Men and Iron* (New York, 1928), p. 365; Henry Harter, *Fairy Tale Railroad* (Hamilton, N.Y., 1979).

[12]See Ogdensburg *Journal*, 8 May 1977.

[13]New York Central Railroad Employee Timetable, 28 June 1925.

[14]Arthur L. Johnson, "When Roosevelt Came to the North Country," *The Quarterly*, St. Lawrence County Historical Association, April 1990.

[15]Ogdensburg *Journal*, 20 Sept. 1949.

[16]Watertown *Times*, 24 Sept. 1951.

[17]Ibid., 19 Nov. 1960.

[18]*Courier & Freeman*, 8 Dec. 1966.

46 Railway History

History of the Moira & Bombay Railroad

By Lawrence Doherty No 46

THE Moira & Bombay railroad is typical, I think, not only of the short lines of Northern New York State, but of short lines in general. Built at a time everyone had dreams of a railroad empire, it too failed to consider what would happen if a change in conditions would result, and thus, paid the penalty for their short sightedness.

It might be well, at this point, to go back a bit and look at conditions which were contributory to its building, and to do this, we must peruse the history of the Central Vermont Railway and its consolidation program in the later half of the 1880's. I quote in summary, "The Central Vermont Railroad management acquired by purchase or lease after 1873 a score of railroads approximately aggregating to 700 miles, making a total system of over 900 miles. Some twenty more short lines and other divisions were added—as well as two steamship lines—making the Central Vermont system the seventh largest railroad in the United States, and the greatest in the East" and "this great system then consisted of 20 railroads as well as steamship lines on the Great Lakes and Long Island Sound."

One of the railroads in this system was the Odgensburg & Lake Champlain, the Grand Trunk providing the all-rail and the O. & L. C. the rail-water route, the water transportation being handled by a subsidiary, the Odgensburg Transit Company, organized December 2nd, 1888.

The Grand Trunk, in 1888, had a line extending from Huntingdon, Quebec, Canada, thru Bombay to Massena, New York. The distance from Moira to Bombay, being 8½ miles. Mr. E. C. Reynolds of Bombay, knowing the above facts, figured that the short connecting line he wanted to build between the two points, would be valuable in interchange between the two parts of the Central Vermont and Grand Trunk Systems. He foresaw a vast amount of business, since his road would eliminate the hard pull into Massena, as well as the grade into Odgensburg. Also, shipments from the West, via the Central Vermont's steamers, routed to Montreal, could be unloaded at Ogdensburg, thence O. & L. C. to Moira, thence over his road to the Grand Trunk into Montreal, thereby avoiding the rapids of the St. Lawrence River, below Odgensburg.

All this reasoning, inaccurate tho' it turned out to be, must be admitted to have been shrewd, especially when one considers that, "The Ogdensburg Transit Co., had extensive wharf facilities—with capacity for one million bushels of wheat—as well as other freight—the company handled between six and eight millions of bushels of wheat alone, for several years—in addition to other vast amounts of traffic." Mr. Reynolds reasoned that even tho' he might get but a fraction of this business, it still would make his railroad a paying proposition.

The rights-of-way having been acquired, Mr. Reynolds went to the Central Vermont with his proposition, and, got the financial help he

needed. The railroad was built in 1888-89. In 1891 a company was organized by the Moira & Bombay Railroad to build a line from Bombay to Hogansburgh, New York and then the extra distance to the banks of the St. Lawrence River, where it was intended to build water facilities. This last project, however, never went beyond the paper stage, luckily for the investors.

Mr. Reynolds' dream never materialized, however, as the Central Vermont and the Grand Trunk became involved in legal difficulties, to such extent that the interchange over the M. & B. never took place on anywhere near the scale visioned, either by Mr. Reynolds or the C. V. The railroad was sold under foreclosure proceedings in 1897 and the rails were taken up by a Grand Trunk wrecking crew in 1900 and sold for scrap. Thus, the dream ended!

A few facts now about the road while it was in operation. The only living man who worked on the construction of that road that I can find is William Revette of Malone, New York. O. & L. C. locomotives, (because the C. V. controlled it) were used on this road. Some of the ones used there were No. 12, the "Welland," No. 6, the "Abraham Klohs." (she was later the 306 Judge Foster), No. 331, the "Timothy Hoyle" No. 17, the "Economy," as in all probability, did others in the O. & L. C. roster.

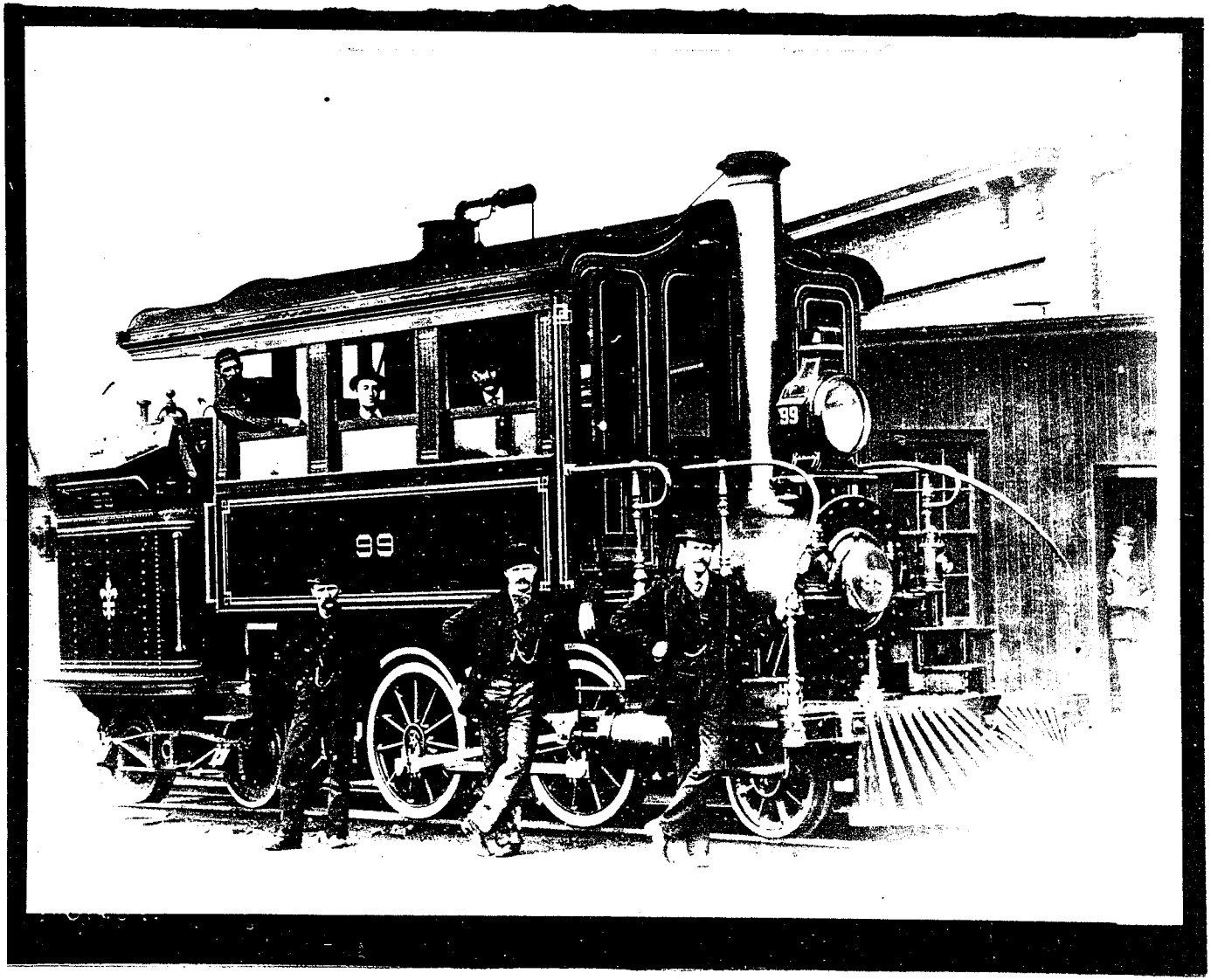
Jack Chilton, of Ogdensburg, who, until his death several years ago was senior engineer on the O. & L. C., now Rutland, ran the construction train on that railroad, (the M&B) when it was built, using engine No. 29, the "S. A. Carlton." Other engineers who ran there were, Pat Foy, Mort Dewar, Jim MacGuire. Firemen were, Charley Turner, Nile Lockwood, Bill Collopy and Watson Hunkins. (Charley Turner is now senior Rutland engineer with 45 years, Lockwood next with 38, Collopy now in the shoe business at Malone, while Hunkins is engineer on the Utica-Montreal division of the New York Central.)

