

Riverside (Riparius)

Riverside (Riparius) : [mile 49.5, Elevation 885'] The original station was built in 1872 and was a combination passenger and freight station. It was moved to a position south of the existing freight buildings in 1913 and used as a freight house until it was torn down in 1956. The northern porch of the new station was enclosed at this time to provide more freight space. The existing station was built in 1913-1914. At first it was just the main building and two porches. The southern baggage room was built in 1922 and connected to the existing porch. Passenger service ended in 1957 but the station stayed open for freight, express and telegraph service until 1962. The station was sold to Mr. Perillo of Balston in 1964 then sold in 1995 to Jeff Sweet and Gene Discenza who restored it. It is now owned by Warren County as part of the tourist train business.

- 1870 (CP) Railroad reaches Riverside
- 1/1/1870 (SA) Camp Green is located at Johnsbury station and has contractor's buildings still standing. The end of the line is two miles north.
- 4/5/1870 (VM 25) Earliest land deeded to the Adirondack Co. in Riverside.
- 8/15/1871 (GFR) Those interested in the transportation of leather, iron, lumber, grain, etc. in the towns of Minerva, North Hudson, Schroon, Chester, Horicon and Johnsbury are petitioning the Adirondack Railroad Co. to establish a station a Folsom's Landing on the Hudson where a suspension bridge is now in the course of construction.
- 5/10/1872 (VM 26) Land was deeded to the Adirondack Co. for switches and a depot at Riverside.
- 6/20/1872 (SA) "A new station has been established on this road called 'Riverside', formerly known as Fulson's Landing. It is fifty miles distant from Saratoga and is located between Washburn's Eddy and North Creek. This is quite an important point as a new wire bridge spans the Hudson at this place."
- 8/20/1872 (GFR) A subscriber at Riverside on the Adirondack Railroad says: "The arrival and departures from this station average over fifty passengers daily. We have the best depot on the road."
- early 1870's (P) An early photo by Stoddard shows the main station without the southern porch. It also has a window in the peak. This is the same design as the North Creek station. To the west of the station is a two story white building with a very plain design which does not show up in any later photographs. There is also a freight building in the same area as the existing one.
- 7/1/1879 (WN) Mr. Enos Perry, Riverside stage proprietor, has a new coach.
- 1879-1881 (DH) J.I. Dunn is listed as the station agent earning \$60 monthly. He also handled the pay for the Section 9 crew at \$159.25 monthly. C.S. Collins was also employed there.
- 1885 (RRC) The station is in good condition and has a covered platform.
- 1886 The Post office was located in the station; it moved to the hotel by 1892.
- 1886 (PS) J. Irving Dunn was station agent. [He was also the postmaster.]
- 1885-86 (UHVBD) Business listings: W.W. Baldwin, baggagemaster, Adir. RR; E. Drury, bottler of lager & mineral water, also hotel; Irving J. Dunn, station agent and telegraph operator; Robert Johnson, eating house and stage office; Leavitt & Co., stage line from Riv. to Schroon Lake.
- 1887 (UHVBD) Business Listings: Thomas Eldridge, stage and express line to Wevertown

and Johnsburg; Issac S. Montena, baggageman at station; Riverside House, C. Laprarie, prop.; J.W. Waldron, station and express agent, telegraph operator, Adir. Rwy. Co..

- 1887 (RRC) The station has been renovated.
- 6/25/1888 (TT) Listed as a station.
- c. 1890 (PS) The two houses between the railroad and the river next to the bridge were built in the 1890's or earlier and originally belonged to the bridge company. The station agent lived in the one closer to the bridge for many years. William Waddell bought them from the Folsom Bridge Co. in 1911 then Mr. Clingman bought them in 1926. The post office was in the smaller one from 1892 until about 1901. They were both torn down in 1977.
- 1890 (DH) The tool house was built and measured 12'x16'.
- 1891 (Atlas) There is a 650' siding going around the depot with the north end 260' north of the depot and 50' before the road. A 430' siding extends off the south end of the siding and is listed for T.J. Smith & Son. There is a 25'x45' dwelling between the siding and the main which is listed for Riverside Distributing Co. At the north end of the station, there are siding agreements for W.R. Waddell on the east side of the main and for Standard Oil on the west side. The station platform is 30' x 110' with the station at the north end and a 10'x50' extension at the south end.
- 1892-93 (UHVBD) James S. Kiley, baggageman at station; Riverside House, Charles Vetter, prop.; J.W. Waldron, station agent.
- 1892-1910 (PS) Jeff Waldron worked at the station.
- 1893 Grain store built just south of the station.
- 1/26/1893 (WN) Riverside has a new industry. Bob Johnson is buying cedar hop poles.
- 2/1/1894 (WN) Carpenters of the D&H railroad arrived Wednesday to make needed repairs on the depot building at this place.
- 1895 (RRC) A new 900' siding was added.
- 7/4/1895 (WN) Eugene Leavitt's stage coaches were handsomely painted & decorated by northern talent before being put upon the road this season. The landscapes painted upon them are works of art. The work was done at NC.
- 8/15/1895 (WN) A. Brump has placed a handsome guilt sign on his hotel. It reads "Riverside Hotel". Fred Jones of Pottersville did the lettering.
- 2/7/1898 (WN) 1500 cords of pulpwood have been shipped from the station and Mill Creek since January 10.
- 4/7/1898 (WN) There is considerable pulpwood piled around the depot and in the highways. If the nights were dark it would be dangerous for teams to go through this place and perhaps the railroad authorities might have some damage suits to settle.
- 10/15/1899 (WN) Jeff Waldron is station agent.
- 1/1/00 (OL) Jeff Waldron is station agent.
- 1900 (PS) The Methodist Church was built along the tracks at the west end of the bridge.

