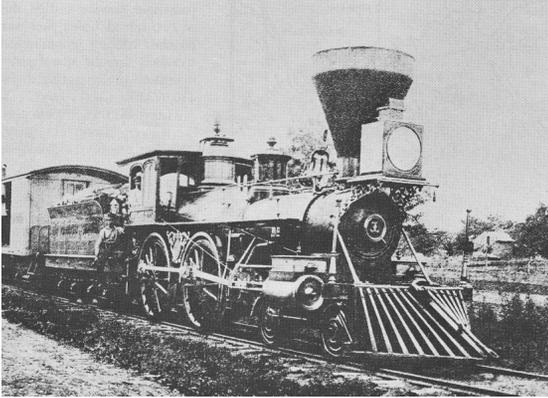


Adirondack Branch Locomotives

1864 - 1902

#1 - Major General Hancock



Builder: Danforth Cook
Year: 1864
Type: 4-4-0, wood fired
Cylinders: 14" x 22"
Drivers: 60"

This was renumbered #3 in 1885 and was probably one of the four locos cut up in 1893-96. See story on origin below. It was rebuilt in 1888 and used for specials and excursions.

#2 - Luzerne (no known picture)

Builder: Danforth Cook
Year: Fall, 1868
Type: 4-4-0
Cylinders: 16" x 24"
Drivers: 60"

Payment was made on February 17, 1877 for repairs.

This was probably one of the four locos cut up in 1893-96. Since the new #2 was added in March, 1893, this was probably done just previous to this.

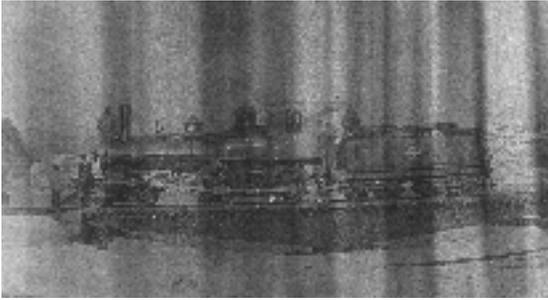
#3 - George Leavitt



Builder: Schenectady
Year: 1870
Type: 4-4-0
Cylinders: 16" x 24"
Drivers: 60"

This was rebuilt and renumbered #6 in 1885 and renamed the C.E. Durkee, the longtime Superintendent. This was probably one of the four locos cut up in 1893-96.

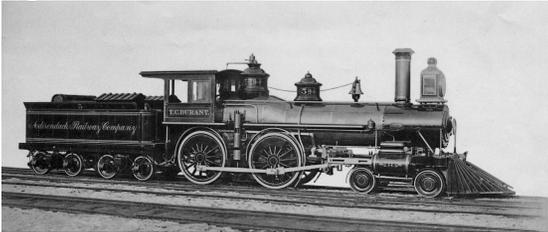
#4 - Utowana



Builder: Schenectady
Year: June, 1884
Type: 4-4-0
Cylinders: 17" x 24"
Drivers: 64"
Weight: 86,200 lbs

This was renumbered D&H #411 probably in 1902 when they took full control and was the only 4-4-0 to survive past 1896. It was leased from 1884 until 1888.

#5 - T.C. Durant



Builder: Schenectady
Year: December, 1884
Type: 4-4-0, coal fired
Cylinders: 15" x 24"
Drivers: 63"
Weight: 70,000 lbs + tender at 48,000 lbs
Tank Capacity: 2,500 gallons
Level pulling capacity at 20 mph: 1,292 tons

This was probably one of the four locos cut up by 1896. It was shown as being leased from 1884 until 1888 when it was shown as owned. It was received on 12/24/1884.

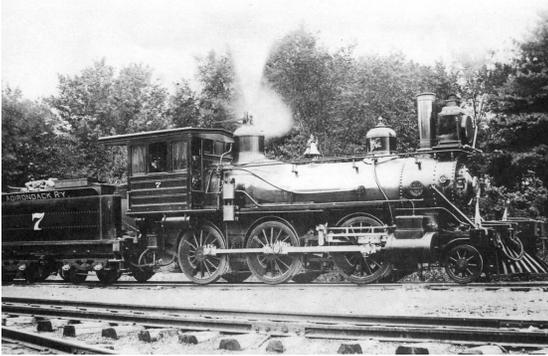
#6 - C.E. Durkee (former #3)

#1 (2nd)

Builder: Dickson
Year: March, 1890
Type: 2-6-0
Cylinders: 18" x 24"
Drivers: 56-3/4"
Weight: 104,000 lbs

This was renumbered D&H #115 probably in 1902.

#7



Builder: Dickson
Year: April, 1890
Type: 2-6-0
Cylinders: 18" x 24"
Drivers: 56-3/4"
Weight: 104,000 lbs
This was renumbered D&H #116 probably in 1902.