The brakemen who worked there are, Ed Gordon, Henry Savage, Fred Mullvany, Geo. MacGinnis and Frank Sessions, all these men later Conductors on O. & L. C., but now dead. Conductors were, Homer Maloney, Henry Stone, Nelson Spencer as well as Frank Sessions.

The only station agent the line ever had was Mr. Mowat at Bombay. He must have been a busy fellow as he was agent, operator, dispatcher, freight handler, bookkeeper, etc.

The daily train, with few exceptions, the only one, was a mixed train, consisting of one or more freight cars and a combination coach, lettered, I am told "Saratoga & St. Lawrence." Where she ever came from, or where she ever went, I cannot find out. The train left Bombay in the morning, went to Moira, where O. & L. C. way cars were picked up. The train then "peddled" to Churibusco, where they turned on the wye, returning to Bombay at night. Train number was 27, and tied up in Bombay over Sunday.

Jerry Crowley, who was then M. of Way Supervisor for the O. & L. C. maintained the Moira & Bombay trackage. In connection with the trackage an interesting note comes from Mr. Collopy of Malone. In preparing for the sale of the property, an inventory was necessary, and



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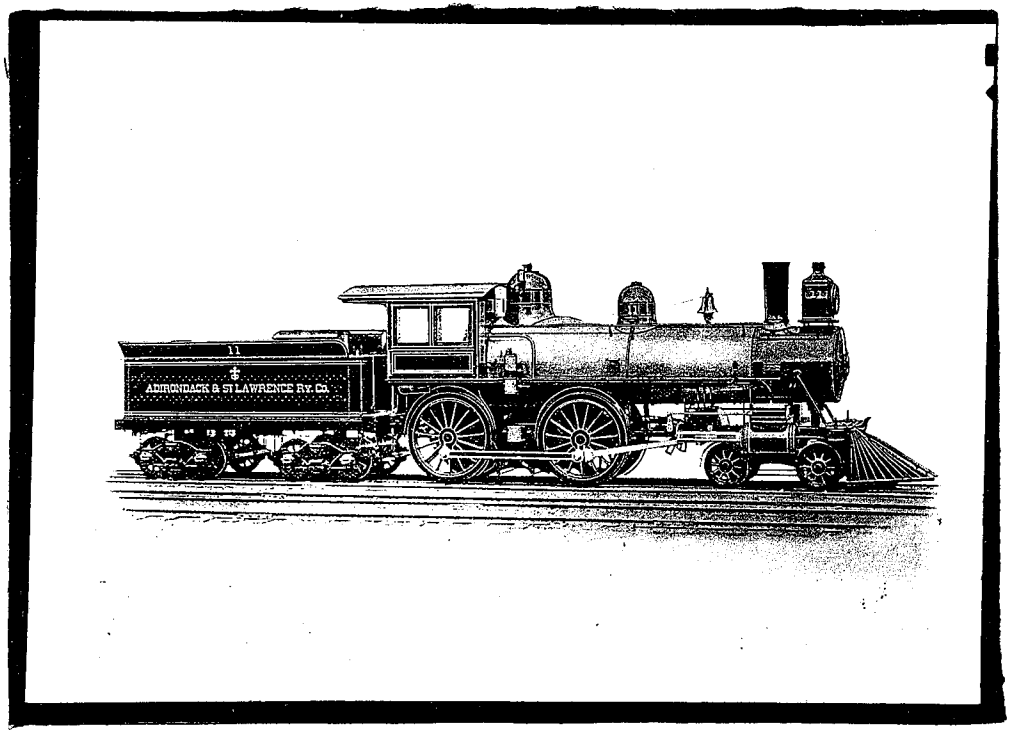

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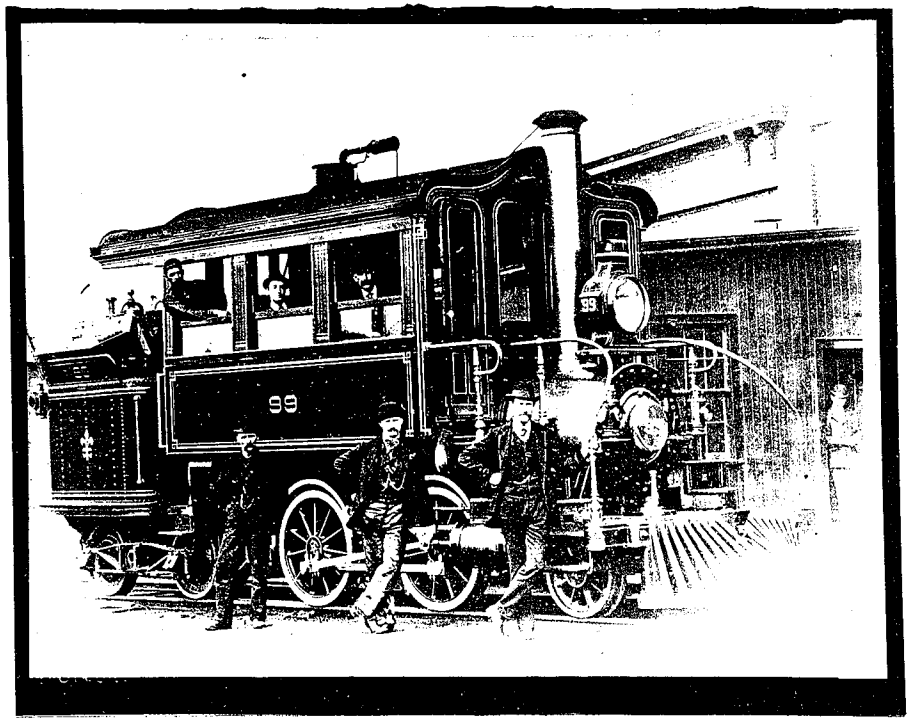