- 4/3/02 (WN) Orley Hazelton is new station agent at Riverside; formerly of The Glen. He added a Howe platform scale for the freight house, a US letter box and a telephone.
- 6/26/02 (WN) Our people who live away from the railroad and have no time table will find the following handy; Trains going north leave Riverside at 10:13 am, 5:30 and 7:28 pm; going south at 6:46, 10:46 am and 3:46 pm. The Sunday newspaper train arrives at 10:13 am and there is a southbound train Sunday at 6:48 pm.
- 9/25/02 (WN) William Clear is the new station agent.
- 1903-06 (PS) William Clear was station agent.
- 1905 The D&H Freight Shippers Guide lists the following businesses:
WJ McCarthy: bark & cordwood
HF Stanley: cordwood
John Grogan: wood & bark
AW Perry: pulpwood
Faxton Mfg Co.: clothing
EW Maston: wood
CF Taylor, Jr.: balsam & fir pillows
Thomas & Thompson: pulpwood
E&W Morton: pulpwood
- 8/10/05 (WN) A new railway signal has been erected at this station.
- 1910-1953 (PS) Charles Clingman Sr. was the station agent.
- 1911 (PS) William Waddell purchased the Kipp and Clingman houses from the Folsom Landing Bridge Co. The houses were built between 1880 and 1890.
- 3/7/12 (WN) The Methodist Episcopal Church which was torn down last year to be removed to a more suitable location has been re-erected and enlarged on the site presented by Mrs. Byron Aldrich. The dedicatory services were held Friday afternoon and evening by the Rev. Cole assisted by District Superintendent F L Decker
- 1913 (DH) A list of existing sidings shows Smith's spur at 404' and a 2,030' main siding.
- 4/8/13 (DH) The estimate for the new station was \$12,280 which included work in the yard changing tracks and eliminating the one behind the station. At this time there was a coal shed shown in the middle of the yard on the river side of the freight house. The old station was to be moved to the south end of the freight yard and a 75' platform added on. Smith's grain store was shown on the plans. Also, north of route 8 is shown the tool house with a small bunk house next to it. The blueprint set includes several pages for the new station building.
- 4/10/13 (WN) "New Station at Riverside" The D&H architects have completed plans for a new passenger station at Riverside. It is expected that the new structure will be ready for use the coming season. Riverside has become the most important station on the division, which extends from Saratoga to North Creek, and travel from the cities to this station is unusually heavy, especially during the summer months and fall hunting.
- 5/8/13 (WN) 150 cords of pulpwood were loaded on the train between North Creek and Riverside last Saturday and more is coming into the station.
- 6/19/13 (EH) Work done on siding for new station.
- 7/27/13 (EH) Stanley's Hotel burned.

- 7/28/13 (Troy Times) The three story frame hotel across from the Riverside station, owned by Herbert Stanley, burned to the ground on Sunday the 27th. The loss was estimated at \$15,000. The railroad station was on fire several times but was saved. The fire started in the ice house possibly by children setting fire to the hay insulation.
- 9/25/13 (WN) The new D&H station is nearing completion. The old station has been moved down below Stanley's store and will be used for a freight house. [Photographs of the old station show that it had been turned around so the old waiting room was on the north end.] The total cost for the station, moving the old station for use as freight and new track alignments was \$12,280.
- (PS) Around this time period, the railroad employed about 10-15 men in the local area. The station 3-5 employees, the section gang had 5-6 men, one man ran fire patrol and one man worked at the dugway as watchman for mud slides. The station employees included an agent/telegrapher, a ticket agent, an express agent, a freight agent and one or two helpers.
- 1914 (DH) The pump house was built and measured 5'x8'.
- 1918 (P) The section house is shown at A87.18, north of Route 8, and a Pump House at A87.05.
- 7/3/19 (WN) Heavy summer traffic makes Riverside an important point on the D&H. Riverside station on the Adirondack division of the D&H railroad is now a busy point as can be found in the country. During the past ten days C A Clingman, the station agent, has probably accomplished as much as three very busy men could muster. The daily cash receipts for the past two weeks have been about \$2,600 per day, covering the sale of tickets, receipts for freight and express, storage and other charges which daily accumulate around a busy station when passengers are passing to and fro. During the past week 300 passengers arrived some days. Several cars per day have been shipped out carrying pulpwood, lumber, wool, baggage and miscellaneous express and freight matter. Last Wednesday, Thursday and Friday some 400 trunks arrived daily which were distributed to different stage lines for points tributary to Riverside. Freight shipments have been unusually heavy and James Savage, in charge of the freight house, has had about all he could do to handle the current freight traffic. In addition to the normal activity, the answering of the telephone has been of no small import and has interfered considerably with the office work. There must be constant contact with other stations by telegraph to insure the safety of passengers. Mr. Clingman must keep the telegraph key constantly in mind to respond to any query, which often requires him to stop in the middle of a conversation to jot down a message or tap out a reply. There are reasons why patience should be exercised toward railroad officials and employees during the busy summer months.
- 7/19/19 (WN) Riverside has become one of the best stations on the line. Riverside station within the past two years has become one of the principle and most profitable stations on the Adirondack section. This is because of the rapidly growing popularity of the Schroon Lake region as a summer resort and the large number of boys' camps established there and on Brant Lake. General passenger agent M J Powers and General baggage agent E H Dow and Freight and Passenger agent T J Foster of the D&H visited Riverside and the surrounding areas. Mr. Clingman accompanied them on a trip to Brant Lake and Schroon Lake where they had lunch. They viewed the moving of boys in and out of the camps as similar to moving an army and pledged additional support to sell advanced tickets, etc., to improve the flow.
- 9/4/19 (WN) Mrs. J G Earl of Albany was killed instantly at Riverside about 4:15 pm Saturday afternoon when she was struck by a southbound D&H train at the bridge crossing. Mrs. Earl with her young daughter had been occupying a cottage in Riverside grove for several days and was on her way to the Post Office. The little girl crossed the track ahead of the train. The mother stopped to wait but stood too close to the track and was struck by the first car.
- 1920 (PS) Baggage building added to depot. [This was actually in 1922 so I think Phillip was guessing.]