#128 & #2 (2nd)



Builder: Dickson
Year: March (#2) & February (#128), 1893
Type: 2-6-0
Cylinders: 18" x 24"
Drivers: 62"
Weight: 123,000 lbs
The list in Shaughnessy's book shows #128 and #2 purchased this year and later renumbered D&H #68 and #69. The NYS Railroad Commissioner's Annual Report shows only one 2-6-0 purchased this year for \$10,455 and a total of three being owned up until 1898 when one was sold. After that, they owned two until selling to the D&H in 1902.
The photo on the left is a Dickson 2-6-0 locomotive at Corinth c.1895 with #153 but no visible lettering on the side to confirm ownership.

From "The Railway & Locomotive Historical Society Bulletin No. 74" dated October, 1948, from which some of the data above comes, David Weatherwax gives us some interesting information.

In regards to #2 and #128 he says that, "It is probable that these locomotives never went into service on the Adirondack Ry., at least there is no record of it [except for the Railroad Commissioner's Report of 1893 which shows one Mogul passenger locomotive purchased for \$10,455; see chart below]. Although the Adirondack Ry. continued to be operated by its own organization until Nov. 5, 1902, after its control by the D&H Co., there continued to be considerable swapping of motive power between the two companies. It is believed that these two locomotives were taken over and used by the D&H and renumbered in their series. However, this is not supported by documentary evidence.

"There was no attempt to classify the Adirondack motive power between passenger and freight service. The locomotives were used in either service as occasion required. From the records, it would appear that the No. 1 and the No. 5 were favored for passenger service and spent more time in that service than did any of the others.

"The No. 1 was believed to have been named after Major General Winfield Scott Hancock who commanded the Second Corps, Army of the Potomac, during the Civil War. One story is that this engine was originally built for the Union Pacific Railroad Co. during the Civil War and was in the vicinity of Dunkirk, NY, enroute to the west, when it was diverted to the Adirondack Ry. on orders of Dr. T. C. Durant, then Vice President of the Union Pacific and also interested in the Adirondack Co.

"Another story is set forth in a newspaper clipping found amongst the papers of the late George N. Weatherwax, former Adirondack Ry. Train Dispatcher, after his death in 1908, the origin and date of the clipping is unknown to the writer. This clipping states that it is a relic of "Sherman's March Through Georgia." It was originally built for service on a Georgia Railroad in the ante-bellum days and was captured during Sherman's raid at Dalton. It was sent to Chattanooga, there sold as confiscated property and purchased by Dr. T. C. Durant and used by him in hauling supplies in Tennessee as a government contractor. After the war, he brought it north, and when as president of the Adirondack Co., he used it to equip his railroad and its whistle was the first to awaken the echoes of the Upper Hudson at North Creek. It was used as a passenger engine for about twenty years and has been rebuilt twice.

[An article in the 6/2/1888 Ballston Journal states that the General Hancock, "did duty during the rebellion as a blockade runner on wheels on the south."]

"The Luzerne possibly took its name from Lake Luzerne, located on the Adirondack Ry. near Hadley, NY and a summer resort of some note.

"Mr. George Leavitt was the Superintendent of the Blue Mountain Lake, Stage and Transportation Co., Director of the Adirondack Co., and a personal friend of Dr. T. C. Durant. The engine was rebuilt by Schenectady in 1885 and most of her brass work and ornamentation was removed during the rebuilding.

"The Durant family owned an ocean going steam yacht named "Utowana" and there may be some connection between that name and the one on the locomotive. The engine and tender were painted black, striped with gold and color. Road name in script on the side of the tender in gold, shaded with red. Name of locomotive on cab panel in gold, also shaded in red.

"The No. 5, named in honor of Dr. Thomas Clark Durant, President of the Adirondack Ry., and, on Oct. 8th, 1885, this locomotive and coach No. 5, appropriately draped in mourning, carried the remains of Dr. Durant from North Creek, NY to Saratoga Springs, NY, at which point Coach No. 5 was turned over to the Delaware & Hudson Co., enroute to New York."

Lomotive History Summary

Probable history for locomotives based on a combination of sources:

1864: #1 General Hancock purchased

1868: #2 Luzerne purchased

1870: #3 George Leavitt purchased

1884: #4 Utowana & #5 Durant leased

1885: #1 changed to #3 and #3 rebuilt and changed to #6 Durkee

1888: #4 & #5 were purchased, the Gen. Hancock was rebuilt

1890: 2-6-0's #1 & #7 were purchased

1893: #2 was sold or cut up and new 2-6-0 #2 replaced it

1895-96: 4-4-0's #3, 5 & 6 were cut up

1898: 2-6-0 #2 was sold

1902: #1 became D&H #115; #7 became D&H #116; #4 became D&H #411