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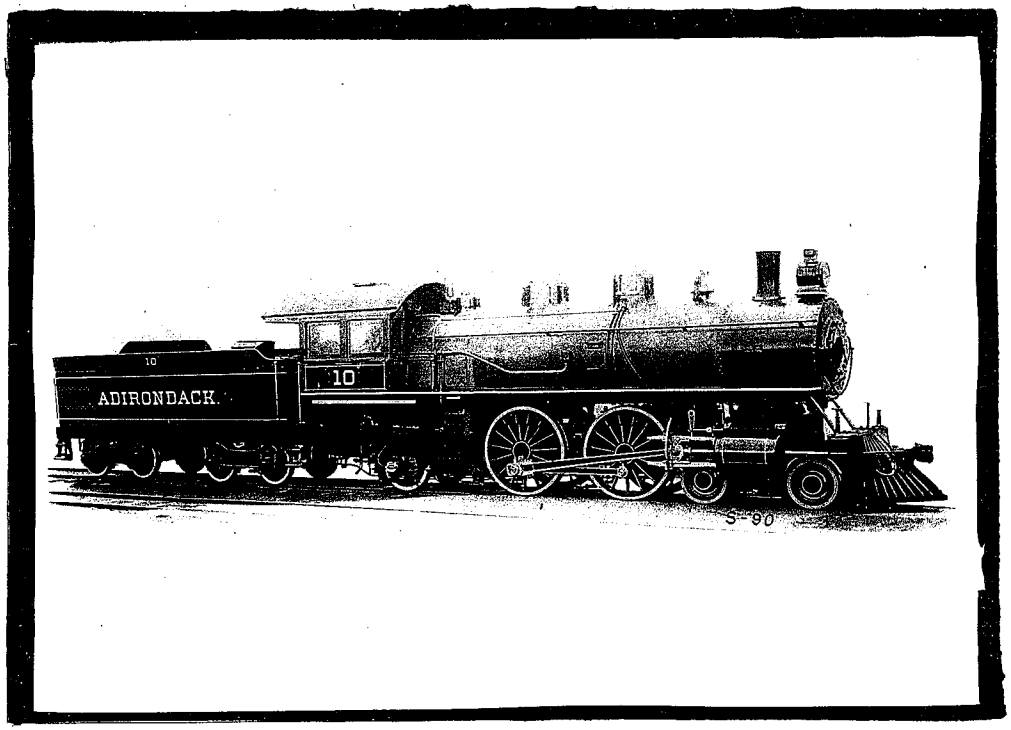

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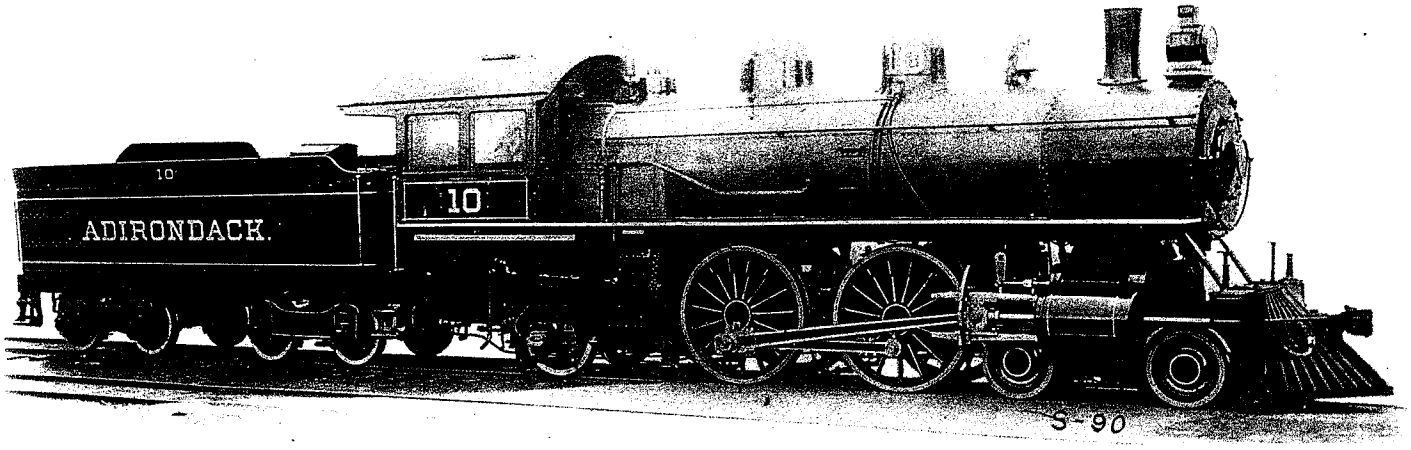
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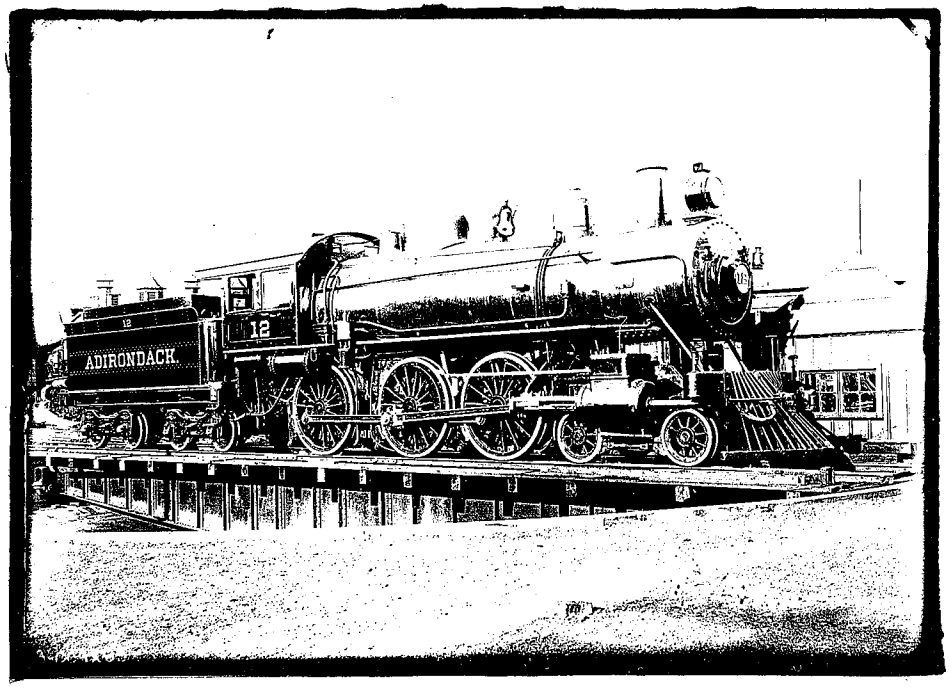