- 11/18/20 (WN) The Public Service Commission has directed the D&H railroad to provide two trains per day, north and south, through the winter months. The railroad had been allowed to discontinue one train north and south during the war years to conserve energy.
- 12/17/20 (EH) "Wreck train No. (northbound) 12 Night. Train off at Rside."
- 9/10/21 (VM 26) "Pump ho. sta. 2591+84 moved to Castleton." [south of Albany & across Hudson from Selkirk] [Phillip Smith vaguely recalls a water tower just north of the tool house.]
- 1922 Riverside businesses from D&H Freight Shipping Guide for 1922:
- Arther Perry - lumber
 - Riverside Distributing Co. - coal
 - Standard Oil - petroleum products
 - TC Murphy - lumber
 - TJ Smith & Sons - grain, feed and petroleum products
 - Warren County Garnet Mill - garnet
 - WJ McCarthy - lumber, pulpwood and bark
 - WR Waddell - grain, feed and coal
- 1922 (DH) A contract was made with Cassabone & Maloney, Builders, for building the new baggage room for a total of \$7,883.06. Paperwork included a set of blueprints for the building.
- 1/29/23 (VM 26) "Addition to station at Riverside, N.Y." [baggage room on south end; done in 1922]
- 3/20/24 Raymond Stopper resigned as cashier for the D&H. Reginald Raymond will succeed him and Gerald Wakely will take Mr. Raymond's place.
- 4/3/24 The interior of the Riverside Inn is being redecorated.
- 4/3/24 Ad for L.A. & E.S. Williams, General Merchandise - Riparius
- 1924 (P) A series of photos from the D&H collection show two small buildings north of the route 8 crossing which were probably used for the section house. [The section house is on the west side of the tracks and the pump house on the right.]
- 1925 (AR) Lights and a power plant were added to the station.
- 8/21/26 (WN) The D&H train struck an auto at the Riverside crossing at 4 pm, injuring Archibald Pooten and his sister in law Mrs. Harry Pooten of Brooklyn, NY. Two others in the automobile were injured. The injured were treated by Dr. Swan and transported to Saratoga on the train.
- 5/14/28 (P) The old station being used for freight has been fixed up with the horizontal siding on the lower portion and a ramp added on the south end for access to the platform. The small building now at the south end of the current freight buildings is there with a large gap to the next building.
- 4/4/29 The Riverside Hotel was mentioned
- 1/1/32 (OL) Listed as station with freight and Pullman ticket agencies; C. A. Clingman agent.
- 8/17/33 (WN) Mr. Charles A Clingman Sr., who has been employed by the D&H railroad for forty years, received the President's Pass. This is an honor looked forward to by all employees, to receive the pass signed by the president of the company. Mr. Clingman began work at Plattsburg when he was eighteen years of age, starting as a telegrapher and serving various stations, coming to Riverside in 1910 and has been agent there for the past twenty-three years. Riverside has always been the most

active station on the Saratoga-North Creek division, with more passenger and freight service than all stations combined.

- 6/27/35 Robert Somerville worked at the station.
- 3/36 No train service for a week due to ice and flooding (numerous photos). One photo of the station shows that the porch on the north end has not yet been boarded up. Another photo shows the freight buildings as they appear today.
- 6/14/38 (VM 25) "Section tool house moved from sta. 2598+85 to sta. 2584+36." [near old station]
- 6/14/38 (VM 26) "Sect. Tool house moved from sta. 2598+25 to sta. 2584+36."
- 1940's? (PS) There was a section house on the east side of the tracks opposite the freight house and just north of the A87 mile marker.
- 5/22/46 R.A. Raymond worked at the D&H station in Riverside
- 6/3/46 R.C. Somerville employed at Riverside Station
- 11/12/48 (VM 25) Spur track at 2557+38.1 added. [For the Northern Lumber Co.; see detail below.]
- 1/49 The Public Service Commission directed the D&H to install automatic flashing signals at Riverside.
- 5/12/49 (EH) "Williams sell store."
- 7/11/49 The D&H petitioned the Public Service Commission to discontinue passenger service.
- 8/9/49 (VM 26) "Xing sign at Riverside xing replaced with flashing light."
- 1951 Shippers from a D&H Freight Shippers Guide:
W R Waddell - grain & coal, 39 car loads
Northern Lumber - 30 loads
T C Murphy - lumber, 29 loads
Robbins Roost - chicken farm, 16 loads
Towsley - lumber
Najer Veneer - 11 loads
Riverside Distributing Co. - coal, 9 loads
McPhillips Bros. - lumber, 5 loads
- 1/1/51 (OL) C. A. Clingman is the freight and Pullman ticket agent. The freight station has a sloped platform for autos or horses.
- 3/12/52 Ad ran for Riverside Inn under new management; Reg & Helen Raymond.
- 2/25/53 Charles Clingman Sr. died on 2/16; he was employed at the D&H station at Riverside for the past 43 years as agent and an employee for 59 years; he was a member of the Order of Railroad Telegraphers. [Joseph McDowell was then the agent until the closing in 1962.]
- 3/10/54 Ed & Helene Gardner re-open Riverside Inn which was formerly leased by Mr. & Mrs. Reginald A. Raymond.
- 8/25/54 Dance held August 27th for new Firehouse at Riverside. [This is the current firehouse which is located across the street from the station. An addition was

put on the north side about 1987 which houses the Post Office.]

