

**Parks , Recreation & Railroad
Committee Meeting Agenda
April 27, 2010
10:30 am**

Call Meeting to order, Chairman, D. Belden

Motion to accept minutes of previous meeting - Chairman Belden

Sheriffs Dock

- 1) Resolution for an agreement between Warren County and the Lake George Park Commission for the rebuilding of the Sheriff's dock located in the Town of Lake George. LGPC agrees to reimburse Warren County for the building material costs of up to \$2,000.00. Parks, Recreation, Railroad staff to construct the new stake style dock. Permitting is through LGPC.

Enclosures: Warren County Sheriff's recommendation letter
LGPC resolution
Draft Intermunicipal Agreement

Up Yonda Farm Environmental Education Center

- 2) Wildlife Expo - July 10, 2010 at Up Yonda Farm See Event Schedule Enclosed

Warren County Fish Hatchery

- 3) Stocking Update See Enclosed

Speaker

- 4) Joanne Smith - Smith's Restaurant - North Creek, NY See Enclosures

**Parks , Recreation & Railroad
Committee Meeting Agenda
April 27, 2010
10:30 am**

PARKS, RECREATION & RAILROAD REFERRALS:

- 1) Stony Creek Platform - Mr. Dusek to contact owner's of 1,000 Acres Ranch Resort to advise of Committee's opposition to any changes in the property easement verbiage which would incur any additional costs to the County and report back to the Committee. (03.02.10)
On hold until RR operator RFP process is further along.
- 2) Committee tabled discussions regarding transfer of the Kellogg Property pending further information from the Town of Johnsburg regarding the prospect of having the property transferred to them, rather than to Warren County. (03.30.10) Supervisor Goodspeed researching viability of OSC transfer to the Town of Johnsburg.
- 3) Discussion to continue regarding the development of a 2nd RFP for the 2011 Railroad Operator Contract. (03.30.10) County Administrator - Town of Corinth filing a letter with CP Rail to request the release of freight rights.
- 4) Committee authorized RFP for sale of the caboose located at the Riparius Station; should be released in April. Status. (03.30.10) Purchasing is working w/ County Attorney's office to determine appropriate insurance requirements. Purchasing office coordinating with advertisement publications.
- 5) Referral from Finance Committee - Committee to reconsider the bid submitted for purchase of the Fairgrounds property pending Mr. Dusek's determination as to whether the property would qualify under alienation of parklands statutes. (03.10.10) County Administrator - Waiting for a response from the state.
- 6) Committee tabled discussion on request to automatically renew contracts for snowmobile grant funding without seeking further Committee approvals. Mr. Butler to discuss the issue with the County Attorney's Office and re-present later in the year. (03.30.10)
County Administrator - automatic renewal not recommended. P & R office will request contracts each year at the P & R November or January committee meeting.
- 7) Committee tabled discussion on request to amend Local Law No. 2 of 1984 to include a policy allowing the Director of Parks, Rec & RR/Superintendent of Public Works to approve requests for use of inflatable and other temporary structures without further Committee approval. Mr. Butler to discuss the issue with the County Attorney's Office, develop a policy and return to the Committee for review. (03.30.10)
Under review with the County Administrator.

New Business - June 1st, 2010 Parks, Recreation and Railroad Committee meeting @ Up Yonda Farm
Details - BOS - Joan Sady

Old Business -

Adjournment -

RESOLUTION REQUEST FORM NO. 3

Request for New Contract

DEPARTMENT NAME: Parks, Recreation & Railroad

DATE: 4/27/10

- (a) Is this a Result of a Bid or Request for Proposal? No
- (b) **Purpose of Contract:** Agreement between Warren County and the Lake George Park Commission for the rebuilding of the Sheriff's dock located in the Town of Lake George. LGPC agrees to reimburse Warren County for the building material costs of up to \$2,000.00. Parks, Recreation, Railroad staff to construct the new stake style dock. Permitting is through LGPC.
- (c) Name of Contractor: Lake George Park Commission
- (d) Address of Contractor: Box 749, Lake George, New York, 12845
- (e) Contractor's Contact Person and Telephone Number: Mike White
518-668-9347 ext 13
- (f) Has or will the Contract be provided, if so, please attach: Yes (in agenda)
- (g) Commencement Date of Contract: Upon Execution
- (h) Termination Date of Contract: Upon completion of project
- (i) Payment Provisions: The Lake George Park Commission will reimburse Warren County for the building materials for the new stake style dock up to \$2,000.00. The new dock measurements will be approx. 46 feet in length and 6 feet wide and made from pressure treated wood of various dimensions.
- ii) hourly rate amount
- iii) total amount not to exceed
- iv) how will payments be made (i.e. monthly, quarterly, upon completion of the project, etc. _____)
- (j) Where are the Funds for this Contract ? List Budget Code, (with title), Object Code (with title), and Amount: OR Capital Project OR Capital Reserve Project Number, and Title, and Amount:

Parks and Recreation , A7110.413 Repair and Maint.-Building/Property up to \$2,000.00

Warren County Sheriff's Office

1400 State Route 9
Lake George, New York 12845
(518) 743-2500

Nathan H. York
Warren County Sheriff

Undersheriff Robert E. Swan
Division Commander
Law Enforcement Division

Chief Deputy Shane L. Ross
Division Commander
Administrative Services Division



Captain Michael T. Gates
Division Commander
Correction Division

February 16, 2010

Mr. Paul Butler
Warren County Parks, Recreation

Dear Mr. Butler,

As per your request I took the time to look at the current condition and configuration of the county owned "Sheriff's Dock" located on Beach Rd. in the Village of Lake George.

This dock is and has historically been maintain as an important and strategic location for emergency services watercraft on Lake George. This dock is the preferred location for EMS and rescue water craft as an important and easily accessible egress point when removing injured persons from the lake's southern basin.

The Beach Road dock also serves as an access point to the village by law enforcement watercraft including but not limited to the Warren County Sheriff's Office, Lake George Park Commission, Environmental Conservation Police and State Police.

It would be the Sheriff's Office recommendation the dock be repaired and lengthened, if possible, to accommodate additional watercraft to be docked at one time. Lengthening the dock will also allow access to vessels with deeper draft. The current width of the dock at 6 feet is adequate.

If you have any questions please feel free to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "S. L. Ross", written over a horizontal line.

Shane L. Ross
Chief Deputy

RESOLUTION 2010-09

COPY

WHEREAS the "Sheriff's Dock" located at the elbow along Beach Road is a structure owned by the County of Warren, the purpose of which is to provide access for emergency and law enforcement vessels, and

WHEREAS the Lake George Park Commission Marine Patrol routinely uses the dock for temporary berthing for a variety of reoccurring needs, and

WHEREAS the dock, built in 1981, has fallen into a state of disrepair and is unsafe prompting a decision on its future, and

WHEREAS the Warren County Department of Parks & Recreation, while considering whether to repair or remove the structure is seeking financial partners so as to distribute the cost of repair among agencies that use and benefit from the dock, and

WHEREAS the dock being important to Marine Patrol operations, the Commission wants to take reasonable measures for its continuation, and

WHEREAS the Warren County Department of Parks & Recreation has offered to propose to the County Board of Supervisors to provide in-kind labor to replace the dock provided the cost for materials (estimated not to exceed \$2,000.) is provided from other than County sources.

NOW THEREFORE BE IT RESOLVED that the Lake George Park Commission approves an expenditure of \$2,000. for the materials required to replace the Sheriff's Dock, and

BE IT FURTHER RESOLVED that Chair is authorized to execute an agreement with the County of Warren governing the Commission use and access to the dock should the Board of Supervisors agree.

AYES: 8 NAYS: 0 ABSTENTIONS: 0

DATE ADOPTED: January 26, 2010

- 1) Thomas Conerty
- 2) James Kneeshaw

All members present voted affirmatively.

INTERMUNICIPAL AGREEMENT

REPAIR AND USE OF SHERIFF'S DOCK

THIS agreement, entered into this _____ day of _____, 20 10.

BETWEEN: LAKE GEORGE PARK COMMISSION, Box 749, Lake George, New York
(hereinafter referred to as the "COMMISSION"),

-and-

COUNTY OF WARREN, RT 9, Lake George, New York
(hereinafter referred to as the "COUNTY").

WHEREAS the COUNTY and the COMMISSION each operate public safety/ law enforcement patrols on Lake George and have need for occasional boat berthing for access at the southern end of the Lake, and

WHEREAS, Sheriff's dock has fallen into a state of disrepair and the COUNTY and the COMMISSION wish to share in the expense of replacement of the dock and its use thereafter.

NOW THEREFORE, the COUNTY and the COMMISSION hereby agree as follows:

1. The COUNTY through its Department of Parks and Recreation agrees to provide all labor and materials required to replace Sheriff's dock at the same location with a 6' by 46' stake-supported dock.
2. The COMMISSION agrees to reimburse the COUNTY an amount not to exceed \$2000 for some or all of the cost of materials for the dock's replacement.

3. The COUNTY and the COMMISSION will share in the use of the dock. It is agreed that the use of the dock shall be limited to providing short-term berthing for public safety vessels and further agreed that a party to this agreement will not utilize the dock in such a way that would preclude the other party's use except by agreement between the parties.

4. The COUNTY shall obtain all necessary permits to undertake the project.

IN WITNESS WHEREOF, the COMMISSION and the COUNTY have executed this agreement on the day and year first written above.

LAKE GEORGE PARK COMMISSION

COUNTY OF WARREN

By: _____

By: _____

Title: _____

Title: _____

**WILDLIFE EXPO
AT UP YONDA FARM**

**SATURDAY JULY 10TH, 2010
9AM TO 4PM**

EVENT DESCRIPTION:

This will be a day packed full of programs and activities for the whole family, giving people a chance to learn about wildlife, conservation and, of course, Up Yonda Farm. Featured presentations will cover topics like; life in the pond, butterflies of the Adirondacks, birds of prey, reptiles & amphibians and native wildlife species. Other activities may include; folk singing and storytelling, bird feeder building, face painting, and guided nature walks. In addition to the paid presenters, many local conservation, education and wildlife rehabilitation organizations will have informational tables and representatives on hand to speak with visitors. The festival atmosphere would be made complete by having local vendors sell food under the pavilion, which may include ice cream.

TENTATIVE LIST OF PAID PRESENTERS:

Beth Bidwell from the Wildlife Institute of Eastern New York
Folk singing by local musicians Chris Shaw and Tom Akstens
Wildlife Education by Bernie (Bernadette Hoffman)
Professor William Brown - Rattlesnake expert
Cindy Bardin - Exotic Animal Experience (photographs)

TENTATIVE LIST OF NON-PAID PRESENTERS:

Lake George Association
DEC - Environmental Conservation
DEC - Forest Ranger
Moreau Lake State Park
North Country Wildcare
Cornell Cooperative Extension
Newcomb VIC
Paul Smith's VIC
Thompson Park Zoo in Watertown
The Wild Center
Nature's Classroom - Silver Bay
Audubon Society
Wilton Wildlife Preserve & Park

Lake George Land Conservancy
Adirondack Mountain Club
Darrin Freshwater Institute
Trout Unlimited
Nature's Way Pest Control
Warren County Fish Hatchery
Gerry Lemmo - Photographer
Jim Webber - Professional Falconry