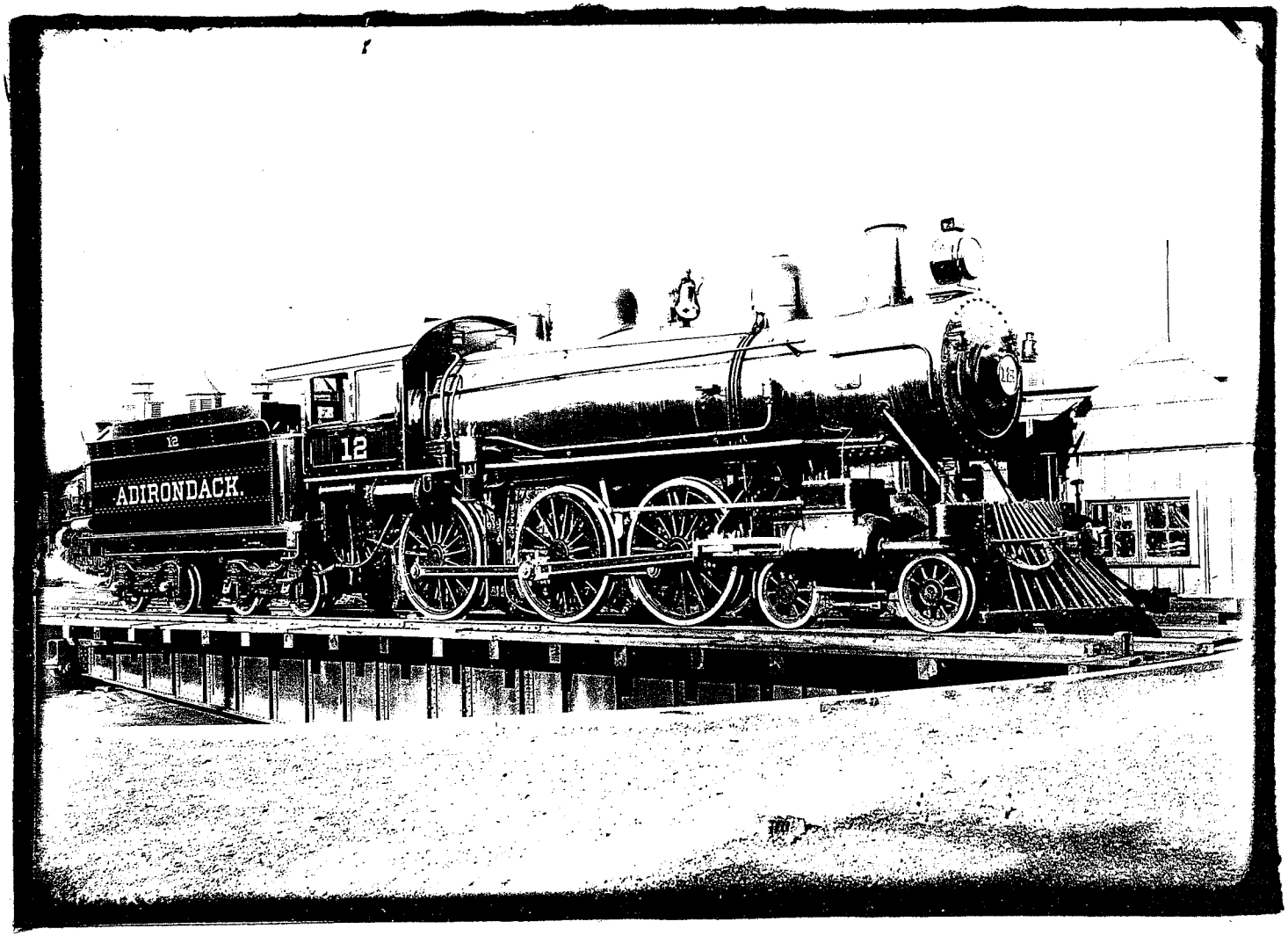
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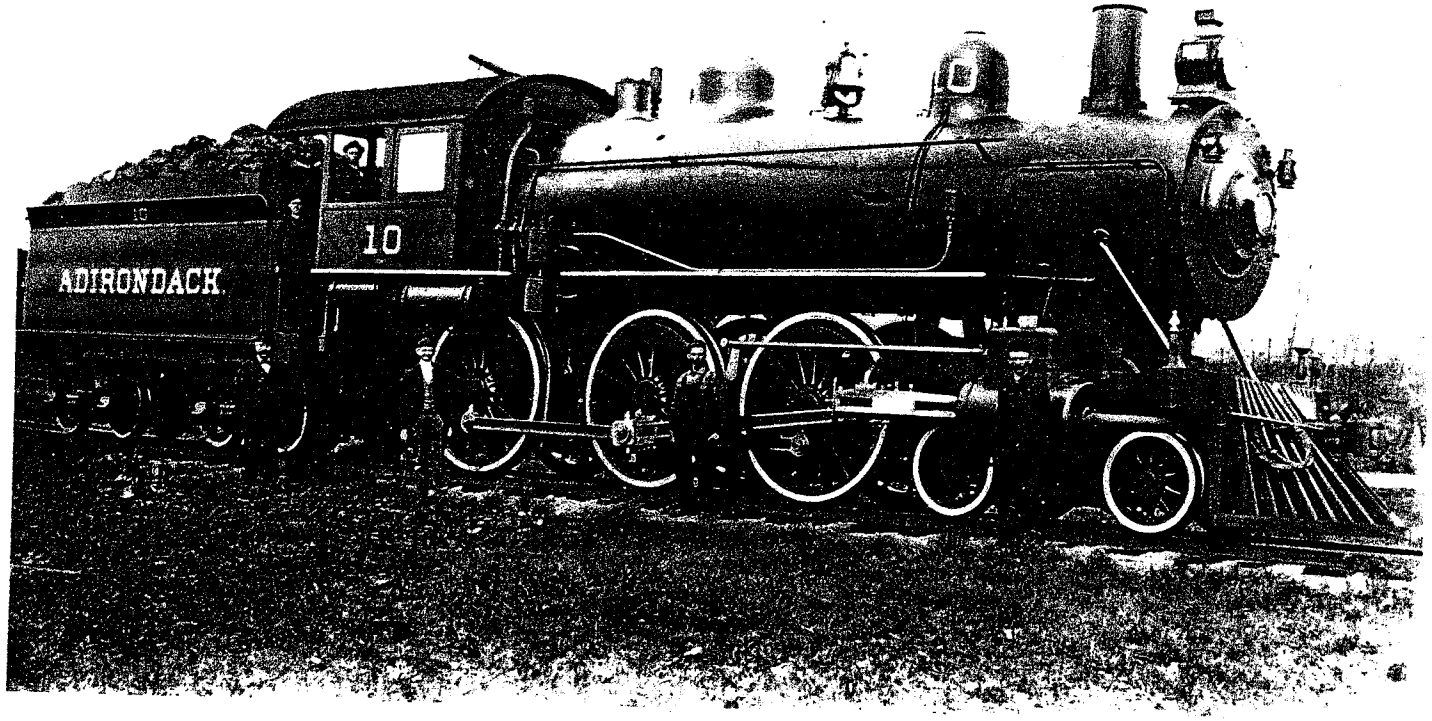