- 9/26/54 (ETT Riverside is listed as a Train Order and Block office open weekdays, 8-5. There is a passing siding listed. A train dispatcher's telephone is on a concrete post at the station.
- 10/27/54 Joseph McDowell was the station agent at Riverside.
- 12/10/54 Riverside Inn ad
- 2/2/55 Ad for Riverside Inn, Ed and Helen Gardner (a few more ads were seen in early '55 then no more through '59)
- 3/31/55 (VM 25) "Tool house at sta. 2584+36 removed."
- 9/9/56 The last passenger train leaves Riparius.
- 11/26/56 (VM 25) "Freight house at sta. 2585+50 removed." [the original station building]
- 11/26/56 (VM 26) "North canopy of passenger station enclosed for use as freight house."
- 10/14/59 from "Early History of Riparius" The railroad was built by 1876 and the first station is now being used as a freight house with the new station being built in 1913. Agents were Mr. D. Dunn, A. Hazelton, W. Clear, G. Waldron, and Charles Clingman. Stanleys store where the grain store now is burned on 1/9/29. [This is in conflict with 1/30/30.] The owner Mr. Williams built a new store opposite the station which was completed on 5/15/29. The first PO was in the D&H station and the agent was the postmaster. The Bridge was built in 1875. [other sources say 1871-1872] Up to 1909 the people had to pay a toll. The county bought it in 1919 and built a new one. The Campground was organized in 1871-72. The Socony Co. was established in 1892 and until 1933 was called Standard Oil Co. The first grain store was built in 1893 on its current site. Robert Johnson operated it until its sale in 1907 to Mr. Stanley. William Waddell bought it in 1922. It burned in 1930 but was rebuilt the same year. The bottle works was in Stanley Brook down by the railroad tracks. Later it was moved to where it now stands. It burned in 1915 but was rebuilt. A creamery was built in 1917 by Frank Hooper and Charles Kenwell.
- 11/62 (PS) Station closes. Joseph McDowell was the last agent.
- 11/21/62 "Service Discontinued At Riverside RR Station"
The Public Service Commission authorized the D&H on November 14th to discontinue all service at the Riverside station. They are required to continue handling carload freight on sidings under jurisdiction of the North Creek agent. Express and telegram services will be available in Chestertown.
The report noted that 218 less-than-carload shipments were handled at Riverside last year compared with 431 in 1958. The D&H had been losing about \$6,000 per year just doing business there. Rail service currently consists of one freight train daily in each direction.
- 1/16/63 Ad for re-opening of the Riverside Inn. Jeremiah "Jerry" Cregan
- 7/24/63 Ad for Cregan's Riverside Hotel.
- 12/2/63 (VM 26) D&H portion of former Warren County Creamery track removed.
- 1964 (PS) Anthony Parillo, former D&H employee, buys the station for \$2,000.
- 6/30/66 (VM 25) 964' of track A removed. [part of what formed a passing siding]
- 7/6/66 (VM 26) Station & property sold

- 2/1/72 (VM 25) Portion of track A removed from 2572+24.7 to 2577+96.7. [This was the section that was in front of Smith's feed store.]
- 4/29/73 (ETT) Riverside is listed as having a siding that could be used for passing trains.
- 1979 Millbrook boats is in the former stagecoach sheds.
- 9/13/79 "17 Cars Derailed Near Riverside" Freight traffic has been halted on the D&H railroad line to North Creek following a 17 car derailment last Friday night in Riverside. (9/7) Several hundred feet of track were torn up and a masonry culvert was torn up. Repairs were expected to take about ten days.
- 1/9/80 (VM 25) Sidetrack with PS 2557+38.1 retired. [Northern Lumber Co. siding added in 1948]
- 1983 (P) The northern porch has been enclosed and there is a small loading dock and door on the north side.
- 9/27/90 "Truss Plant Burns In Riparius" The plant, owned by Stephenson Lumber Co., was a total loss. A 10/25 article states that a local man was arrested for arson and burglary.
- 1995 (PS) Gene DiScenza and Jeff Sweet buy the station and restore it. (1996) A Boston & Maine caboose, originally from NH, is used for a refreshment stand.
- 1997 The station was added to the National Register of Historic Places.
- 6/97 (PS) The station was for sale for \$295,000. The old baggage room is being used for a gift shop.
- 3/8/07 (Deed) Sweet and DiScenza sell the station to Warren County.
- 5/16/2008 The Warren County Board of Supervisors passed resolution 366 incorporating B&M caboose #482 as a permanent part of Riverside Station and authorized amendment of operating agreement with the Upper Hudson River Railroad.
- 5/16/2009 A heavy rainfall of 3.5" caused a beaver dam on the brook from Dipper Pond to break and water carried debris into the railroad culvert. This plug caused the water to flood over the tracks and wash out a forty foot stretch of roadbed. Early estimates were about \$70,000 to fix it.
- 8/8/2009 (Adirondack Journal) The washout has been repaired by County workers for less than \$5,000. They cleaned out the culvert, dug a new stream bed, re-used some of the washed out stone and brought in aggregate by truck. Last week, the UHRR worked with them to re-align the rails. Certification for the work should be received by next Friday. This will allow trips to Thousand Acres Ranch and a possible fall foliage run in late September.
- 3/2/2010 (WCBOS) The County plans to release a RFP in May to sell the caboose at the station.
- 9/1/2010 (WCBOS) The County only received one bid for the caboose at \$100 from the UHRR. This was rejected.
- 7/2/2013 (WCBOS) The S&NCR asked for permission to add a wood stove to the baggage room for winter heating. The building is currently used for an equipment shop.
- 4/27/2015 (WCBOS) The S&NCR received authorization to move the caboose from Riverside to Thurman.