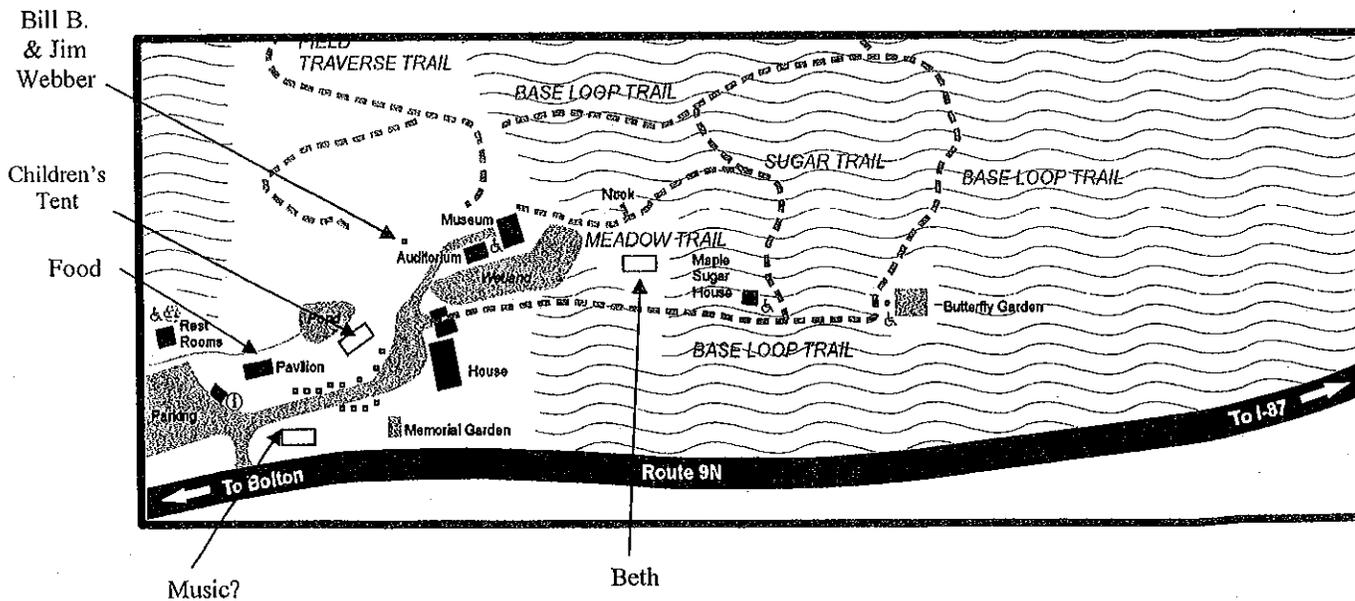
Wildlife Expo At Up Yonda Farm on July 10th, 2010

Presenter	Description of Services		Contact Info
Beth Bidwell	Beth will give two 50 minute presentations using live animals, including several birds of prey.		The Wildlife Institute of Eastern NY 7679 State Route 40 Hartford, NY 12838
Tom Akstens	Tom will perform with Chris Shaw and give two 50 minute presentations of their Adirondack storytelling and folk singing. Between performances, Tom will speak to visitors, answer questions and sell merchandise.		Tom Akstens - Folk Singer PO Box 111 Bakers Mills, NY 12811
Chris Shaw	Chris will perform with Tom Akstens and give two 50 minute presentations of their Adirondack storytelling and folk singing. Between performances, Chris will speak to visitors, answer questions and sell merchandise.		Chris Shaw - Folk Singer PO Box 609 Averill Park, NY 12018
Bernadette Hoffman	Bernadette will set up a table under the children's tent from 9am to 4pm and provide visitors with information about wildlife education, native and exotic wildlife and being a zookeeper. She will bring furs, skulls and other wildlife related items for children to touch and learn about, as well as, several tame animals which children will be able to see up close and touch.		Wildlife Education with Bernie Salem, NY
Cindy Bardin	Cindy will set up a table under the children's tent from 9am to 4pm and provide visitors with a chance to see and hold several snakes and baby animals. Visitors will be able to have their picture taken with the animals for free and receive a copy of the photo in a special frame.		Exotic Animal Experience Granville, NY 12832
Bill Brown	Bill will give a 90 minute presentation on timber rattlesnakes, which will include showing two live snakes to visitors. Bill will be the only person handling the snakes and they will be placed into sealed glass containers before visitors will be allowed to view them.		Professor Bill Brown Fort Ann, NY

TIME	TENT	BONE YARD	AUDITORIUM	BASE OH HILL
9:30AM	---	---	BILL BROWN	BILL BROWN
11AM	---	BETH	---	NATURE WALK
NOON	MUSIC/STORY	---	---	---
1PM	---	BETH	---	NATURE WALK
2PM	---	---	---	FALCONRY
3PM	MUSIC/STORY	---	---	NATURE WALK

ALL DAY:

POND SCOOPING, BUTTERFLY GARDEN TOURS, MUSEUM, CHILDREN'S TENT (WOODWORKING STATION, WILDLIFE BY BERNIE & ANIMAL PHOTOS), INFO TABLES (LOCAL WILDLIFE/CONSERVATION ORGANIZATIONS), FOOD VENDOR - ICE CREAM??,



The following waters have been stocked by Warren County Fish Hatchery as of 4/27/10

	<u>Number</u>	<u>Species</u>	<u>Length(in.)</u>	<u>Date Stocked</u>
<u>Town of Bolton</u>				
Brown's Pond	100	Brook Trout	9.58"	4/7/2010
Edgecomb Pond	600	Rainbow Trout	8.5"	4/6/2010
Northwest Bay Brook	400	Brook Trout	9.58"	4/7/2010
<u>Town of Chester</u>				
Trout Brook	2200	Brook Trout	9.75"	4/13/2010
<u>City of Glens Falls</u>				
Crandall Park Pond	75	Rainbow Trout	14"	4/13/2010
<u>Town of Hague</u>				
Hague Brook	300	Brook Trout	10.8"	4/7/2010
Jabe Pond	1000	Rainbow Trout	8.5"	4/13/2010
<u>Town of Horicon</u>				
Spuytenduiel Brook	400	Brook Trout	9.58"	4/7/2010
<u>Town of Johnsbury</u>				
Mill Creek	1700	Brook Trout	9.58"	4/6/2010
North Creek Recreation Pond	300	Rainbow Trout	8.5"	4/6/2010
<u>Town of Lake George</u>				
English Brook	300	Brook Trout	9.58"	4/5/2010
West Brook	500	Brook Trout	9.58"	4/5/2010
<u>Town of Lake Luzerne</u>				
Lake Luzerne	1000	Rainbow Trout	8.5"	4/6/2010
<u>Town of Queensbury</u>				
Gurney Lane Pond	100	Brook Trout	10.8"	4/5/2010
Halfway Brook	750	Brook Trout	9.58"	4/5/2010
Hovey Pond	400	Brook Trout	10.8"	4/5/2010
<u>Town of Stony Creek</u>				
Roaring Branch	400	Brook Trout	9.58"	4/6/2010
<u>Town of Thurman</u>				
Patterson Brook	1400	Brook Trout	9.58"	4/6/2010
<u>Town of Warrensburg</u>				
Hatchery Grounds Pond	25	Rainbow Trout	8.5"	4/13/2010
	50	Rainbow Trout	14"	4/13/2010
Viele Pond	300	Brook Trout	10.66"	4/6/2010
	300	Rainbow Trout	8.5"	4/6/2010
<u>Town of Corinth</u>				
Make-A-Wish Foundation	200	Rainbow Trout	14"	4/14/2010

RAILROADS

Trains

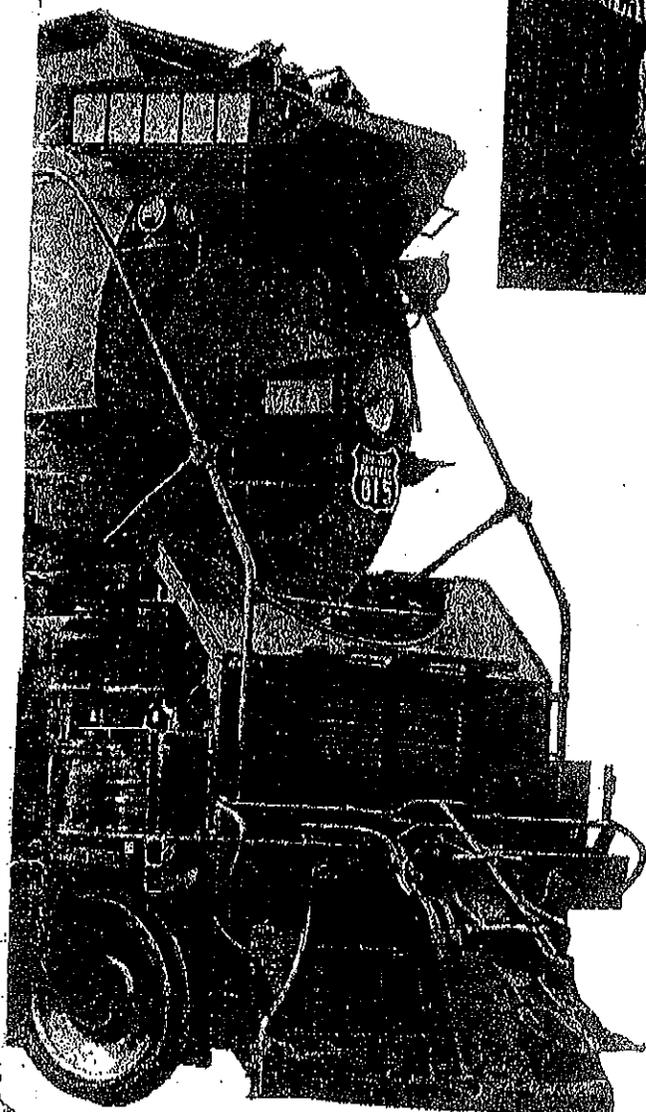
THE MAGAZINE OF RAILROADING

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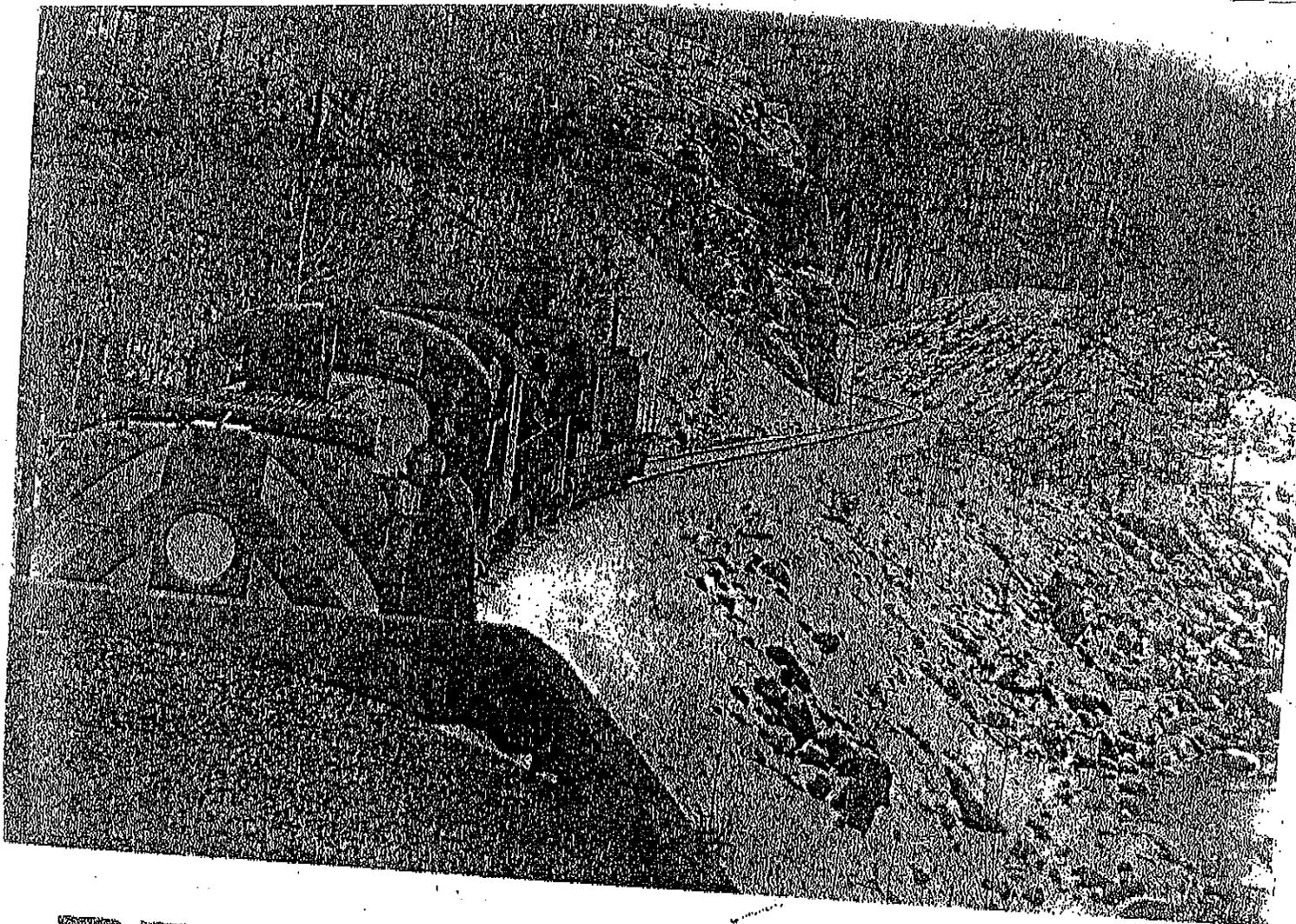
**Delaware &
Hudson:
ore hauler!**



**Traction
in the
tropics**



Union Pacific eccentrics



**BETTER
LATE
THAN
NEVER**

BY RICHARD SANDERS ALLEN

IN the early morning hours, Monday through Friday, three long black Alco road-switchers hoot for the Church Street crossing in Saratoga Springs, N. Y., and nose their way gingerly down Walworth Street to the yards. Behind them come trundling 100 or more black hoppers, all stenciled DELAWARE & HUDSON in big, bold letters on the somber paint. The content of these hoppers is black too, but this is no funeral procession. Each car is loaded with one of three types of ore: fine gritty dust; coal-gray concentrate; or warm steaming chunks — all on the way to American industrial plants.