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1. Transportation - Land - Railway - St.Lawrence & Adirondack Railway

St.Lawrence & Adirondack Railway - Locomotive Beauharnois # 10, ca 1900s. Photographer unknown

1980-149; Merrilees, Andrew; Group D, Sub-Series I; Box 06836

Inscription: St.Lawrence & Adirondack Railway - Locomotive Beauharnois # 10
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1. Transp. - Land - Railway - St. Lawrence and Adirondack Railway

St. Lawrence and Adirondack Railway engine NO.10 and cars in service, n.p., n.d.. Photo by Anonymous

1980-149; Merrilees, Andrew; Group B, Su. Series III; #8865

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St.Lawrence & Adirondack Railway - Locomotive Beauharnois # 10, ca. 1900's. Photographer unknown

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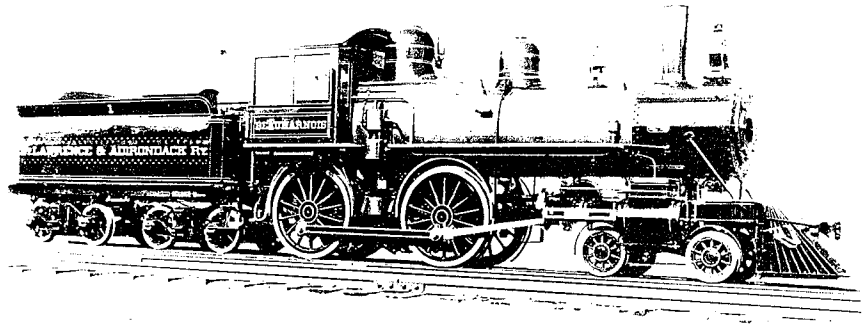

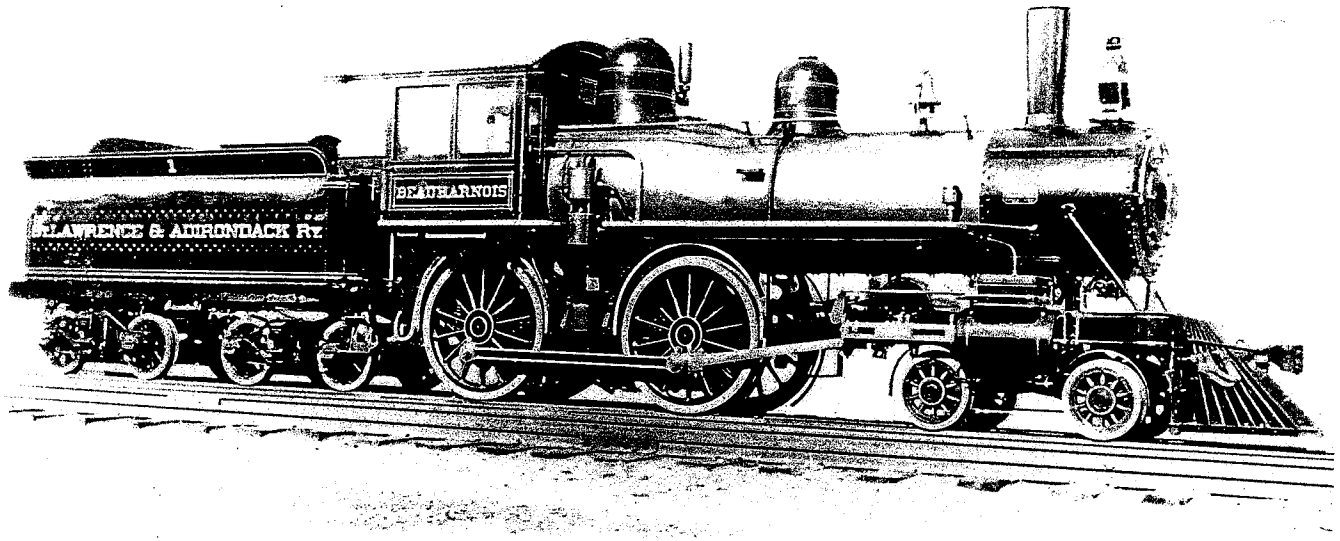

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St.Lawrence & Adirondack Railway - Locomotive Beauharnois # 10, ca. 1900's. Photographer unknown

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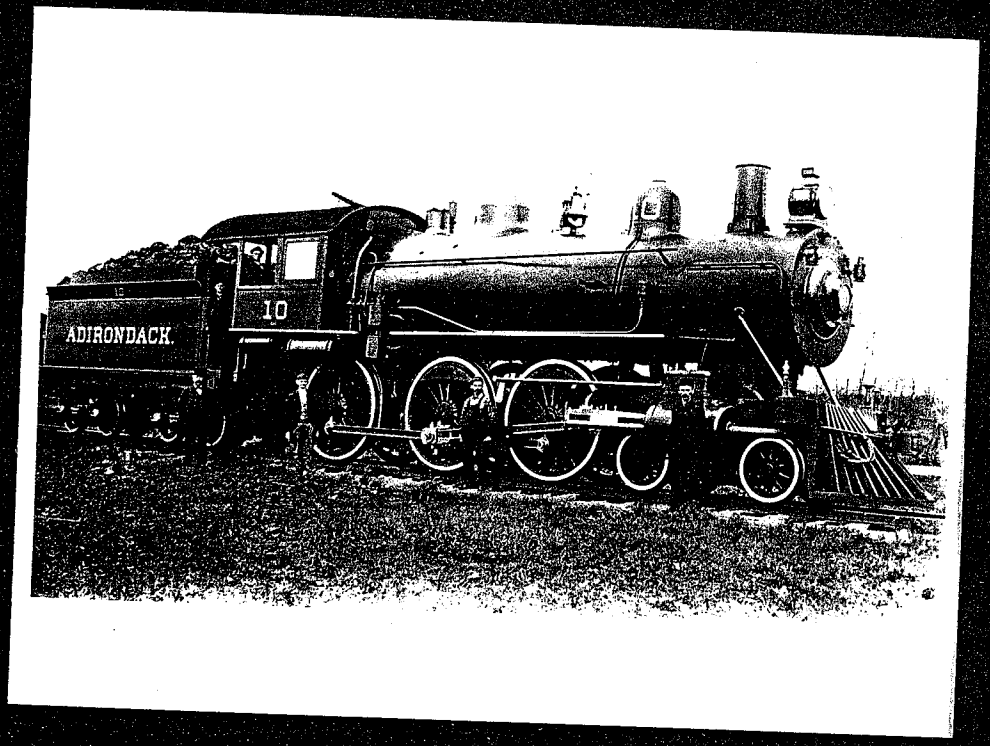