Riverside Businesses:

Riverside Hotel: (PS) The first hotel was built in the early 1890's. D. J. Yuengling owned it in 1894 with Luke Martin as proprietor. This hotel was across the road from the station. It was owned by Mr. Stanley by 1906 and was destroyed by fire on 7/13/1913. Mr. Stanley then built a new hotel in 1914 at the intersection just north of the station. This hotel was active until 1965 then torn down in 1969.

Bottling Works: (PS) Four different companies were tried but the only one to survive was located just south of the station on the west side of the road. It was started in 1892 by D. J. Yuengling and was passed to Luke Martin in 1897. Martin then partnered with William McCarthy in 1898. Luke sold his interest to Joseph Martin in 1903 and the Martin and McCarthy Brothers Company was incorporated in 1910 under the name of The Riverside Distributing Company. It was sold by Joseph Martin in 1957 to Callahan Distributing Company but only lasted a few years more. They originally sold beer, wine, liquor and soft drinks. Brands included Utica Club, Schreiber Beer & Ale and Coca Cola.

Buildings of the company included bottling works, ice house, horse barns, wagon sheds and one or two residences. Fire destroyed the entire operation on 4/26/15. The plant was rebuilt with concrete and resumed operations by March 1916. They also owned a coal storage bin near the railroad. (I believe the foundation for this is the one that used to be along the tracks at the south end of the yard area but now is gone.)

12/2/1895 (WN) Luke Martin secured the agency for handling the D&H company's coal at Riverside. Mr. Martin is now building a coal shed calculated to hold 125 tons.

1905 WJ McCarthy is listed in the D&H Freight Shippers Guide under bark and cordwood.

3/29/06 (WN) McCarthy Brothers and Martin are making notable improvements to their extensive bottling works at Riparius and are anticipating a heavy business season. A D&H engineer is now on the ground surveying for a side track to the works. This will greatly add to their shipping facilities. The firm has just received a shipment of bottles weighing thirty one tons. This is the largest consignment of this kind ever hauled over the Adirondack branch of the D&H railroad.

1907 (AR) McCarthy Brothers & Martin are listed as a new lumber and grain business.

1913 (AR) They may have relocated their coal shed at this time.

1914 (AR) Riverside Distributing Co. is listed as a new business which leased land from the D&H for coal.

1922 Riverside Distributing Co. is listed in the D&H Freight Shippers Guide under beverages and coal.

5/12/27 (WN) An ad indicated that WJ McCarthy was actively buying pulpwood for delivery to the Riverside freight yard.

1/17/45 "The Riverside Distributing Co. is having its ice house filled with ice harvested from Loon Lake."

T. J. Smith & Son: (PS) There was a grain business along the railroad starting in 1907 across from the present truss company. There was a large two story building with living quarters on the north end. This business was destroyed by fire on 1/26/1926 and was not rebuilt. This building was probably the same size as the one in Warrensburg.

1907 (AR) T.J. Smith was listed as a new flour and feed business.

1908 (Warren Co) A map for the proposed branch from Riverside shows a siding for Smiths store starting south of the store and ending just north of it. This siding was extended north when the new yard was done in 1913.

4/8/13 (DH) A blueprint for the new station shows Smith's store.

1913 (DH) A siding list shows a 404' siding for Smiths. A track agreement was also pending for coal.

- 1914 (AR) Smiths leased additional land from the D&H.
- 1922 They are listed in the D&H Freight Shippers Guide under feed, hay and building materials.
- 3/5/25 (WN) Frank Smith and Bert Smith have purchased land on both sides of the D&H railroad tracks and plan to enlarge their buildings. A main branch of their business is the handling of gasoline.
- 1/26/26 (EH) Smith's store burned.
- 1/28/26 Bert Smith's grain and supply store at Riparius was destroyed by fire Tuesday. Estimated \$45,000 loss. The business was to transfer to his other stores in Warrensburg and North Creek.
- 1/28/26 (WN) Smith plant in Riverside burns. The plant was owned by Bert and Frank Smith who have stores in Warrensburg and North Creek. The plant was erected in 1907. The grain elevator and feed store were completely destroyed.
- 2/1/72 (VM 25) The portion of track that used to be for the feed store was removed.

Stanley's Store: (PS) This was located just south of the station at the north end of the row of existing freight buildings. It was started in 1893 by Robert Johnson and sold to Mr. Stanley in 1907. The grain business was bought by William Waddell around 1922 and the store was bought by Len Williams in 8/23. Both businesses burned on 1/26/30. Mr. Williams built a new store by 5/30 and operated this until the late 40's. It had a store on one end and a soda fountain on the other. They also built the residence on the south side of the store. [Both buildings are opposite the station and still exist in 1999. The store is currently owned by Clennan Ellefritz. His father ran an antique store there for a number of years but it is now not used and in poor condition. The store was torn down in 2007.]

- 1905 HF Stanley is listed in the D&H Freight Shippers Guide under cordwood.
- 1910 (AR) H.F. Stanley warehouse was listed as a new business.

Waddell's Store: (PS) Waddells ran a grain store here until 1965 and sold the building to John Berry in 1972 for a boat company. It was purchased in 1988 by the Scenic Outlook Co.