The sleepy milkman who waits at the crossing for the freight would never think that some of this black stuff might end up in the fenders of his next truck, or that the gritty black dust could be reduced to a pigment that would give the paint of his cab its sanitary white appearance.

Titanium deposits, a national resource found in the heart of the mountains of New York's northern wilderness, have given a dying branch line a new lease on life. For the black

Delaware & Hudson affords a classic corporate example of the psychologist's eternal question: heredity or environment — which is more important?

train jolting by in the headlight gleam is the Delaware & Hudson's "Adirondack Local," the nightly ore train from North Creek to Saratoga Springs. How it came to be one of the mainstays of Delaware & Hudson freight business is a story of sudden success after a century of great expectations, tragedy, failures and unfulfilled hopes.

THE ELEMENT TITANIUM was scarcely known 100 years ago. Iron was something else again, a commodity to be searched for and exploited. There was ore in the Taconic and the Berkshire Hills of Massachusetts and Connecticut, but it was low-grade stuff and the ironmasters were constantly on the prowl for new sources of better ore. The great wilderness tracts of New York State's Adirondack Mountains seemed a good possibility, and a few small beds were opened up along the rivers which flow into Lake Champlain.

In the fall of 1826, three Scotsmen were running a small furnace at North Elba, N. Y., which because of inferior iron was about to go out of business. One morning an Indian, Lewis Eliza, showed them a sizable chunk of ore which had all the earmarks of something good. For "a dollar and a half and 'bacco" he took the Scots up through a pass in the mountains to a place where the infant Hudson River ran over a vein of nearly pure iron almost 50 feet wide. An ore bed of this enormous size was enough to stagger the imagination of the ironmasters. They lit out in a hurry for the state capital in order to file claim for what others supposed to be only cheap timberland.

THE New York State Conservation Act states that the Adirondack Forest Preserve "shall remain forever wild." Three howling Delaware & Hudson Alco diesel road-switchers rolling a lengthy line of hoppers bring a modern aspect to the Boreas River Canyon.



What became of Eliza, the Indian discoverer, is unrecorded, but the others banded together to get the tract surveyed and purchased. When the great find was announced, the promoters were able to attract some financial and political aid and commenced clearing the land to establish two settlements in the mountain wilderness. Ten years dragged by before things were in readiness to form a company for making iron from the fabulous ore bed. A million-dollar concern, it was called the Adirondack Iron & Steel Company and was headed by old Archibald McIntyre, an ex-state comptroller and a hard-headed businessman. McIntyre was aided by his young, ambitious son-in-law, handsome David Henderson, who had been a member of the original party of discovery.

McIntyre and Henderson had the ore, the furnace, the limestone, the charcoal and all the rest of the plant that goes to make iron, including adequate manpower. Their problem was, How do we get the iron out? A railroad was the obvious answer. At first they thought of tapping the Montreal market to the north, but the "stupendous rocks" towering some 1300 feet above Indian Pass were an insurmountable barrier. The next best bet was to the east where a crude road stretched over the mountains to Cedar Point on Lake Champlain. Here the iron could be loaded into canal boats and shipped to Troy or down the Hudson to the Big City. The two enterprising Scots formed a little company, the original Adirondack Railroad, in 1839. The idea was to connect their furnace with at least the "State

Road" running south to Glens Falls, and perhaps even to extend it to a loading pier on Champlain. Built of wooden rails on a porous berm across swampy land, it never got beyond the East (or Opalescent) River, a scant 3 miles from the McIntyre Iron Works. Vestiges of the roadbed can still be found in the woods, but it is doubtful if the little line ever carried a horse-drawn ore cart, since it simply led to nowhere.

A railroad out to the south was more feasible, and other promoters as well as the McIntyre interests looked now to this possibility. There was the Sackets Harbor & Saratoga Railroad Company, whose idea was to bisect the mountains with a 182-mile line connecting Saratoga Springs with navigation on Lake Ontario to the northwest. Like with most of the proposed railroads of the times, it took several years to get this project under way.

Meanwhile, energetic David Henderson, leading spirit of the McIntyre Iron Works, was accidentally shot and killed when he laid his pistol down on a rock in the woods. (The spot today still bears the name Calamity Pond.) This was a severe blow to the company, and it suffered thereafter from lack of purposeful leadership. The proprietors continued to make fine iron, shipping it out expensively in small amounts by horse-drawn carts over the awful roads.

Charcoal iron was excellent for making kettles, iron tools, chains and bars, not to mention railroad car wheels. But when the Adirondack Company set up a plant at Jersey City to make steel it ran into trouble. It

ALCOS twist up a stiff grade in Boreas River Canyon with 10 empties and 3 loads. Speed: 3 miles an hour.



had for years been given a faulty analysis and now discovered that its iron ore contained as much as 10 per cent of "worthless, troublesome" titanium. This did not prevent the company from making some of the first American steel, and the prospects of both plants were looking up, if "that pesky railroad would hurry up and get built!"

Actual work was begun on the Sackets Harbor project in 1854, and some 30 miles of disconnected sections were graded that year. At McIntyre, the proprietors rubbed their hands in anticipation of seeing iron bars from their land-locked little industrial empire flowing cheaply on iron rails to the markets of the world.

But it was not to be. The SH&S got into financial straits, and a second, third and fourth company were also dismal failures. Work stopped at the iron mines, and for years the abandoned settlement of Adirondac, or McIntyre, was looked upon as an eastern ghost town.

During the Civil War, another attempt was made to reach the iron works with a railroad. And this one almost made it. In 1863, a new Adirondack Company was formed by New York City financiers. A bit cautious, they first obtained a franchise to build only the initial stretch — an even 60 miles north of Saratoga Springs. Luckily, the possibilities of the line caught the eye of Dr. Thomas C. Durant, a railroad promoter and contractor who will always be remembered as the driving force that pushed the Union Pacific Railroad through to completion.

Durant, a medical college graduate who put new life into sick railroads instead of ailing individuals, was a blunt, hard-to-know man with mustache, goatee and Buffalo Bill haircut. He had made a fortune on UP contracts and he took some of it to pump new financial blood into the shaky Adirondack Railway project. During frequent visits East, he personally supervised much of the grading and track-laying, so that 25 miles were operating in 1865.

The first train on December 1 of that year was drawn by the Adirondack's No. 1, an eight-wheeler named after the hero of the Battle of Gettysburg, Major General Hancock. The run went only from Saratoga Springs to Wolf Creek, a little above Hadley village, but it included several rock cuts, much fill, and a big wooden deck bridge some 96 feet above the cedar-stained Sacandaga River. Year after year Dr. Durant inched his little pet line up the Hudson River, nearer and nearer to the great vein of iron, now half

forgotten. He still retained the vice-presidency of the Union Pacific and was present at the famous golden-spike-driving ceremony at Promontory, Utah, in 1869. (Both he and Leland Stanford missed their blows on the last spike.) But more and more the Doctor felt the spell of the North Woods and he turned his attention exclusively to the 60-mile wilderness railroad he had fostered.

By 1871, the rails were in North Creek — a hamlet favored by Hudson River log-drivers — which Durant proceeded to monopolize. The Doctor (nobody would ever have dreamed of addressing him as "Doc") built on a knoll just off the main street a fine mansion which still stands today. He personally owned the depot, freight-house and turntable, and plot maps of the period show the majority of property marked "Dr. T.C.D."

The Adirondack Company's 60-mile franchise took the track-layers to a point nearly 3 miles beyond North Creek. To fulfill the stipulations, one passenger train was run to the end of track, and a few flats of lumber were loaded there. Durant never lost sight of the possible extension and entered into negotiations with the McIntyre interests to purchase the entire iron property. Again fate intervened. The money panic of 1873 took a big bite out of Dr. Durant's fortune, and with it went hopes of building a railroad on to the mines. He pulled up the track at the stub end of his line and for 70 years the rails reached only to North Creek. Six million dollars had been spent to get it that far.

Hoping to gain something out of his dead-end road, Durant looked about for another reason to justify its existence and discovered the Great American Summer Vacationer. As early as 1837 ill-fated David Henderson of the iron works had foreseen that "were a railroad to be built," the scenery and restful life of the mountains had the makings of a fashionable summer resort. The beautiful cool climate of the Great North Woods was healthy in summer and the hunting and fishing were unexcelled. As receiver of the bankrupt Adirondack Company, Dr. Durant turned all his efforts to promoting the summer vacation traffic, particularly out of New York City. He paid to improve the stage road to Blue Mountain Lake and he had an interest in the launches which operated on it and on nearby Raquette Lake.

Wagner Palace cars were run on the Adirondack direct from New York, with the sleepers arriving early in the morning at North Creek. Most of the day was spent on a jolting "special

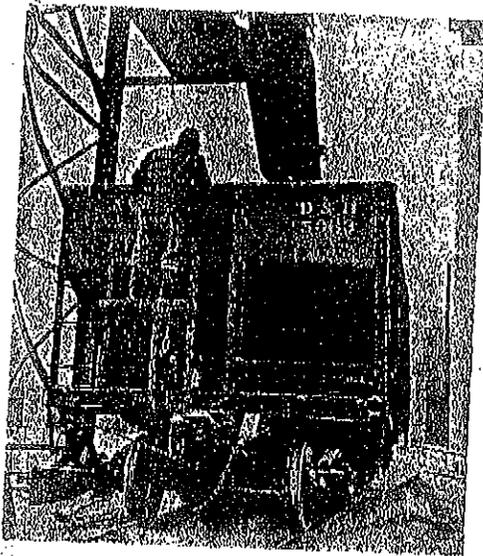


BEING A BRAKEMAN is no picnic in this country in winter. At McIntyre Development D&H crews spot cars for ore loading.

covered spring buckboard," following steep roads to the resort hotels in the midst of the mountains. At the round-trip excursion fare of \$18.25, thousands of New Yorkers made the combined railroad-stage-steamboat trip to Raquette Lake each summer. In addition to the presence of the hotels, the building of hundreds of summer cottages and children's camps in the mountains made for the Adirondack a passenger trade which has lasted 85 summers. The winters were devoted to carrying out lumber, paper, tanned hides and tanbark, and to keeping North Country coal bins full.