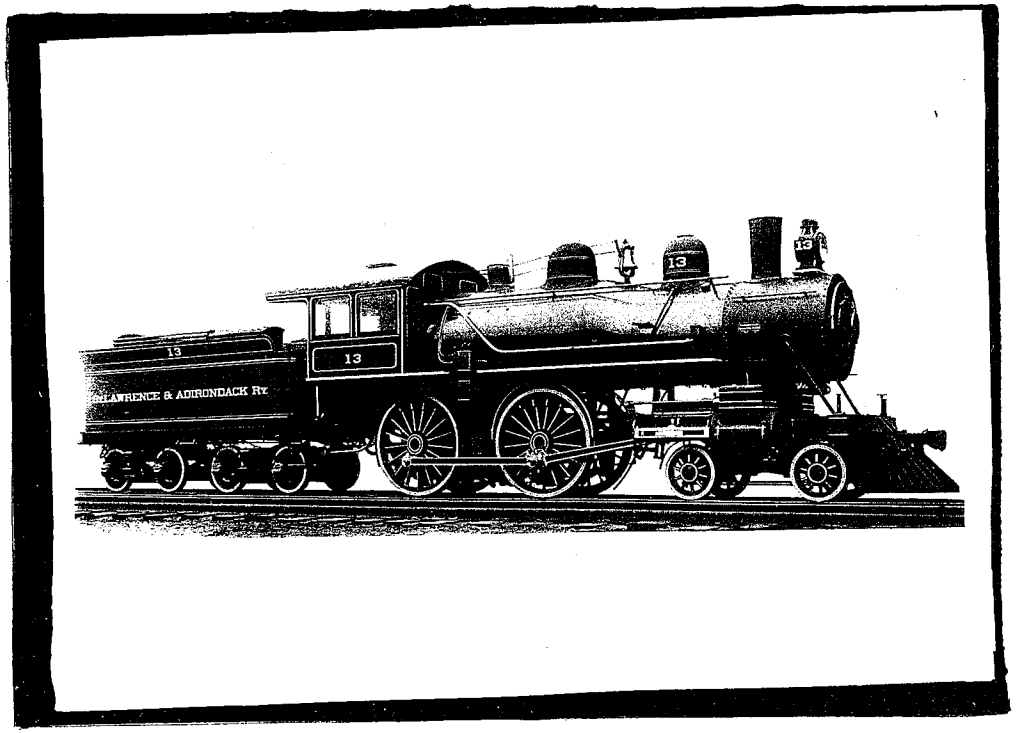

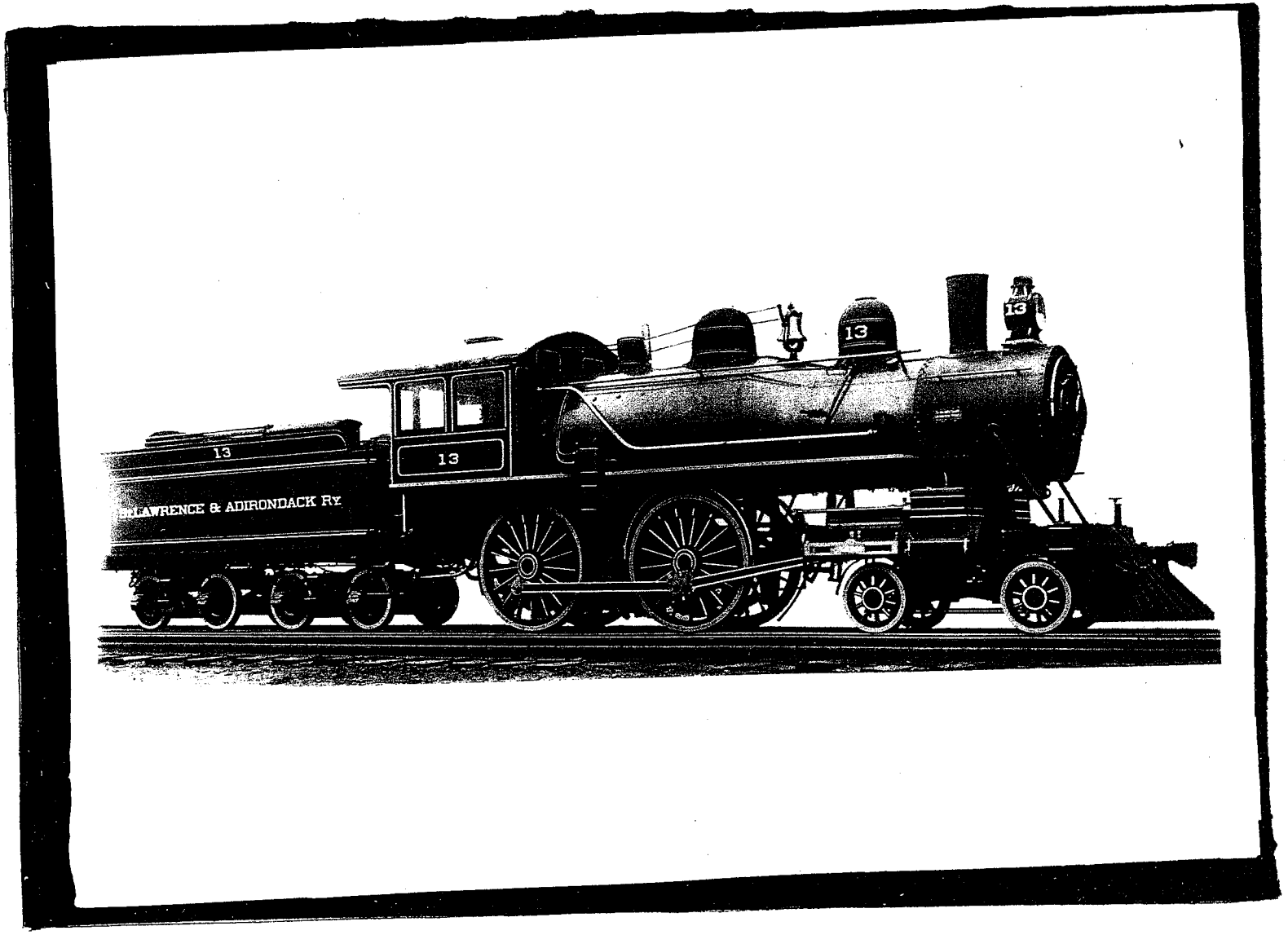

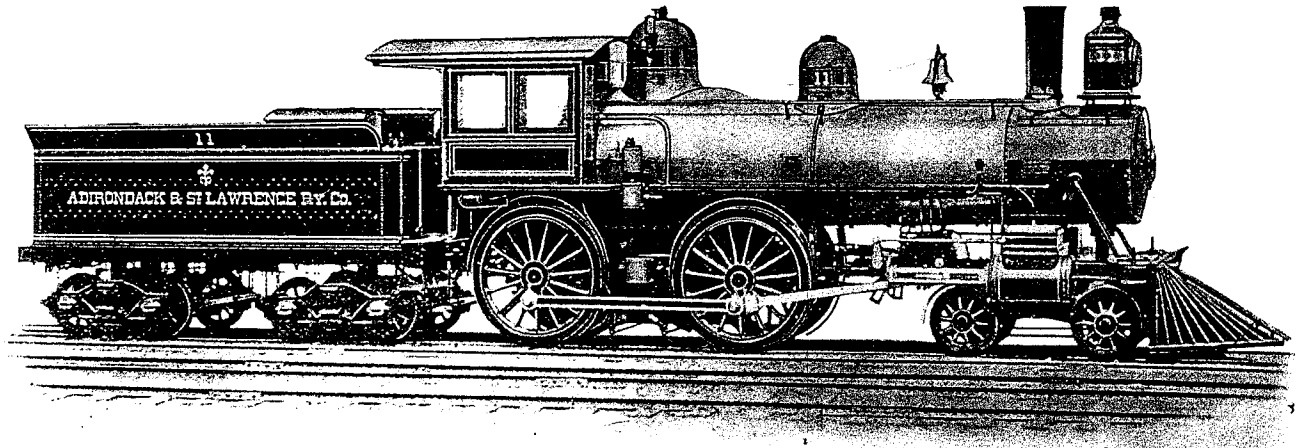

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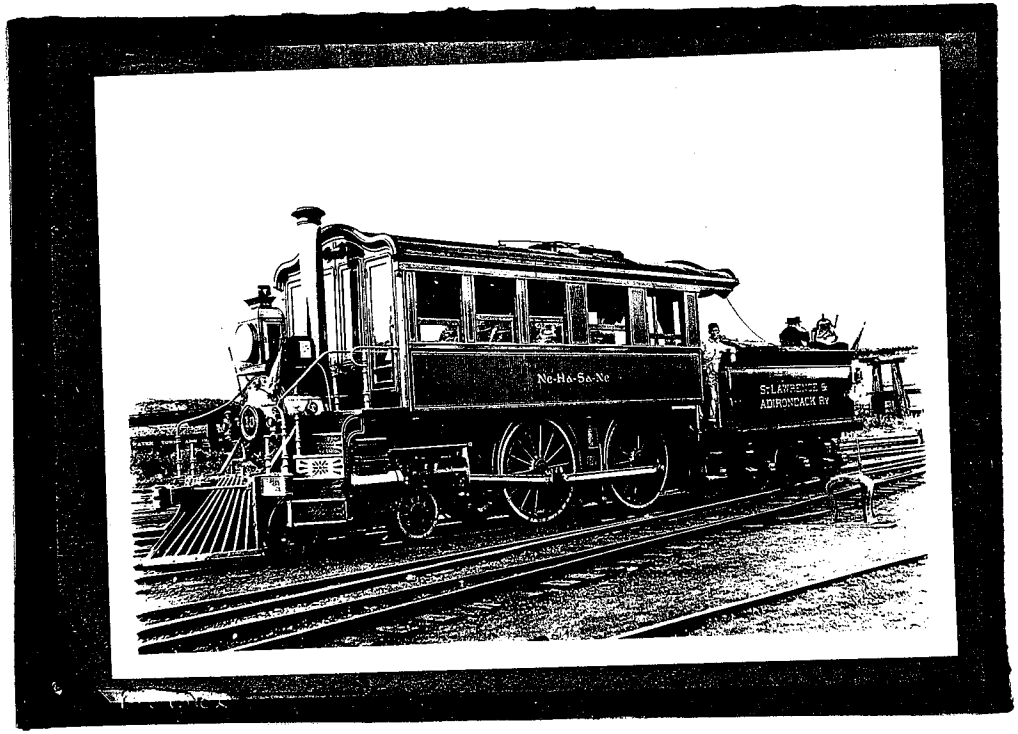