- 1910 (AR) Waddell is listed as a new grain business with warehouse.
- 1922 Waddell is listed in the D&H Freight Shippers Guide under feed, hay, coal and building materials.
- 3/27/24 Ad lists they sell coal, general provisions, grain, flour, feed, hay and cement.
- 11/19/28 (Deed) Smith sells the property south of his store to Waddell.
- 1/30/30 "Williams & Waddell Stores Destroyed by Fire" "Fire destroyed building of W.R. Waddell grain store, the Leonard Williams grocery store and the living apartments of Mr. Williams, with a loss of upwards of \$50,000. A large quantity of grain in a steel freight car on a railroad siding in close proximity to the destroyed building was badly damaged. Mr. Williams announced his intention of opening a store temporarily in his storehouse across the street from the burned building. The building was owned by Mrs. Burt J. Smith of Warrensburg, mother of Mrs. Williams. The building was erected about 30 years ago and was one of the oldest structures in Riverside."
- 5/4/30 (WN) The foundation for the new grain store was laid last week and the building is now started. The new department store which is being built by L A and E S Williams will soon be completed.
- 7/17/30 (WN) W R Waddell grain business is now occupying the new store recently completed to replace the one which burned in January.

- 1940's (PS) Coal was shoveled from gondolas into four coal storage bins, there was a bulk storage bin for oats, the grain, flour and sugar came in hundred pound sacks, and the metal building was used for storing cement. The office was in the north end of the building.
- 1947 (Deed) The property was sold to Roy Waddell.
- 1961 My father can remember unloading grain from boxcars on the siding in 1961.
- 1966 (Deed) After Roy's death, the property went to his wife Mabelle.
- 10/16/72 (Deed) Julie Potter sells the northern building to John Berry.
- 1984 (Deed) William Waddell receives the southern building from Mabelle.
- 1986 William Waddell dies at age 65
- 7/23/88 (Deed) Berry sells the northern building to Simpson, Wittemore & Light.
- 6/24/94 (Deed) Brzozowski receives the northern building from Wittemore.
- 1997 (Deed) William's widow, Grace, sells the southern building to Brzozowski
- 4/29/2004 (Post Star) Newly renovated gallery space will be the backdrop for a grand opening of Scenic Outlook Studios, an independent gallery. The new space has been designed to house works in a wide range of media including sculpture, painting, ceramics and jewelry. Artists include Judi Valenti, Frances Suda, Lisa Steres and Ken Brzozowski.

Standard Oil Company: (PS) This business was next to the bottling company in 1892 and received fuel by the railroad. They had two or three storage tanks.

- 7/8/30 (AR) Standard Oil had a side track agreement.
- 1930 (AR) New buildings or improvements were made to Standard Oil; shipped 600 tons annually.
- 6/30/34 (AR) Standard Oil and Vacuum Oil became Socony-Vacuum Oil.

Tri-State Oil (later RS Supply): (PS) Pete Sanders started this business in 1937 from a garage built in 1925 [Clen's]. He had two tall fuel storage tanks [they look like farm silos in a postcard] sitting on a hill and serviced by a siding. [This siding was just north of route 8 and on the west side where Suburban Propane now has a facility (2008).] This business was later sold to Donald Mundy.

- 5/26/30 (AR) A side track was completed for RS Supply.
- 5/15/31 (VM 26) "Side track for R.S. Supply Co. at sta. 2601+37.4." [just north of Rt. 8]
- 8/3/32 (AR) A liability agreement for cars on the siding was made with RS Supply.
- 1933 (AR) RS Supply sold the business to T.P & P.W. Sanders
- 8/11/33 (AR) A side track and liability agreement was made with Sanders.
- 1946 (AR) T.P. & P.W. Sanders sold their fuel supply business to Donald Mundy.
- 11/28/50 (Deed) Sanders sells to Mundy
- 11/4/53 Ad ran for Riverside Gas & Oil. [This was located on the same site.]

- 1961 I saw a 1961 calendar advertising for DE Mundy in Riverside.
- 12/2/63 (VM 26) D&H portion of former Warren County Creamery track removed.
- 10/2/87 (Deed) Mundy sells the property to Suburban Propane.

Tide Water Oil Co.: They had land south of the bottling works.

- 4/28/28 (Deed) Burt Smith sells the land to Tide Water Oil Sales Corp.
- 1928 (AR) Adirondack Oil Co. bought Tide Water Oil.
- 3/8/30 (AR) Tide Water Oil Sales Corp. had a side track agreement.
- 1934 (AR) Tide Water Oil Sales Corp/ sold to Tide Water Oil Corp.
- 1/2/34 (AR) A siding agreement was made with Tide Water Oil Corp.

Northern Lumber Company: This business was started in 1950 and was located about ½ mile south of the station along side of the railroad. A large concrete wall can still be seen today as well as the old railroad car that was used for their office. They had fires on 11/3/54, 5/11/59 and 6/9/68. The last fire caused the business to close down. Mr. Smith's history of Riverside says that it was located on the former bowling pin factory property.