A traveler of this period boarded a wooden coach at the Adirondack Company's ornate depot and office on Congress Street in Saratoga Springs. An eight-wheeler (more than likely the T. C. Durant) rolled the train along Walworth Street to the edge of town, where it started the long, winding pull up the grade to the height of land south of Jessup's Landing (now Corinth). Beyond, the beautiful valley of the Upper Hudson River opened up, with the little train hugging the west bank for the rest of the journey. Sawmills, paper mills and tanneries were all going full blast along the Hudson and its tributary streams. There was a fine resort hotel at The Glen, and Riverside beyond was the jumping-off place for all the summer delights of Big Schroon Lake. A long bend to the west brought the vacationer steaming into the terminus at North Creek, with the prospect of a delicious dinner at Eldridge's North River Hotel.

Passenger traffic was heavy during



AN EMPTY CAR is moved into position for loading ilmenite. This operation is usually performed by a cable and winch.

WITH THE ROAR of a rocket being launched, 20 tons of processed ore cascades into the waiting car at the slinting plant.

the summer, with as many as four full road trips on the timecard. There were numerous excursion trains, and often the gilded private car of a Wall Street bigwig was attached to the rear of a local.

When Dr. Durant lay ill a special train brought his son to the dying financier's bedside in North Creek. Engineer Frank Myers took a nearly new Schenectady 4-4-0 (thought to be the *Utowanna*) the 57 miles up the line in just 54 minutes! This trip, made on October 5, 1885, was the fastest recorded on the length of the Adirondack Railroad and has never been equaled. Engineer Myers allowed that this was *one* time he ran his locomotive at more than the half-throttle notch, the usual procedure with passenger trains on this curving stretch of roadbed.

Before his death, Durant, a never-give-up promoter, had begun to have hopes again of reaching the iron mines and he had reorganized his road with a projected 125-mile extension to Ogdensburg. For a while, the tantalizing prize had seemed within his reach. There had been a lot of excitement over a possible purchase by Boston interests and a hookup with the Boston, Hoosac Tunnel & Western Railroad, which had penetrated the state as far as Saratoga Springs. The boys from the Hub could envision a "grand independent line" to bring Canadian and Great Lakes traffic pouring



into Beantown with the Tunnel for a funnel. The Delaware & Hudson, wary of interlopers in its territory, sent out feelers to William West Durant, the Doctor's son and heir. Durant had seen enough of his at a line across the forbidding mountain passes and he sold his 6-million-dollar road to the Delaware & Hudson in 1889 for something less than \$690,000.

For 13 years, the Adirondack continued to operate its own road, under full D&H control. Its "backboard subsidiary," the stage line beyond North Creek, was in competition with the New York Central, which reached into the resort country with its own Old Forge-Malone line, and the little Raquette Lake Railroad. One enterprising freight agent even brought in cars of coal on barges to the Blue Mountain Hotels. This traffic ended abruptly when a tow capsized and sank. A Central car still rests at the bottom of Blue Mountain Lake.

D&H-NYC competition was not confined to freight and passenger business. When in 1897 the Adirondack made a last try at a modest extension -- just to Long Lake this time -- it was quashed on the very day the papers were filed by a few-hours-earlier condemnation of the land for conservation purposes by the State of New York. Some say the Forest Preserve Board made this hurried move in a genuine effort to keep the Adirondack Mountains "forever wild," while others will always maintain that Central interests were the motivation behind it.

Over the years, the heirs of the proprietors of the deserted iron works at McIntyre had held onto their property. James MacNaughton, grandson of Archibald McIntyre, administered the lands for their timber. He also did his best to dispel the notion, long held by blast furnace men, that ore from his mines contained too much titanium to make good steel. He even employed a French metallurgist to prove his theories.

MacNaughton was host to Vice-President Theodore Roosevelt during September of 1901. President McKinley had been shot at Buffalo but was expected to recover, so "T.R." and his family came up to the private Tahawus Club at the old McIntyre works to enjoy the fall weather. Always one to seek the strenuous life, Roosevelt climbed Mt. Marcy on September 13, only to be told by a panting messenger that the President had taken a turn for the worse. The Colonel set off posthaste down the mountain and lost no time commencing the rough buckboard ride to North Creek. After a harrowing trip in the dark, Roosevelt

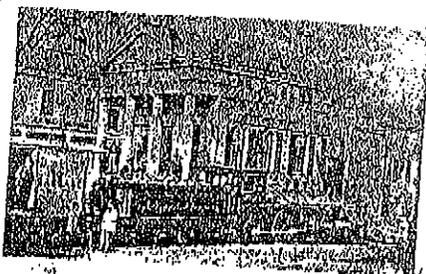
arrived at the station at 4:39 a.m. to be greeted as President of the United States. The D&H had a special train waiting, steam up. North Creek station had been open all night, thronged with reporters waiting to file their dispatches when Roosevelt was told of McKinley's death. Within minutes the weary new President was hustled onto the train, and Engineer George Hydon nosed D&H engine No. 130 out onto the main for a fast run down to Saratoga. Roosevelt, the "political accident," was launched on his brilliant career in the White House from the depot platform at North Creek.

In 1902, by means of a merger, the D&H took over complete operation of the old Adirondack Railway Company. A constitutional amendment now made it impossible to construct a railroad over land owned by New York State. Since that last 30 miles from the end of the D&H's Adirondack Branch to the iron mines was now state land, the way appeared to be forever blocked.

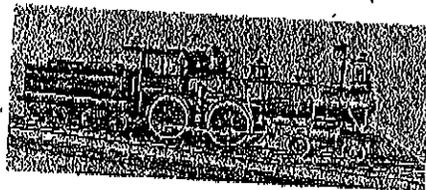
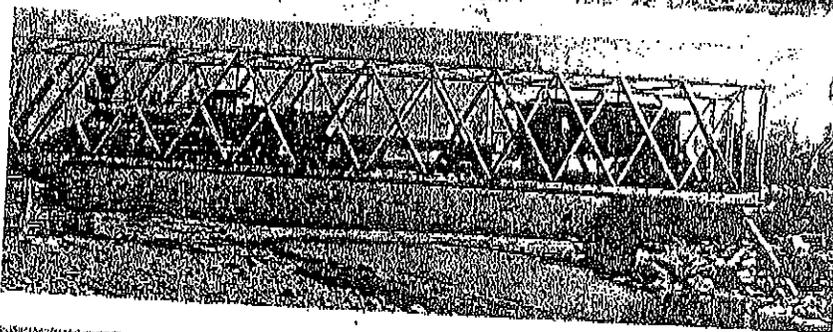
Practical mining and smelting men of the North Country were still planning, however. In 1908, Wallace T. Foote of Port Henry took over control of the property, now called the

How it all began

THE George Leavitt, a 4-4-0, poses beside the Adirondack Company's first general offices at Oak and Congress streets in Saratoga Springs in 1876.



EIGHT-WHEELER Major General Hancock crosses Stony Creek in 1884. Nineteen years earlier the No. 1 took the Adirondack's first train to Wolf Creek.



VACATIONERS to New York's Adirondack resorts around 1880 were likely to start their railroad-stage-steamboat journey behind the 4-4-0 T. C. Durant.

MacIntyre Iron Company (about this time an extra "a" crept into the old name). Foote caused an entirely new route to be laid out, extending from MacIntyre to Burdick's Crossing north of Crown Point village, with plans for a canal boat landing pier on Lake Champlain and a direct connection with the D&H main line. With long detours to avoid parcels of state land, this route -- incorporated as the Champlain & Sanford Railroad Company -- was 58 miles long and is still retained along with ore property today.

Unfortunately, for the third time, death stepped in to stymie progress. Mr. Foote died suddenly before the railroad could be properly financed or the ore given final testing for use in steel mills. For a short period the magnetite ore was hauled out on sleds behind big steam tractors and loaded on the D&H at North Creek to be shipped around to the furnaces at Port Henry. These test runs proved entirely satisfactory to the steelmakers, but transportation costs proved far too great for profitable operation.

After that, for over a quarter of a century, the D&H locals and freights shuttled back and forth between Sara-

toga and North Creek, while to the north the old MacIntyre works crumbled away in the new growth of forest.

What brings many unforeseen changes, and World War II was the deciding factor that finally brought a railroad to MacIntyre and the shores of Sanford Lake. That and titanium. The despised element that had given the old ironmasters so much trouble had become a vital unit in 20th century technology. The titanium mineral, ilmenite, could be processed into titanium dioxide, an exceedingly desirable pigment. Briefly, it could make white things whiter. Not only was it essential in the production of paints, paper, rubber and ceramics, but it was a top-priority war material for the making of chemical smokes and new noncorrosive alloys going into aircraft production. Other sources in the world were India, Brazil and Australia, from which shipments might soon be cut off. A domestic supply had to be found while the fighting was still confined to Europe and Africa.

National Lead Company, a large chemical and metal products manufacturer, had long been aware of the existence of the Adirondack deposits containing titanium. Believing the property could be quickly developed into a large-scale producer of ilmenite, the company purchased it in 1941 and set up what has since been known as the MacIntyre Development.

Fifteen months saw a plant rising on the shore of Sanford Lake, power shovels digging ore in a huge open pit, and a sizable village growing up in the wilderness. The first load of ilmenite concentrate went out to North Creek by truck in July 1942.

Work had already started on the 29 miles of railroad well before that, for with Mars in the ascendancy, the old works were at last to be connected with the outer world by iron rails. A right of way for the railroad was made available to the Defense Plant Corporation, a U. S. Government agency. Under lease of DPC and National Lead, the Delaware & Hudson set out to build the first new railroad New York State had seen in a couple of decades.

The contractor for the big job was Steve Scullen of Cohoes, N. Y., an experienced state highway builder. His work trains puffing up and down the grades of the extension were hauled by the only coal-burning engines ever allowed inside this portion of the Adirondack Forest Preserve. There were rock cuts, long fills, bridges and culverts to build, all with modern machinery and know-how but under the stress of wartime urgency and shortages. Scullen and the D&H

engineers took two full years to complete the road through difficult terrain. Because of the hush-hush nature of the proceedings, there was little fanfare when the first train went into Sanford Lake and out with a load of ilmenite on June 19, 1944.

Since steam operation was considered dangerous in the tinder-dry woods, the first and subsequent runs were assigned to the D&H's first diesel, No. 3001, a DE-S 3000-class road-switcher which had been purchased from Alco a month earlier. Thus the Sanford Lake extension became the D&H's first step toward total dieselization. Those on the platform at North Creek that day little dreamed that it would be a scant six years before the Adirondack Branch's last steam engine would be pulling out on the Saratoga run as the first leg of a journey to the scrap heap.

Some of the first ski trains in the East were tried on this branch in the 1930's, but unpredictable snow conditions made them unprofitable. The dwindling passenger traffic kept a once-a-day round-trip mail train on the dead-ending rails year round until 1954, and for two summers thereafter. The last scheduled coach rolled over the line on September 9, 1956. Since then the Adirondack Branch has been a freight-only road, and a good one.

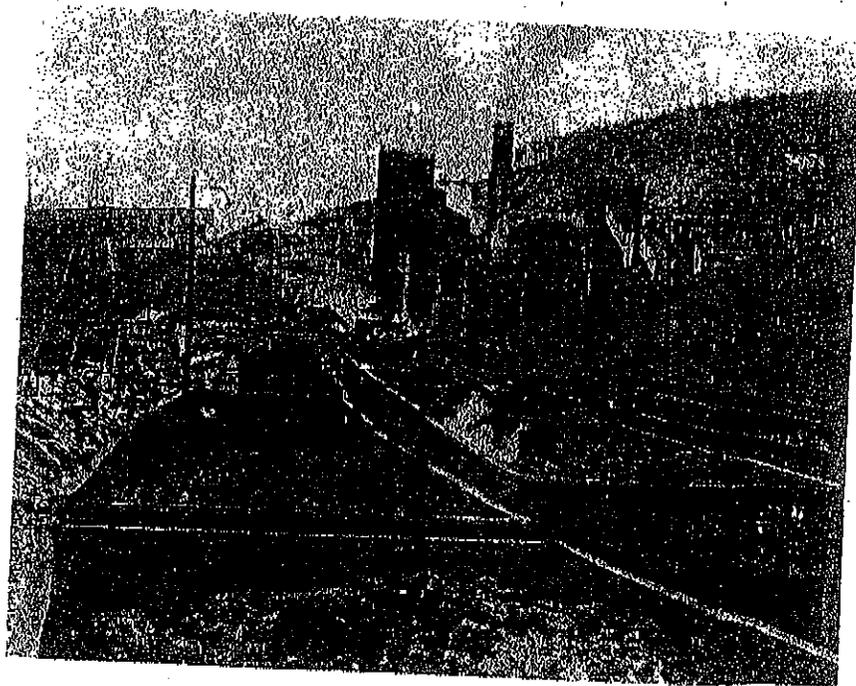
Little SC-4, the "Palmer Falls Job," heads out of Saratoga each weekday morning to take care of the shipments

of the International Paper Company at Corinth, plus incidental switching along the way. In addition to Corinth, agencies are still maintained at Hadley, Warrensburg, Riverside and North Creek.