3733 ST. LAWRENCE & ADIRONDACK RY. #10 "NE-HA-SA-NE" AT TUPPER LAKE JCT., N.Y.



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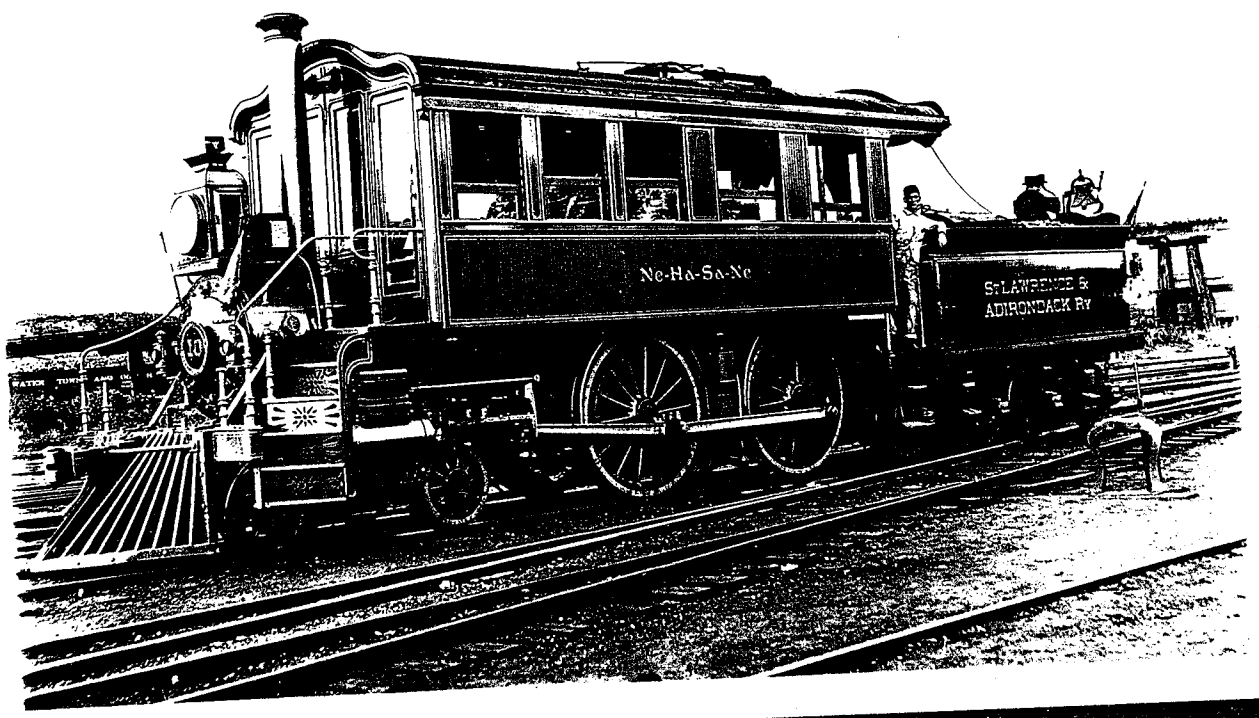