- 1948 (AR) A 338' siding was added for W.T. Anderson & Sons wood turning plant. It was estimated that they would ship 2,700 tons annually.
- 1948 (AR) The Adirondack Pin Block Co. was shown as a new industry making bowling pins & flooring.
- 5/21/48 (EH) "ground broken for Mill near Dipper Pond Brook."
- 11/12/48 (VM 25) "Spur track with p.s. at sta. 2551+38.1 added." [W.T. Anderson & Sons, Inc., 338' long]
- 2/21/51 "The Adirondack Birch Co., Inc. have purchased the Anderson Pin Block plant at Riparius and are constructing a kiln dryer and re-manufacturing plant. They have about 17 men at present." George Kingsley pres., Ralph Mitchell v.pres.
- 8/19/53 Ad ran for Northern Lumber Co., Inc. – Riparius; rough or surfaced lumber, spruce, white pine or hemlock.
- 12/23/53 Ernest Filkins was employed at the Northern Lumber Co.
- 3/31/54 Northern Lumber Co. is mentioned. (also on 6/22/55 and 10/7/59)
- 11/3/54 Fire in garage and dry kiln of the Northern Lumber Co. Tues. at Riverside.
- 5/28/57 (Deed) Some land in this area was granted to Northern Lumber from Albert Flanner.
- 4/24/59 (Deed) Some land was granted to Northern Lumber from Warren Co. Land Dev. Co.
- 5/14/59 (WN) Buildings of the Northern Lumber Company were destroyed by fire last Sunday and it was said to be the worst fire in Warren County history. The saw mill and home of manager Kenneth Trushaw were not damaged. Plans are for rebuilding shortly. The fire started in a dry kiln.
- 10/4/67 Worker Harry Marble was killed by a falling log at the Northern Lumber Co.

- 6/12/68 "Northern Lumber Co. Mill at Riparius Burns" The mill was destroyed on June 9 of undetermined origin. It was discovered by the night watchman at 4 am. Firemen from all over fought for four hours before bringing it under control. "The dry kilns, storage sheds, garages and boiler rooms were all destroyed by the blaze. An office building near the highway was left standing. [I assume that this is the old combine in the woods today] The mill employed about 60 area men. Reports are that the mill will not be rebuilt."
- [Bill Bibby remembers spotting cars on a siding here in the late 60's and said that when the mill burned, the heat warped the mainline tracks! They quickly sent a crew up to replace them.]
- 1/25/72 (Deed) The property was sold to CC Canada. They sold it in 1990 to Reddy.
- 1/9/80 (VM 25) Sidetrack with PS 2557+38.1 retired. [some evidence of this siding still remains]

Old Combine: Just south of the station and the old concrete walls that were part of the Northern Lumber Company was an old D&H combine sitting in the woods. This was used as an office for the lumber company then left to rot away. I have taken detailed pictures and measurements and produced a scale drawing. I last visited it about 2008 and it was removed some time after that.

- 4/2001 (BLHS *Bulletin*, p. 14) "D&H Combine at Riverside" by Bill Mischler.

"A close look at the car revealed that it was numbered 127 in about 3-inch gold numbers, and 527 in about 2-inch white numbers over the aisle doorway that faces west. A check of D&H official lists makes it one of a group of cars that was available for sale in about 1921. At that time, it was identified as 527, in a group from 501 to 537, less 515, 518, 520, 524, 531 and 533. According to some D&H records, there was a rather large "cleanup", with much of the older wooden fleet going, and the date is indicated by a reference to the Official Railway Equipment Register of February 1921.

"I took some measurements of the car at Riverside, which is 46 ft. 6 in. over the body. There are two access plates in the center of the floor, 42 ft. 3 in. apart, but I'm not sure these represent the truck center pin locations. My copy of D&H Official List #26, for July 1917, shows the following data for passenger car 527:

Passenger and Baggage	53 ft. 2 in. overall
	12 ft. 7 in. baggage compartment
Weight	47,800 lbs.
Seating Capacity	38
Open Platform	Stove and Oil Heat

"The #50 Official List, for January 1930, shows adjacent-numbered cars in the series still on the roster, but the 527 is gone. The 38-passenger capacity would indicate 10 rows of seats, with one pair of seats missing for the sanitary facility on one side. There's a metal-lined "closet" on the northeast corner of the car (the baggage section faces west), ten windows on the south side, and nine on the north where the "closet" is. The window pattern and framing of the car indicate that it was once a coach, and had windows removed, baggage doors inserted, not necessarily opposite each other. The rot is really getting to the car, and it was converted to some sort of camp, so some details are hard to discern, but the original window count appears to be 15, for a 58 or 60 passenger coach. Interestingly, in the 1917 list, the coach that best matches the specs for (127/527) is 72, with the same length, similar weight, and 60 passenger capacity. There are others in the two-digit numbers and low 100's that come close as well so it seems we have this car pinned down in the early 1870's.

"Who built the car?? Well, in the period when this series (127) and adjacent numbers were built (before the re-numbering, which probably coincided with the conversion to combine), there were cars built by the D&H at Green Island, by Gilbert in Troy, and possibly others. My copy of the June 1927 Inspection of Lines (I wish it was an original!) shows a Combine of the early 1870's with

arch-topped windows and similar treatment of window frames to what remains in Riverside. The car is Combination #99, on page 25 of the book, and was built at Green Island. Coach 144, shown on page 27, has a straight-topped sash, and was built by Gilbert in the late 1870's. From this, my guess is that we've got a D&H Green Island coach, converted to a combine at a later date.

"There's a bit more evidence: the doorsill in the doorway from baggage compartment to platform has a number cast in, "C423". Who's an expert on the D&H's pattern and casting practices? I seem to remember seeing "C" numbers on various old cast iron parts at Colonie Shops in my travels in the 1970's. If this holds together, the car is *probably* D&H built, likely at Green Island."

T.C. Murphy Lumber: They would ship out lumber from the siding here.

- 1922 Murphy is listed in the D&H Freight Shippers Guide under lumber.
- 1927 A D&H freight receipt shows they shipped 7100 ft of dressed fir lumber to Rhodes & Johnson in Hadley.
- 1983 (FM) When visiting the yard there was an old loading dock at the south end of the yard next to the last freight building. It was removed some time after this. I was told this was for Murphy.