The nerve center of the branch today is that little depot at North Creek, where a day and night combination of freight operations handles the ore concentrates out of the MacIntyre Development to Saratoga. This is a two-part deal.

Five days a week the "Sanford Lake Job" hauls empties and soft coal up to the mines, does the National Lead's yard switching all day, and brings down a full load of ore in the late afternoon. Few trains travel as far simply to take care of the products of a single plant. In the night a new crew takes over the same engines, and as SC-5, the Adirondack Local, the made-up train rolls down to the main line at Saratoga Springs. It may pick up or leave loaded and empty box and coal cars along the way, or run over to Warrensburg to serve that community. At Saratoga the ore train becomes part of a long Whitehall-Oneonta freight, and the Adirondack's engines move a new string of empties back to North Creek before daylight.

Take, for instance, a trip on a bleak December day with the unique Sanford Lake Job, marked up to leave North Creek at 6:45 five mornings a week. The single DE-S 3000 Alco job



SINTER — In excess of 80 tons in each car — still steams hours after loading. In the background is the sintering plant where ore is burned with soft coal and oil.

has long since been superseded by a locomotive of three husky DE-RS 4000 units, equipped with dynamic brake and radio. There they sit, rugged workhorses for a dirty job, engines idling, panting softly in the chill pre-dawn darkness. The crew of six gathers quickly after a hasty breakfast. Through long association, they all know their jobs and the procedures required on this run. Not one of them lives in North Creek and week ends find them as much as 75 miles away with their families. While on the Sanford Lake Job their home is the caboose, where beds are quickly made and meals are kept simple.

"It used to be," says Brakeman Dave Bartholomew, "that when a man couldn't stand his wife any longer, or vice versa, he'd bid in this job. Once it was the Alimony Club, but I guess now you'd just call us the Lonely Hearts Club." The crew usually works a 12-to-14-hour day, so at least they have some take-home pay for the patient wife "down the line." There may be a few diversions in North Creek, but these boys are seldom back to the old depot in time to do much except eat and prepare for bed, so as to be ready to roll again in the morning.

To all intents and purposes, caboose 35832 is Conductor Jim Morrow's home and office. Jim has had many a freight run on both main line and the branches, and computing tonnage for this consist is old stuff to him. Another D&H veteran is in the cab of the lead diesel: Pasquale Roach. "Pasco" has handled this run for a couple of years now but he says he still enjoys the scenery, particularly in the fall when the mountains blaze with autumn foliage.

Today the leaves are gone, and the ground is covered with a few inches of snow. The mercury hovers at about 18 degrees while the clank and rattle of switching carries up on the steamy air across the still-sleeping town. North Creek yard tracks are short, so each train has to be left in two sections. Though crews use the same diesels, each one has its own caboose, and the procedure is to couple this onto one cut of empties, pull the other cut ahead, and double over to make the train.

With over 50 cars pulled around a bend on the river-hugging track, this used to be a tricky operation, accomplished by means of marker stakes along the right of way and a brakeman for visual contact in the center. With the radio-telephone from the portable brakeman's set now in use, the engineer can back blindly but neatly, with the speaker squawking the words in his face: "Five cars,

Pasco. Four . . . three . . . easy . . . two . . . one." A brief pause as the engineer throttles down for a soft meet. "Okay, Pasco!"

That's all there is to it, the train is coupled and ready to roll as soon as the air lines are tested. Pasco Roach in the cab and Jim Morrow a mile back around the bend have only to pick up a hand phone for instant contact. Between them are 3 cars of coal, 90 empty black D&H hoppers, and a lone red B&O merchandise car. Weight of the train is 2219 tons, which the road-switchers should be able to haul up the grades with no difficulty.

The modern railway engineers find a better roadbed than the abandoned 3-mile stub with which Dr. Durant had paid up service to his "80-mile" franchise, and the new line curves back away from the state highway past Ordway's Pond and to the rear of the hamlet of North River. Every train crew has its favored trackside watcher, and the Sanford Lake Job is no exception. He is "Jimmy" who lives along this stretch, and whose every-morning high sign is rewarded by a special toot. Pasco has only nine grade crossings to watch for on the whole 29-mile trip, and two of these are not used in winter.

The long black train follows the turbulent Hudson River for the first 8 miles. These waters were once an artery of commerce even up here in the woods, for thousands upon thousands of logs once went to the sawmills in the annual spring log drives. The growling Alcos flash by one landmark with hardly time to make it out. An unknown Indian logger was killed, long ago in a river jam and buried here. When the rails were pushed through in 1943 the grave was rediscovered and is now marked with a crude wooden cross and kept cleared by the sectionmen.

Just beyond is the Hudson River Bridge, the smallest, newest and farthest north of any railroad structure across this famous stream. Up to now the long string of empties has climbed only a little less than 60 feet, but for the next 3 miles, threading the tortuous gorge of the Boreas River, it ascends a grade of over 100 feet to the mile, and at the same time winds like an undulating python back and forth through 27 sharp curves, 8 of them a coupler-straining 10 degrees. The snow-blanketed North Woods Club grade crossing goes by and the steep grade is at hand.

"Up through the rocks," remarks Pasco. "Here's the hard part." The growl of motors becomes more intense, hemmed in by the high granite walls of the cuts, and train speed quickly dwindles.



AT STILLWATER SIDING two thirds of the retarders are set up for the descent down through Boreas River gorge.

Fireman Harold Whalen is just about to run a pot of tea for the engineer when the red light starts flashing in the locomotive cab and the strident alarm bell cuts all conversation.

The third unit is cutting out, right here on the grade where it is most needed. In no time Harold is back there, searching for the trouble and finding it in a broken electrical contact. Spasmodically the unit responds as he works on it, but meanwhile the train is slowing, laboring in the steep curves of the jagged rock cut, while Pasco nurses the power. Barely moving, the two units strain to pull the tonnage up the grade as No. 3's engine comes on and off under Harold's ministrations. Slower, slower . . . movement is hardly perceptible for a few moments. Then power cuts in strong and the Alcos pick up the steady hum again. Triumphant, the train tops the rise, and in a few minutes is gliding smoothly alongside the rails of Stillwater siding.

"Whew!" says Dave, braking at the head end. "Sure looked like we were going to have to double the hill that time!" With an occasional load of over 2830 tons or in an emergency such as that just past, "doubling up to Stillwater" is sometimes a necessity,

and the siding was placed there for just that purpose.

Now the train is rolling again, nosing along the frosty steel ribbons that twist and turn through the softwood forests. There are some high fills along the flowed lands bordering Vanderwacker Brook, and then comes something unusual. It is the only straight stretch where the whole of the train can be seen at once — a beeline tangent in the middle of a line which contains 127 curves. After another 2-mile grade, the rest of the trip into Sanford Lake storage yard is practically level.

The curving, four-track yards are just south of the National Lead Company's plant, a modern industrial workshop set down here by circumstance and surrounded on three sides by the forbidding peaks of the Adirondacks. The place goes by three names. To its owners it is the MacIntyre Development of their Titanium Division. The company village of 800 and the post office — taking the old Indian name of Mt. Marcy, highest peak in the state — are called Tahawus. But to railroaders, the place is Sanford Lake, so named for the body of water on which the plant was built.

Since National Lead has no switch engines, the D&H diesels turn on the wye and spend a good share of the day at the MacIntyre Development spotting empty cars where they will be needed during the next 24 hours. This work is balanced by snaking loaded hoppers down to the yard to make up a train to take out.

After processing, the ilmenite concentrate, very fine, comes from the mill and trickles into D&H hoppers. These cars are cleaned and inspected at Saratoga Springs before they ever come up the branch, since a few holes would let the valuable stuff sift away like grain from a rat-gnawed feed bin. It's heavy, too. Hopper cars only half full weigh up to 85 tons.

This ilmenite concentrate is shipped directly to National Lead's titanium dioxide plants at Sayreville, N. J., and St. Louis, Mo. There the black of the receiving yards on one side contrasts sharply with the white pigment waiting for shipment on the other side.

Jim Morrow's crew tries to keep the track adjacent to the ilmenite loader full. To get the cars into position, the workmen here use a long cable and winch called the "tugger." Gravity takes a full car down on a parallel track. When the familiar diesels and their crew are busy elsewhere, a rugged rubber-tired Tornadoizer is occasionally pressed into service, straddling the rails to spot a hopper and keep the ore flowing.

Magnetite, the iron ore from which

titanium has been separated is now considered a byproduct, but it looms large in tonnage for the railroad. During World War II, the MacIntyre plant built up huge stockpiles of the magnetic ore. After the rails reached Sanford Lake these were gradually reduced until only a small amount remains today. The steel industry prefers it as sinter, and it is in this form that most of the "mag" leaves the works.

The sintering plant is the most spectacular operation at Sanford Lake. Magnetite, soft coal and oil are burned together in three large pans, to emerge in red-hot spongelike chunks. Loading is accomplished directly into the railroad hoppers, and a continual curtain of water spray plays on their steel plates to keep the paint from blistering and the sides from buckling. Dropped down from the storage tracks

heat. Snow, which is no stranger to the Adirondacks, never stays more than a few moments around the MacIntyre sinter plant, and the hot standing cars are an effective way to keep the roadbed well melted down.

Back and forth around the yards and plant, the Alcos and the crew keep busy all day. Finally, out of the side tracks and the storage lines a train begins to take shape in the dusk. Using the same procedures as at North Creek, it is made up with two sections and then joined. The radio-telephone crackles with terse orders and acknowledgments: consist, tonnage, brakes, air lines. Check and double check in the gathering dark. To the north is the glow of the MacIntyre Development, working round the clock. To the South is only blackness and quiet, cut after a long wait by Pasco's blast of the air horn, announcing that the train is ready. Then sound comes up out of the dark forest — couplers clicking faintly in the distance, like a row of falling dominos. The noise gathers intensity to become a chain of rocketlike bursts, and the caboose lurches forward to the rumble of wheels.

"Everybody's in a hurry to get home — on a Friday," says Rear Brakeman Walt Benjamin, laughing. "Watch out for the slack in the dips!" The long black string sways and creaks into the dark woods, with only an occasional glimpse, far ahead, of the glow from the locomotive headlight. Conductor Morrow is filling in his sheets, his back to the warm stove. Tonight there are 8626 tons going down the branch to Saratoga — 82 loaded hoppers of ilmenite, sinter and mag; 2 hopper rejects; and an empty box car.

Despite the downgrade, the curves govern the speed at which the train can travel, and the only spot where the long line of loaded ore cars feels like "fast freight" is on the straight stretch south of the Newcomb Road crossing.

Stillwater siding is a regular stop for all trains from the mines. Here a brakeman from each end sets up the brake retainers on two-thirds of the train, ready for the descent through the Boreas River gorge. Stillwater is miles from human habitation, and the quiet is practically deafening. When the retainers are set up, the engineer tests his air again, and the rear brake-

SANFORD LAKE end of D&H's ore-train operation: pit and titanium plant of National Lead Company, railroad sidings, wye and Tahawus village.

BUT IT'S TRUE!

The year: 1940.

The place: Maine.