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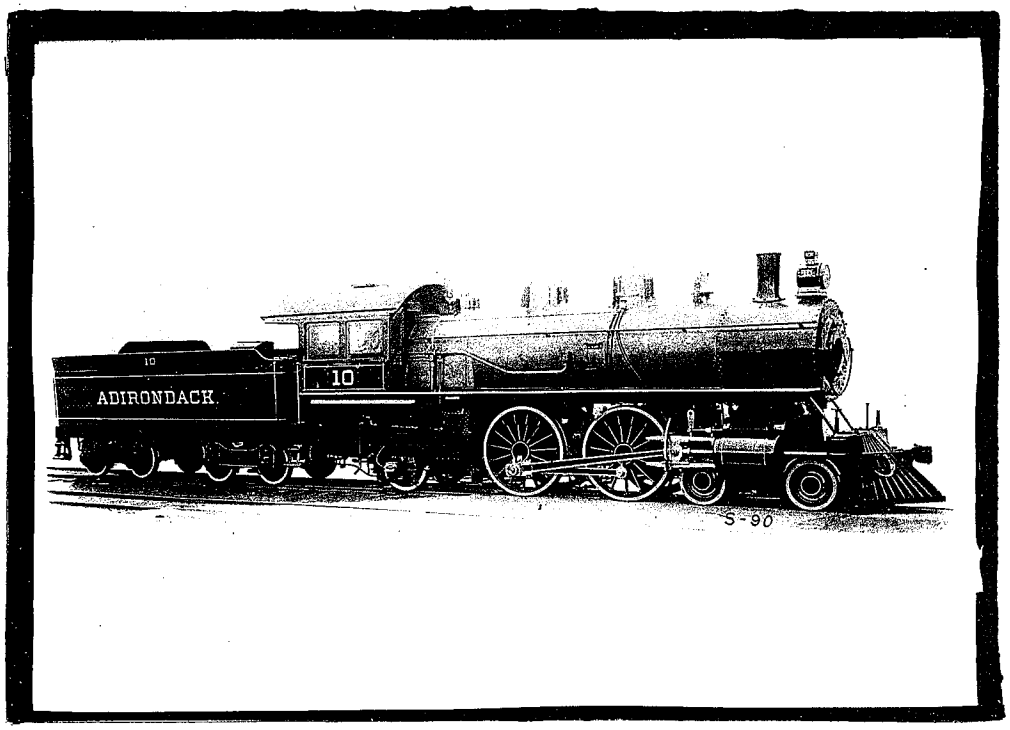

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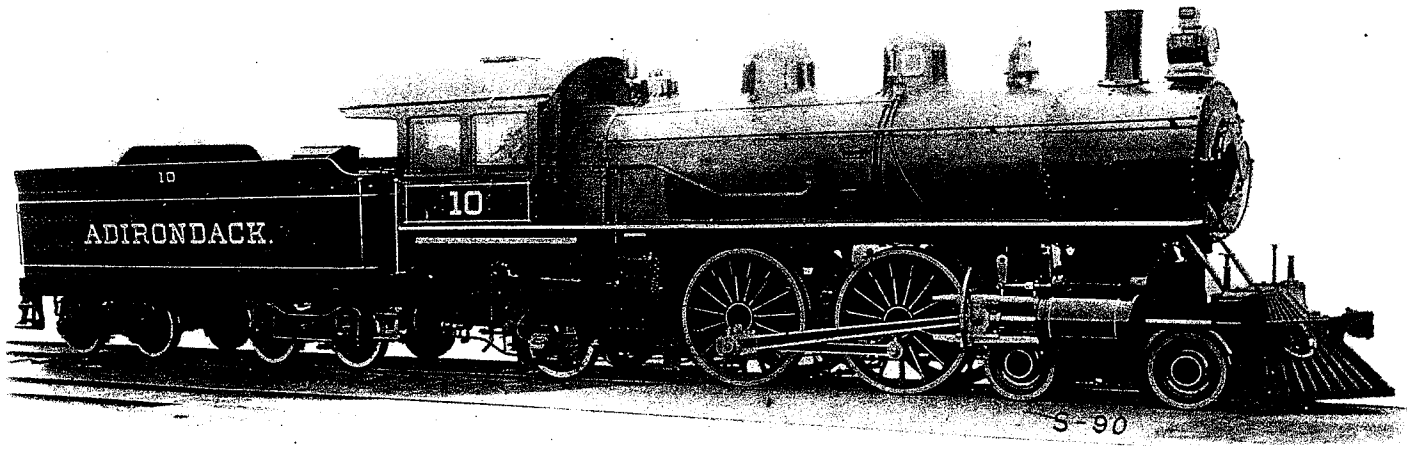

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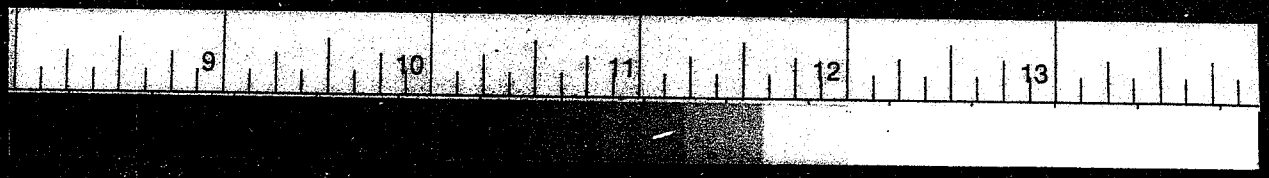
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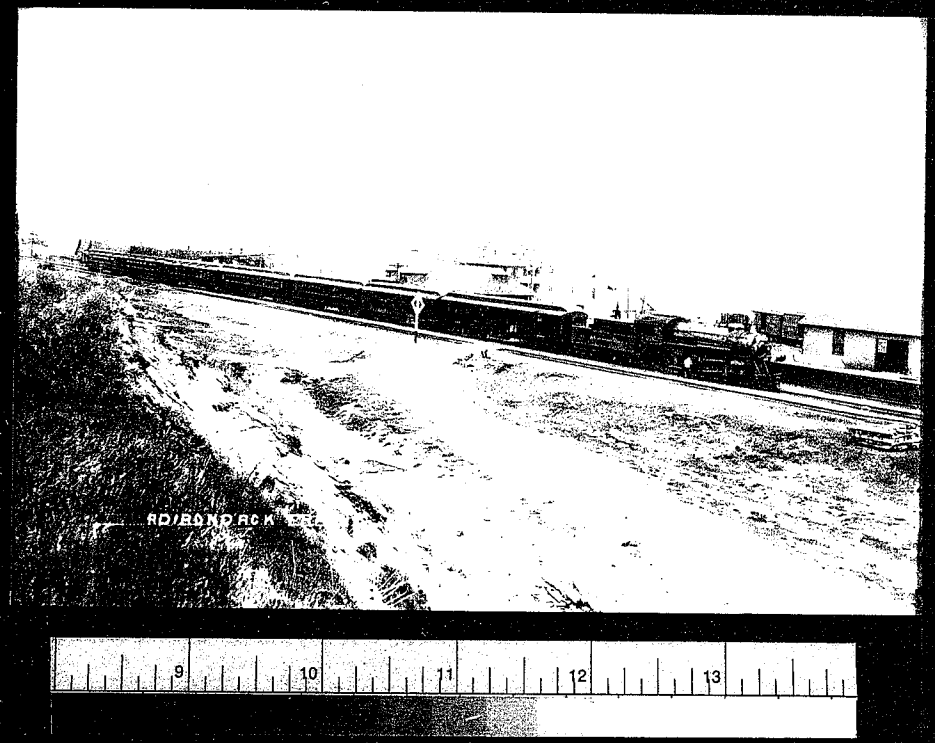

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