Other businesses served by the railroad:

- 1917 (AR) The Creamery is closed for the present. [It was built next to the tracks north of the current Suburban Propane site in 1917 and closed for good in 1925. The collapsing building was still there in 2010.]
- 1919 (AR) Pending agreement for the F.A. Roper Butter Factory.
- 4/23/24 (DH) There was a proposed siding for "The Texas Co." which would have been located south of the Smith feed store. This was not built.
- 1925 (AR) New Riverside Creamery with estimated 100 tons annually shipped.
- 1930 (AR) Lease cancelled for Forrest Liddle for a storehouse.
- 1937 (AR) C.A. Carpenter was an auto dealer listed as a new business shipping with the railroad.
- 1940 (AR) A lease was cancelled for W.A. Collins Co. for a hopper and pit.
- 3/13/40 Ad for Riverside Gas & Oil Company; Tydol Fuel oil.
- 1942 (AR) McPhillips Bros. were listed as a new business for lumber storage.
- 1943 (AR) Two new businesses were Najer Veneer for storage of logs and Raymond Smith for petroleum.
- 1948 (AR) Chestertown Veneer Works was listed as a new business with an estimated 1,200 tons annually.

Hudson River Bridge: The original suspension bridge was built in 1871. It was 10' wide and 300' long. The wooden towers at each end were 25 to 30 feet high. There were small vertical cables, every four feet, which were attached to the main cables. The floor was made of heavy wood planks. The bridge was condemned in 1910 and bought by the county for \$12,800. The last toll keeper was in 1911. The new bridge was built in 1919 directly to the north of the original. It was 19' wide and 300' long. The old bridge was torn down in March of 1921 by Howard Ramsey of Glens Falls for \$250. The new bridge had a wood deck covered with asphalt which was replaced in 1961 with a steel deck. The sidewalk on the south side was added in 1948. It was replaced with the current span in 2003.

- 10/26/1871 (SA) "The Central Bridge Company have erected a wire suspension bridge across the Hudson at Folsom's Landing, between the towns of Johnsburgh and Chester, spanning the river 320 feet. The

abutments are 20 feet high from the bed of the river and are of first class work, the masonry laid in cement and grouted. The towers are 30 feet high and well enclosed. The length of cables is 525 feet and there are seven on each side, each capable of sustaining a weight of 20 tons, making a sustaining strength of 208 tons, exclusive of over-stays. The cables are secured in anchorages each 25 feet long, 13' high and 7 wide, built of solid masonry and fastened behind the anchorage by cast iron plates and sockets and are capable of sustaining a weight of 600 tons. Estimated weight of bridge 80 tons, having a supporting weight of 200 tons. This bridge was constructed by J. V. Fishler, of Wellsburg, and is one of the most substantial and magnificent structures in northern New York. The mason work was done by Frank Oliver of Ithaca and the carpenter work by J. R. Crowl of Elmira. It is near the centre of a tangent one mile in length on the Adirondack R.R., 50 miles from Saratoga Springs. The consulting Engineer, Col. Seymour, and other distinguished gentlemen say that the water power within a half-mile of the bridge is the best on the Hudson River along the line of the Adirondack R.R."

- 1/22/1891 (WN) Extensive repairs to the Riverside Bridge contemplated for this spring. New stronger cable and towers to replace old ones which are of wood. [This never happened.]
- 6/11/1900 (Glens Falls Morning Star) Workmen began repairing stonework of the bridge which was giving way.
- 7/17/19 (WN) Contract let for Riverside bridge - Awarded by Warren County to the firm of Luper & Remick of Buffalo for the sum of \$49,644.05. They are required to begin within 14 days and be completed by December 1. 300 foot span and 50 feet high.
- 8/21/19 (WN) Construction of the bridge has started.
- 11/13/19 (WN) Work has stopped on the bridge due to steel being held up by a strike. Work will be deferred until spring.
- 6/10/20 (WN) Work resumes on the bridge and is to be completed sometime in July.
- 5/24/61 "Bids on Repair of Riverside Bridge to be Opened Thursday, June 22" Existing wooden deck of 305' bridge will be replaced with a steel mesh, and guard railings will be replaced, the substructure repaired and steel portions painted. Estimated cost is \$71,000.
- 6/28/61 "Albany Firm Submits Low Bid on Riverside Bridge" Bid of \$65,285 from Standard Engineering Corp., Albany, NY for repairs. Bridge is 305' with a 19' wide roadway. Scheduled for completion by 12/30/61.
- 9/27/61 "Riverside Bridge to be Closed to Vehicles for 28 days starting September 27" Pedestrian traffic will be maintained.
- 3/29/84 "Limit Placed on Riparius Bridge" "The 310 foot, 64 year old bridge was recently inspected by DOT engineers and found to have serious corrosion of many of the steel members supporting the floor system. Further analysis showed that the bridge should be limited to vehicles of less than 15 tons." A signal will be installed.
- 4/21/88 "Weight Limit on Riverside Bridge" The weight limit was changed to 14 tons. Several of the diagonal members were deteriorated. [The repairs were made but the signals remain in 1999.
- 11/98 The NYS Department of Transportation put out a newsletter regarding a new bridge at Riparius. On August 19th, they held an open house at the Riverside Fire House to present their proposals for a new bridge and listen to feedback. At this time the project was still in the preliminary design phase. Their plan at this time was to award a contract in December 2000 with construction taking place in 2001.

2000 (STS Steel) Steel for the new bridge was made by STS Steel in Schenectady in the old Alco plant. The contractor was Tioga Construction.

11/2003 (P) The new bridge is in place next to the old one. When the old one was removed, the new one was slid sideways into the old position. Construction removed all remains of the original suspension bridge footings which had been left in place when the 1919 bridge was built.

Stage Line: G. Leavitt and C.T. Leland operated a stage between Riverside and Pottersville in 1873. Eugene Leavitt continued the business until 1906 when W.R. Waddell began running it.