The plot: Latter-day,

frustrated Commodore

Vanderbilt wants to

run his own train, so

he rents a railroad

for a day . . . for \$35!

Locomotive: Steam.

Where to read about it:

February TRAINS

— on sale January 25.

above, three cars at a time sit bathed in water and steam on the sinter plant loading rack. Every 15 minutes there is a roar and a whoosh of roiling black dust as one of the sinter pans is dumped directly into a car, often right beside the shunting road-switchers. Sparks fly and red-hot chunks cascade down in a miniature, momentary hell of bursting, crackling ore. The crew pay little attention and go quietly on about their work. Another tugger pulls loaded hoppers of sinter to a scale and the storage track beyond, where they wait, hot and steaming, to be made up with the rest of the train. A checker can work in his shirtsleeves down between these lines of cars on even a zero day and still emerge sweating from the radiated

ian tells him over the radio-telephone: "Okay, Pasco."
Nothing happens. He calls again. "Go outside, Walt," suggests the conductor. "We may be in a dead spot."

Benjamin drops off the step with the net strapped over his shoulder. Still nothing. He mutters to himself, listening on the phone. Then it comes—Pasco's voice from the head end.

"I'm in the other engine. I heard you but couldn't transmit."

"Okay, now."

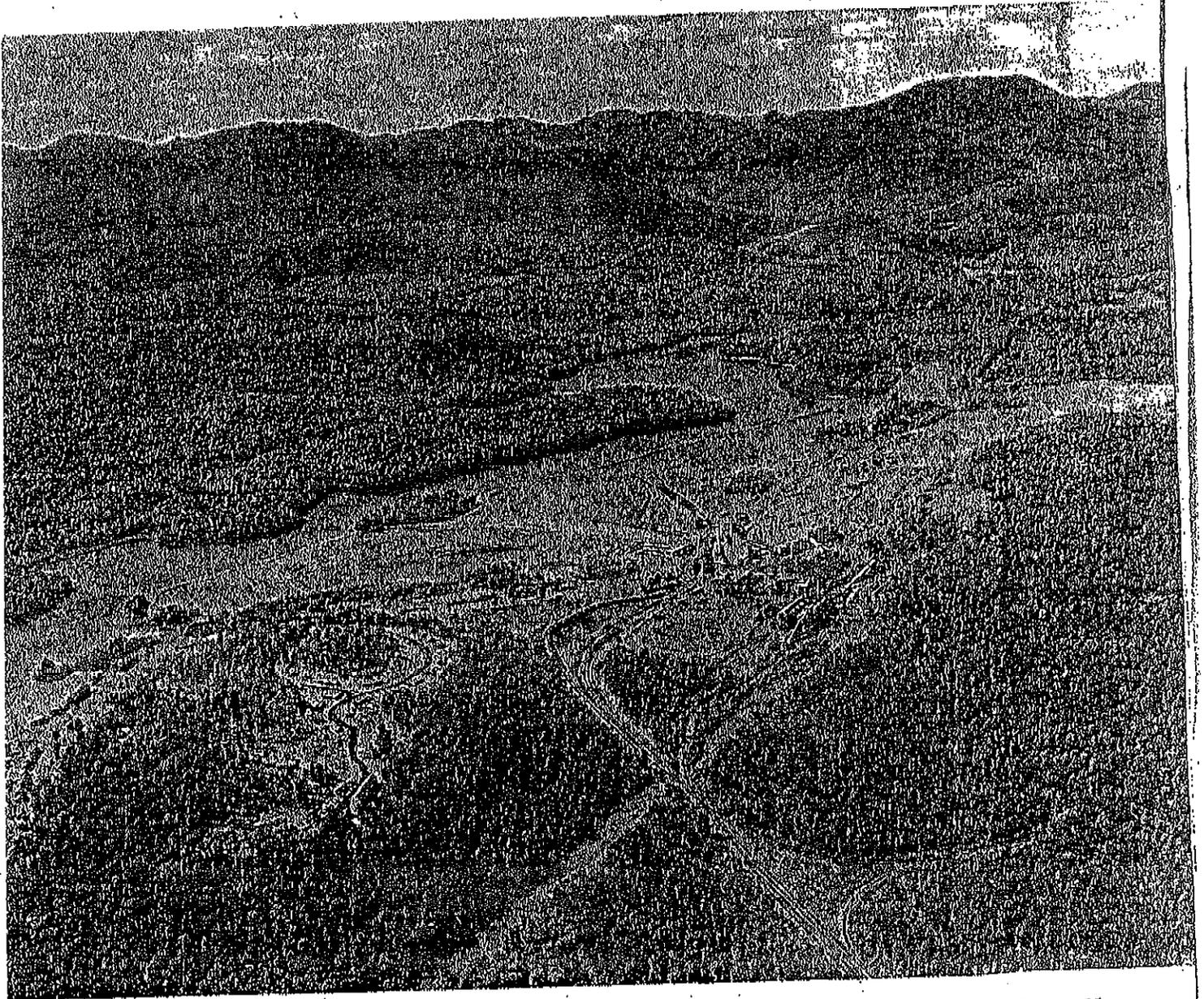
A few more moments of dead silence, and then the air horn blast comes floating back, echoing off the mountain ravines. Couplers clank and clamor again, and the train starts its descent through the rock cuts. On the sharp curves the flanges and brakes scream in protest, sending out little

flashes and sparks all down along the wheels of the train ahead. The 3 miles go fast, with the caboose hauling and pulling first one way and then the other. In the cherry lamplight the crew is in a happy mood. After all, it's Friday. They tell of the deer that charged on the tracks and that Pasco almost hit, of the lost and weary fishermen who flagged them down late one night last summer, and of the debt-ridden brakeman who once used the Sanford Lake Job as a dandy six-month refuge from his creditors. (The Internal Revenue boys finally caught up with him.)

Downhill the miles go fast and in no time the lights of North River and then North Creek are ahead. With retainers off, once more the train is broken in two and placed in its long sections, side by side on the bank of

the Hudson. Pasco comes back for caboose 35882 and the job is nearly done. The engine rumbles past the silent cars; those with sinter are already melting the snow accumulated beneath them. Soon they'll be off again for Saratoga, for further movement to Oneonta and the steel mills of Pennsylvania and Maryland.

North Creek depot is a blaze of light and activity, with waybills spread out and crews signing out and in as the Adirondack Local men take over for the night run. That long train of ore coming down out of the mountains each day is helping to make titanium a Titan of metals. But it is doubtful if the men just off duty ever think of that. The Sanford Lake Job is finished for another week, and the Lonely Hearts Club is in a tearing rush to get home. I.



521 MAIN ST. UTICA NY 13501
1-800-819-2291
(515) 724-0700

TRIP DESCRIPTIONS

Utica-Thendara With Lawyer
Thursday & Saturday July 15-September 4
Wednesday, Thursday & Saturday September 15-October 16
Saturday October 23
Trip Duration: 9-11:30am-3:00pm

Price: \$26/Adult, \$39/season, \$34/child (Round Trip)
Enjoy the railroad's longest scenic tour (2 hours each way) and ride our complimentary shuttle bus into Old Forge. Spend your afternoon enjoying the atmosphere in the Adirondack shops, restaurants and gardens. Train departs Thendara for Utica at 4:30pm. Food and beverages available a la carte in the cafe car.
(at this time, private seating is not wheelchair accessible)
You can bring bicycles with you for just \$2/ride or \$4/case for \$4/case!

FAMILY DISCOUNT

Available on any Utica-Thendara with Lawyer operating day in July and August 2 adults and 2 children ride from Utica to Thendara and back for \$100, each additional child \$13

WOODS TALK

Every Thursday in July & August
Enjoy a complimentary woods talk by Forester & Storeteller Breward Daniels during the luncheon north!

Old Forge Lake Cruises Rail & Cruise Package

Available on any Utica-Thendara with Lawyer operating day
Price: \$50/Adult, \$45/season, \$35/child
Enjoy a 2-hour cruise on First Through Fourth Lakes on the Fulton Canal or Lakes during your luncheon, and spend time in Old Forge after lunch (time permitting)
Make reservations at www.adirondackrail.com or www.gladstonelakecruises.com
Reservations available online only

Utica-Thendara Without Lawyer

Friday & Sunday September 17-October 15
Trip Duration: 11:30am-4:30pm
Price: \$34/Adult, \$32/season, \$24/child (Round Trip)
Enjoy the railroad's longest scenic route (2 hours each way) without spending all day on a trip. Relax and enjoy the scenery as you travel from Utica to Thendara and back. Food and beverages available a la carte in the cafe car.
Buffalo Head Train
Sunday June 28, July 18, August 8 & 22, September 5 & 12, October 17, 24 & 31
Saturday & Sunday November 6 & 7, 13 & 14
Trip Duration: 12:00pm-4:30pm
Price: \$34/Adult, \$32/season (round trip not included)
Ride north from Utica's Union Station to Forestport Station across from the Buffalo Head Restaurant. Enjoy a delicious meal and return to Utica. Train arrives in Forestport at 1:15pm and departs at 3:15pm. Food and beverages available a la carte on board the cafe car.

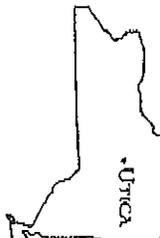
Utica-Otter Lake Terraround

Sunday October 17 & 24
Trip Duration: 12:00pm-4:30pm
Price: \$34/Adult, \$28/season, \$20/child
Hitch a longer ride on the Buffalo Head Train - two weekends only! Instead of disembarking at Forestport to go to the restaurant, ride on to the train's terminus at Otter Lake. Food and beverages available a la carte in the cafe car.

Easter Bunny Train

This trip departs from our Holland Patent Station which is located on Powell Rd. Holland Patent NY 13354 (near the railroad crossing)
Saturday April 3 departing at 10am, 11am and 3pm
Trip Duration: 1 hour 30 min total
Price: \$12/Adult, \$10/Child
Ride from Old Holland Patent Station to Reisen Depot to meet the Easter Bunny and hunt for Easter eggs. Candy and prizes for kids!

Do you often spend weekends in the Adirondacks? Tired of taking two cars on different schedules? Tired of driving? Take advantage of the regular Utica-Thendara travel schedule - leave on one day and return on another for our round trip offer!



If you live near our stops in Holland Patent, Reisen or Forestport, there's no need to drive to Utica for a ride to Thendara - you can board at a local stop with advance reservations, and take advantage of special pricing! Call the Utica office for details.

WINE & BEER TASTING TRAINS

Trip Duration: 6:30pm-8:30pm
Price: \$25/ticket (Age 21+ only - proof ID required)
Enjoy wine or beer tasting on board the train hosted by representatives from Swanton or a Finger Lakes winery and receive a complimentary soft-drink wine or beer glass. Enjoy from Utica's Union Station, travel to Reisen Depot, where there will be a 20 min train stop, and return. Snacks provided. Food also available for purchase in the cafe car and at Reisen.
Wine Tasting:
Friday April 16, May 7, 14, 21, 28, August 13, September 10, October 8
Beer Tasting:
Friday April 23, May 14, June 18, July 16, August 20, September 13, October 15

DOO WOP TRAIN

Sunday May 23, June 27, July 25, August 15
Trip Duration: 2:00pm-5:00pm
Price: \$29/ticket (all ages)
Ride from Utica's Union Station to The Soda Fountain, Reisen's '50s-themed restaurant. Dance to your favorite '50s tunes in the segregated car with The Soda Fountain Gals! Dinner included - limited alcohol. Call the Utica Station or check the website for player details.

FAMILY HALLOWEEN TRAIN

This train departs from our Holland Patent Station which is located on Powell Rd. Holland Patent NY 13354 (near the railroad crossing)
Saturday October 30 departing at 10am, 12pm, and 2pm
Trip Duration: 1 hour 30 min total
Price: \$12/Adult, \$10/Child
Ride in our festively decorated train from Holland Patent Station to Reisen Depot in costume for some Halloween fun. Kids in costume get a free popcorn!

HALLOWEEN PARTY TRAIN

Friday October 29
Trip Duration: 6:30pm-9:30pm
Price: \$23/ticket (Age 21+ only)
Join our for a soiree. Halloween party on board the train - show up in costume for a chance to receive great prizes in our annual costume contest, and show off your dance moves in the baggage car! Alcoholic beverages available for purchase in the cafe car. Snacks provided - food will also be available for purchase at Reisen. Proof ID required.

ADIRONDACK CHRISTMAS TRAIN

Friday November 26
Trip Duration: 11:00am-9:15pm
Price: \$30/Adult, \$28/season, \$20/child
Travel to Old Forge for the Adirondack Christmas on Main Street event and the start of the holiday shopping season! Santa & Mrs. Claus, tree lighting, and more! Departs Thendara at 7am for return to Utica.

POLAR EXPRESS

Price: \$26/Adult, \$21/season, \$21/child
Trip Duration: 2 hours total
Ride from Utica's Union Station to the "North Pole" (Holland Patent Station) to pick up Santa Claus and his elves, enjoy caroling with the elves and listen to a reading of "The Polar Express" by Chris Van Allsburg. When you arrive at the Old Festively-Decorated "North Pole," Santa will give the first gift of Christmas, then board the train and visit with reindeer during the return trip. Hot chocolate and cookies provided in Union Station afterwards.
Friday-Sunday November 19-28
Wednesday-Sunday December 1-18
Train departs Wednesday & Thursday at 6:30pm, Friday-Sunday at 4:30pm & 7pm
November 20 will have a 7pm departure only, November 26 will have a 6pm departure only.
For all stations:
MasterCard, VISA and Discover accepted. No passenger is allowed to board any train without a valid reservation.

84 FORGE ST. THENDARA
(515) 569-62

TRIP DESCRIPTIONS

Thendara-Carter:
Trip Duration: 10:00am
Price: \$16/Adult, \$14/season
Ride from Thendara Station north to the site of the Over at Carter Site
Wednesday-Sunday June
From Reisen schedule on Wednesday-Sunday July 7-5
Thursday-Sunday July 8-5
Saturday & Sunday July 9-5
Wednesday-Sunday September
Monday October 11 (Co)
Wednesday-Sunday Oct
Thendara-Otter
Trip Duration: 1 hour
Departs: 12:30pm,
Price: \$16/Adult, \$14/season
Ride from Thendara Station south over the Moose Lanes at Otter Lake
Saturday-Monday May 29-31 (See 3)
Saturday & Sunday June 5 & 6, 12 & 13, 19 & 20
Wednesday-Sunday June
Thursday-Sunday June 8-5
Saturday & Sunday Sept
Wednesday-Sunday September
Monday October 11 (Co)
Wednesday-Sunday Oct
Saturday & Sunday Oct

FREQUENTLY ASKED QUESTION: WHAT'S THE!

Carter Station and the Train
The trip to Carter Station goes south. The trip to Reisen No matter which you choose, we know you'll have a great time!
TICKETTER'S CANOE & R
AVAILABLE EVERY DAY OF OPERATION
DEPART OLD FORGE IN A CANOE, STRADDLE DOWN THE MOOSE CALL TICKETTER'S CANOES AT (515) 369-6286 FOR RESERVATIONS AND MORE
OLD FORGE LAKE CRUISES RAI
AVAILABLE ON MOST OPERATING DAYS - SEE WEBSITE OR MAKE YOUR RESERVATIONS FOR A THENDARA-CARTER SIX NIGHT DAY AS A CRUISE ON OLD FORGE LAKE CRUISES AND VISIT THE LOCAL RESTAURANTS.
BIKE & RY
June 23-September
Price: \$8/ticket (2
This train offers mountain bikers the opportunity to ride their bicycles back to Thendara trails. Bring your own pedals & pumps (515) 557-3281 or visit
SENIOR PRICES ARE FOR THOSE AGE 62+. CHILD



FLAG STOPS?
RIDE FOR LESS!
 IF YOU LOVE NEAR-OUR STOPS IN HOLLAND PATENT, ROSENBERG, OR FOXESTRICK, THERE'S NO NEED TO DRIVE TO UTICA FOR A TRIP TO THENDARA - YOU CAN BOARD AS A FLAG STOP WITH ADVANCE RESERVATIONS, AND TAKE ADVANTAGE OF SPECIAL PRICING! CALL THE UTICA OFFICE FOR DETAILS.

BEER TASTING TRAINS

FOR 2H+ ONLY - PHOTO ID REQUIRED!
 BEER TRAINS HOSTED BY REPRESENTATIVES FROM SARANAC OR 4 ELEMENTARY SOUVENIR WINE OR BEER CELEST! TRAVEL FROM UTICA TO THENDARA - YOU CAN BOARD AS A FLAG STOP WITH ADVANCE RESERVATIONS, AND TAKE ADVANTAGE OF SPECIAL PRICING! CALL THE UTICA OFFICE FOR DETAILS.

WOP TRAIN
 JUNE 27, JULY 15, AUGUST 15
 DEPARTS: 2:00PM-6:00PM
 \$29/TICKET (ALL AGES)
 HE SODA FOUNTAIN, RIMMEN'S '50S-THEMED RESTAURANT!
 ICE CREAMER CAR WITH THE SODA FOUNTAIN GIRLS! DRINKER
 ICE STATION OR CHECK THE WEBSITE FOR FURTHER DETAILS.

HALLOWEEN TRAIN
 HOLLAND PATENT STATION WHICH IS LOCATED ON
 RT NY 1554 (NEAR THE RAILROAD CROSSING)
 DEPARTING AT 10:00AM, 12:00PM, 4PM, 6PM
 TICKETS: \$10/ADULT, \$10/CHILD
 IN FROM HOLLAND PATENT STATION TO ROSENBERG DEPOT IN
 FOR FUN. KIDS IN COSTUME GET A FREE PUMPKIN!

WHEEL PARTY TRAIN
 WEDNESDAY OCTOBER 29
 DEPARTS: 6:30PM-8:30PM
 23/TICKET (AGE 21+ ONLY)
 ON BOARD THE TRAIN - SHOW UP IN COSTUME FOR A CHANCE
 TO WIN! COSTUME CONTEST AND SHOW OFF YOUR DANCE MOVES IN THE
 HALLS. PRIZES FOR PURCHASE IN THE CAFÉ CAR. SNACKS PROVIDED -
 FOR PURCHASE AT ROSENBERG. PHOTO ID REQUIRED.

BLACK CHRISTMAS TRAIN
 THURSDAY NOVEMBER 26
 DEPARTS: 11:00AM-9:15PM
 TICKETS: \$28/ADULT, \$18/CHILD
 CHRISTMAS ON MAIN STREET EVERY AND THE START OF
 THE SEASON. CLAYTON TREE LIGHTING, & HOME! DRESSAS THENDARA
 FOR RETURNS TO UTICA.



POLAR EXPRESS
 DURATION: 1 HOUR TOTAL
 (ADULT \$28/ADULT, \$18/CHILD)
 THE "NORTH POLE" (HOLLAND PATENT STATION) TO PICK UP
 BY CAROLING WITH THE ELVES AND LISTEN TO A READING OF
 "THE NIGHT BEFORE CHRISTMAS". THEN BOARD THE TRAIN AND VISIT
 FIRST GIFT OF CHRISTMAS, THEN BOARD THE TRAIN AND VISIT
 HOT CHOCOLATE AND COOKIES PROVIDED IN UNION STATION
 AFTERWARDS.

*TUESDAY NOVEMBER 19-28
 *WEDNESDAY NOVEMBER 1-18
 *THURSDAY AT 6:30PM, FRIDAY-SUNDAY AT 4:30PM & 7PM
 (FREE ONLY, NOVEMBER 26 WILL HAVE A 6PM DEPARTURE ONLY)
 FOR ALL STATIONS

THENDARA STATION
 84 FORGE ST. THENDARA NY 13472
 (315) 369-6290

TRIP DESCRIPTIONS

THENDARA-CARTER STATION
 TRIP DURATION: 1 HOUR 20 MIN
 DEPARTS: 10:00AM-11:50AM
 PRICE: \$16/ADULT, \$14/SENIOR, \$8/CHILD
 RIDE FROM THENDARA STATION NORTH TO THE SITE OF THE OLD CARTER STATION AND BACK. NO LAN-
 DING AT CARTER STATION.

WEDNESDAY-SUNDAY JUNE 23-JULY 4
WEDNESDAY-SUNDAY JULY 7-SEPTEMBER 1, SEE TRAIN ROBBERY!
THURSDAY-SUNDAY JULY 8-SEPTEMBER 5
SATURDAY & SUNDAY SEPTEMBER 11 & 12
WEDNESDAY-SUNDAY SEPTEMBER 15-OCTOBER 10
MONDAY OCTOBER 11 (COLUMBUS DAY)
WEDNESDAY-SUNDAY OCTOBER 13-17

THENDARA-OTTER LAKE
 TRIP DURATION: 1 HOUR 20 MIN
 DEPARTS: 12:30PM, 3PM
 PRICE: \$16/ADULT, \$14/SENIOR, \$8/CHILD
 RIDE FROM THENDARA STATION SOUTH OVER THE MOOSE RIVER TO OTTER LAKE AND BACK. NO
 LANING AT OTTER LAKE.

SATURDAY-MONDAY MAY 29-31 (SEE MEMORIAL DAY SPECIAL)
SATURDAY & SUNDAY JUNE 5 & 6, 12 & 13, 19 & 20 (SEE FATHER'S DAY SPECIAL)
WEDNESDAY-SUNDAY JUNE 23-JULY 4
THURSDAY-SUNDAY JULY 8-SEPTEMBER 5
WEDNESDAY & SUNDAY SEPTEMBER 11 & 12
WEDNESDAY-SUNDAY SEPTEMBER 15-OCTOBER 10
MONDAY OCTOBER 11 (COLUMBUS DAY)
WEDNESDAY-SUNDAY OCTOBER 13-17
SATURDAY & SUNDAY OCTOBER 23 & 24

**FREQUENTLY ASKED QUESTION: WHAT'S THE DIFFERENCE BETWEEN THE TRIP TO
 CARTER STATION AND THE TRIP TO OTTER LAKE?**

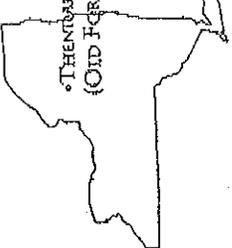
THE TRIP TO CARTER STATION GOES NORTH. THE TRIP TO OTTER LAKE GOES SOUTH, OVER THE MOOSE
 RIVER. NO MATTER WHICH YOU CHOOSE, WE KNOW YOU'LL ENJOY THE SCENERY OUTSIDE YOUR WINDOW
 COMPARED!

TICKNER'S CANOE & RAIL PACKAGE
 AVAILABLE EVERY DAY OF OPERATION EXCEPT WEDNESDAY
 DEPART OLD FORGE IN A CANOE, PAADLE DOWN THE MOOSE RIVER, GET PICKED UP AND RETURN BY TRAIN!
 CALL TICKNER'S CANOES AT (315) 369-6286 OR VISIT WWW.THENDARACRUISES.COM
 FOR RESERVATIONS AND MORE INFORMATION.

OLD FORGE LAKE CRUISES RAIL & CRUISE PACKAGE
 AVAILABLE ON MOST OPERATING DAYS - SEE WEBSITE OR CALL FOR FURTHER SCHEDULE INFORMATION
 MAKE YOUR RESERVATIONS FOR A THENDARA-CARTER STATION OR THENDARA-OTTER LAKE TRIP ON THE
 SAME DAY AS A CRUISE ON OLD FORGE LAKE CRUISES AND RECEIVE A DISCOUNT FOR PURCHASING BOTH
 TRIPS TOGETHER!
 MAKE RESERVATIONS AT WWW.ADRONACKRRR.COM OR WWW.OLDFORCELAKECRUISES.COM
 RESERVATIONS AVAILABLE ONLINE ONLY

Bike & Rail
 JUNE 23-SEPTEMBER 12
 PRICE: \$8/TICKET (ALL AGES)
 THIS TRAIN OFFERS MCCORMACK BIKERS THE OPPORTUNITY TO TAKE THEIR BICYCLES NORTH TO CARTER
 STATION AND THEN RIDE THEIR BICYCLES BACK TO THENDARA, WHICH OFFERS THEM RIDES OF ADRONACK
 TRAILS. BRING YOUR OWN OR RENT ONE.
 PEDALS & PEDALS (315) 357-3288 OR MOUNTAINMAN AOC (315) 369-2300

MAGIC FRIDAYS
 ON FRIDAY TRIPS TO OTTER
 LAKE IN JULY AND AUGUST,
 ENJOY AN UP-CLOSE AND
 PERSONAL MAGIC SHOW WITH
 ILLUSIONIST LEON ETIENNE!



WOODS WALK
 TRAVEL FROM THENDARA
 STATION NORTH TO THE SITE
 OF OLD CARTER STATION, AND
 DISCOVERS FOR A TALK ABOUT
 ADRONACK FLORES, FAUNA,
 AND HISTORY. FEATURING
 FORESTER AND RENOWNED STO-
 RTTELLER BERNARD DAVIES.

WHERE IS THENDARA?

THENDARA, NY IS JUST SOUTH OF OLD FORGE, NY ALONG ROUTE 28. ALTHOUGH IT IS POSSIBLE TO
 WALK THE 2 MILES BETWEEN OUR THENDARA STATION AND OLD FORGE, WE RECOMMEND TRAVELING BY
 CAR OR BICYCLE.

PLANNING A VACATION IN OLD FORGE?

NOT SURE WHERE TO STAY? LOOKING FOR THINGS TO DO? VISIT
 WWW.OLDFORGE.NY.COM
 TO REQUEST INFORMATION FROM AREA BUSINESSES AND CHECK OUT SPECIAL EVENTS!

MEMORIAL DAY SPECIAL

SATURDAY-MONDAY MAY 29-31
 VALID ID REQUIRED

VETERANS AND ACTIVE SERVICE PERSONNEL RIDE FREE

FATHER'S DAY SPECIAL

FRIDAY JUNE 20
 FATHERS RIDE FREE

MAGIC FRIDAYS

ON TRIPS TO OTTER LAKE ON FRIDAYS IN JULY AND AUGUST
 ENJOY AN UP-CLOSE AND PERSONAL MAGIC SHOW AS ILLUSIONIST LEON ETIENNE PERFORMS THROUGHOUT
 THE TRAIN DURING YOUR TRIP!

LOOMIS GANG TRAIN ROBBERY WITH THE MYSTERY COMPANY

FOR MORE INFORMATION ABOUT ILLUSIONIST LEON ETIENNE PLEASE VISIT WWW.LEONETIENNE.COM
 WEDNESDAY JULY 7-SEPTEMBER 1
 TRIP DURATION: 1 HOUR 20 MIN
 DEPARTS: 10AM, 12:30PM, 3PM
 PRICE: \$17/ADULT, \$15/SENIOR, \$9/CHILD

AN ANNUAL FAVORITE, BACK THIS YEAR WITH A BRAND NEW STORY FROM THE MYSTERY COMPANY OF
 THE FINGER LAKES! YOUR TRAIN WHEEL TO CARTER STATION IS STOPPED BY TRAIN ROBBERIES ON HORSES
 FROM ADRONACK SADDLE TOURS - EXPERIENCE THE ADVENTURE, BE A PART OF THE ACTION AND GET
 KOBBERD ON THIS INTERACTIVE TRIP! FUN FOR ALL AGES!

WOODS WALK

THURSDAY JULY 1-AUGUST 26
 DEPARTS: 12:00PM

PRICE: \$17/ADULT, \$15/SENIOR, \$9/CHILD

TRAVEL FROM THENDARA STATION SOUTH TO THE SITE OF OLD CARTER STATION, AND DISCOVER FOR A
 TALK ABOUT ADRONACK FLORES, FAUNA, AND HISTORY.
 FEATURING FORESTER AND RENOWNED STORYTELLER BERNARD DAVIES.

ELK TRAIN

NOVEMBER 26 DEPARTING AT 2:00 & 4:00
 TRIP DURATION: 1 HOUR 20 MIN

SUGGESTED POSITION: \$8/PERSON

TRAVEL FROM THENDARA STATION SOUTH TO OTTER LAKE AND BACK. ENJOY HOLIDAY STORYTELLING,
 MUSIC, AND REHEARSALS. THIS EVENT BENEFITS THE OLD FORGE LIBRARY.

FOR ALL STATIONS

MASTERCARD, VISA AND DISCOVER ACCEPTED. GROUP RESERVATIONS ARE ENCOURAGED - WE
 OFFER SPECIAL RATES FOR SOME TRIPS FOR GROUPS OF 25 OR MORE PASSENGERS. TOURS ARE
 AVAILABLE FOR PRIVATE CHARTERS BY THE CAR OR TRAIN. CALL STATION OF DEPARTURE FOR FURTHER
 DETAILS. NO PETS ALLOWED ON BOARD (SERVICE ANIMALS ARE ALLOWED).

Utica's Union Station

321 MAIN ST. UTICA NY 13501
1-800-819-2291
(315) 724-0700

TRIP DESCRIPTIONS

Utica-Thendara White Layover

THURSDAY & SATURDAY JULY 15-SEPTEMBER 4
WEDNESDAY, THURSDAY & SATURDAY SEPTEMBER 15-OCTOBER 16
SATURDAY OCTOBER 23

Trip Duration: 9:15am-6:30pm

Price: \$16/adult, \$34/senior, \$26/child (Rolling Trip)

ENJOY THE RAILROAD'S LONGEST SCENIC TOUR (2 HOURS EACH WAY) AND RIDE OUR COMPLEMENTARY SHUTTLE BUS INTO OLD FORGE. SPEND YOUR AFTERNOON ENJOYING THE ATMOSPHERE IN THE ADIRONDACK SHOPS, RESTAURANTS, AND OUTDOORS. TRAIN DEPARTS THENDARA FOR UTICA AT 4:30PM. FOOD AND BEVERAGES AVAILABLE A LA CARTE IN THE CAFÉ CAR.
(* THIS TRIP, SHUTTLE SERVICE IS NOT WHEELCHAIR ACCESSIBLE)

* YOU CAN BRING BICYCLES WITH YOU FOR JUST \$2/BIKE OR CANNES FOR \$4/CANOE!

FAMILY DISCOUNT

AVAILABLE ON ANY UTICA-THENDARA WITH LAYOVER OPERATING DAY IN JULY AND AUGUST
2 ADULTS AND 2 CHILDREN RIDE FROM UTICA TO THENDARA AND BACK FOR \$190. EACH ADDITIONAL CHILD \$13

WOODS TALK

EVERY THURSDAY IN JULY & AUGUST
ENJOY A COMPLEMENTARY WOODS TALK BY FORESTER & STORETALKER BERNARD DAVIES DURING THE JOURNEY NORTH!

OLD FORGE LAKE CRUISES RAIL & CRUISE PACKAGE

AVAILABLE ON ANY UTICA-THENDARA WITH LAYOVER OPERATING DAY
Price: \$50/adult, \$47/senior, \$35/child
ENJOY A 2-HOUR CRUISE ON FRESH THROUGH FOREST LAKES ON THE FULLON CLARK OF LAKES DURING YOUR LAYOVER AND SPEND TIME IN OLD FORGE AFTERWARD (TIME PERMITTING).
MAKE RESERVATIONS AT WWW.ADIRONDACKRR.COM OR WWW.OLDFORGELAKECRUISES.COM
RESERVATIONS AVAILABLE ONLINE ONLY

Utica-Thendara Without Layover

Friday & Sunday September 17-October 15

Trip Duration: 11:30am-4:30pm

Price: \$34/adult, \$32/senior, \$24/child (Round Trip)

ENJOY THE RAILROAD'S LONGEST SCENIC TOUR (2 HOURS EACH WAY) WITHOUT STOPPING ALL DAY ON A TRIP. RELAX AND ENJOY THE SCENERY AS YOU TRAVEL FROM UTICA TO THENDARA AND BACK. FOOD AND BEVERAGES AVAILABLE A LA CARTE IN THE CAFÉ CAR.

Buffalo Head Train

Sunday June 20, July 18, August 8 & 22, September 5 & 12, October 17, 24 & 31

Saturday & Sunday November 6 & 7, 13 & 14

Trip Duration: 12:00pm-4:30pm

Price: \$24/adult, \$16/child (Dinner Not Included)

RIDE NORTH FROM UTICA'S UNION STATION TO FORESTPORT STATION ACROSS FROM THE BUFFALO HEAD RESTAURANT. ENJOY A DELICIOUS MEAL AND RETURNS TO UTICA. TRAIN ARRIVES IN FORESTPORT AT 1:15PM AND DEPARTS AT 3:15PM. FOOD AND BEVERAGES AVAILABLE A LA CARTE ON BOARD THE CAFÉ CAR.

Utica-Otter Lake Turnaround

Sunday October 17 & 24

Trip Duration: 12:00pm-4:30pm

Price: \$34/adult, \$28/senior, \$20/child

HITCH A LONGER RIDE ON THE BUFFALO HEAD TRAIN - TWO WEEKENDS ONLY! INSTEAD OF DISMOUNTING AT FORESTPORT TO GO TO THE RESTAURANT, RISE ON TO THE TRAIN'S TURNAROUND AT OTTER LAKE. FOOD AND BEVERAGES AVAILABLE A LA CARTE IN THE CAFÉ CAR.

Easter Bunny Train

THIS TRIP DEPARTS FROM OUR HOLLAND PATENT STATION WHICH IS LOCATED ON

Powell Rd. HOLLAND PATENT NY 13354 (NEAR THE RAILROAD CROSSING)

Saturday April 3 DEPARTING AT 11AM, 1PM, AND 3PM

Trip Duration: 1 HOUR 30 MIN TOTAL

Price: \$12/adult, \$10/child

RIDE FROM OUR HOLLAND PATENT STATION TO REMSEN DEPOT TO MEET THE EASTER BUNNY AND HENT

LET US DO THE
DRIVING FOR YOU!
DO YOU OFTEN SEND WEEK-
ENDS IN THE ADIRONDACKS?
TIRED OF TAKING TWO CARS
ON EXPENSIVE SCHEDULES?
TIRED OF DRIVING? TAKE
ADVANTAGE OF THE REGULAR
UTICA-THENDARA TRAVEL
SCHEDULE - LEAVE ON ONE DAY
AND RETURN ON ANOTHER FOR
CAR ROUND TRIP PRICE!

WINE & TRIP DISCOUNT

PRICE: \$25/BUCKET

ENJOY WINE OR BEER TASTING ON BOARD IN
FINGER LAKES WINERY AND RECEIVE A COUPON
FOR UTICA'S UNION STATION NORTH TO REMSEN
RETURN. SNACKS PROVIDED. FOOD ALSO

FRIDAY APRIL 16, 30 & 7, JUNE 1

FRIDAY APRIL 23, MAY 14, JUNE 11

FRIDAY APRIL 23, MAY 14, JUNE 11

SUNDAY MAY 2

TRIP DISCOUNT

PRICE:

RIDE FROM UTICA'S UNION STATION TO

DANCE TO YOUR FAVORITE '50s TUNES IN

INCLUDED - LIMITED MENU. CALL THE U

PRICE:

TRIP DUE

SATURDAY OCTOBER

TRIP DUE

PRICE:

RIDE IN OUR EXCLUSIVELY DECORATED TRAIN

CELEBRATE FOR SOME HOLLOWEEN

TRIP DUE

PRICE:

TRIP DUE



RIDE FROM UTICA'S UNION STATION TO
SANTA CLAUS! ALONG THE WAY, ENJOY
THE POLAR EXPRESS BY CARRIERS WHO ALL
"NORTH POLE." SANTA WILL GIVE THEM
WITH FAMILIES DURING THE RETURN TRIP

FRIDAY
WEDNESDAY
NOVEMBER 20 WILL BE A 7PM DEPARTURE

