

Wolf Creek

Wolf Creek: [mile 24.7, Elevation 630'] A water tower was located here before 1891 and until 1935. There was also a small flag stop shelter for passengers from 1904 until 1933.

- 12/1/1865 (Doctor Durant & His Iron Horse) p. 6, "By December 1, 1865 trains were running from Saratoga to Wolf Creek, about half way to North Creek."
- 1876 From "Hand-Book of the Adirondack Railway" we are told that, "extensive beds of granite have been opened and are successfully worked. The varieties are gray, red and green. A large quantity has been sent to Albany for the use of the new Capitol, and the market is extending throughout the central and southern portion of the State." A station is mentioned for this location.
- 7/1/1879 (DH) Timber was ordered for replacing the Howe Truss bridge over Wolf Creek. It consisted of 154 pieces of pine and 60 pieces of white oak. The bottom chords are listed as 55' long.
- 7/25/1879 (DH) The timber was received and a check was sent on 8/18 for \$531.35 which included timber for Stony Creek.
- 1889 (RRC) The bridge has defective upper cords and a bent is added in the center for support.
- 7/13/1889 (BJ) "Work has also begun on the new iron bridge over Wolf Creek, two miles north of Hadley." [This is interesting as it conflicts with the 1891 information below.]
- 1891 (FM) According to the build plate on the present bridge, it was built in 1891 by the Rochester Bridge Works, Rochester, NY. The sides are 5' high and 60' long.
- 1891 (RRC) New 60' plate girder bridge and abutments.
- 1891 (Atlas) The water tank at Wolf Creek is 350' south of the road crossing on the west side. No shelter is shown.
- 1904 (TT) First listed as a flag stop station.
- 1905 (DH) Shelter listed as built this year and measuring 6'x12'.
- 1906 (TT) Listed as a flag stop station.
- 9/06 (P) A water tower is on the west side with a shelter on the east side and a little further north. The shelter is just south of the road crossing.
- 1914 (TT) Listed as a station.
- 1916 (DH) The water tank is listed as 12'x12' and holding 12,000 gallons.
- 1922 (DH) A blueprint shows the shelter and water tank with a coal box next to it.
- 5/11/22 (SA) The waiting station at Wolf Creek was being painted.
- 6/22-32 (TT) Flag stop only station
- 4/28/24 (P) The water tower and shelter are the same as the 1906 photo.
- 5/16/28 (P) Shelter Station still being used.

- 1929 (AR) The James Reynolds and Quarry grade crossings were eliminated.
- c.1930 (P) The shelter and tower are still there.
- 1/1/32 (OL) Listed as non-agency station and that there was a 9,000 gallon water tank spring fed by gravity.
- 6/32 (TT) The summer schedule was the last year to list Wolf Creek.
- 9/28/32 (SA) There was a notice for a public hearing regarding the closing of Wolf Creek station.
- 1/1/33 (OL) Supplement No.1 to 1932 OL lists that Wolf Creek was eliminated.
- 1/6/33 (AR) The station was retired.
- 1/31/34 (VM 13) Station at 1282+97 was removed. [Shows how late some things were entered.]
- 12/27/35 (AR) The water tank was retired. It was listed as 12,000 gallons.
- 7/9/36 (VM 13) Water tank and coal bin at 1281+09 removed.
- 11/8/2008 (FM) Walked south from the grade crossing at Wolf Creek and found remnants of a concrete foundation at the location of the old water tower. This is in a drainage ditch just before it starts down into the creek to the south.

Businesses near Wolf Creek:

John Cowles Sawmill: this was on a siding just north of the Wolf Creek bridge on the east side

- 1904 (AR) A 287' siding was built for John Cowles saw mill, 3-1/2 miles north of Hadley or about 0.7 mile north of Wolf Creek.
- 1905 The John Cowles mill with siding was listed in the D&H Freight Shippers Guide.
- 1913 (DH) This was still listed as Cowles track.
- 1922 John Cowles was no longer listed in the D&H Freight Shippers Guide.
- 7/3/37 (VM 13) Cowles side track at 1304+30 was removed. 269' to end of track. [This map shows the siding ending right at the north end of the Wolf Creek bridge. I found no evidence at the site probably due in part to a driveway and house there.]

Quarry Switch (Keefes): This was a 500' siding 1.5 miles north of Wolf Creek on the west side. The railroad got gravel from here, hence the name. A Patrick O'Keefe owned the land which is the origin for the later name.

- 6/7/1870 (SA) Stone Quarry is listed as one of the stops and that a new granite quarry, above Higgins Quarry, was started in the last year and that the railroad was putting in another switch.
- 10/3/1870 (TT) Listing for "Quarry" with trains stopping on signal only. No stop for Wolf Creek.
- 1879 (DH) Patrick Keefe received a check from the railroad.
- 1/1/1881 (DH) The switch for Keefe was mentioned and also referred to as Quarry Switch. A Mr. Marks owned the land.
- 6/25/1888 (TT) Listing for "Quarry Switch" with only one stop per day. No stop for Wolf Creek.

- 1891 (Atlas) There is a 500' siding located on the west side of the tracks about 8000' north of the Wolf Creek bridge.
- 1898 (AR) A payment of \$323 was made to P. O'Keefe and Maurice & William Winslow for gravel.
- 5/6/1898 (MK) "Parcel 5310. Patrick O'Keefe and Wf to Adirondack Railway Company, 6 May 1898, Right for 10 years to take gravel."
- 1913 (DH) A siding list includes a 687' one 3 miles south of Stony Creek.
- 5/23/21 (DH) There is very little gravel left at Keefe's pit but just north of Keefe's on the east side of the tracks is another area they have arranged to take gravel from. Estimated at 30,000 yards.
- 1929 (TT) Keefes is listed as an industrial siding located 1,055 feet north of A-64.
- 3/1/34 (TT) Lists a stop for Keefes, 1.9 miles north of Wolf Creek.
- 7/6/37 (VM 14) Keefe's sidetrack at 1385+23.7 removed. [Probably done in 1936.]
- 1961 (TT) A list of sidings that could be used for passing trains does not include Keefes.
- 1976 A D&H track schematic includes Keefes, north of Wolf Creek.
- 11/8/2008 (FM) Drove north to A64 where a crossing goes to a closed landfill and walked north to the area noted as Quarry Switch and later Keefes Siding. There is definitely room on the west side for another track starting just north of a ravine. The ravine looks to be an old gravel pit and not a completely natural landscape. This may have been an early source for aggregates.

Saratoga Wood Co.: There was a siding at the county line from 1913 until 1920. It was a little over a mile north of Keefes. They also had another siding south of The Glen.

- 1891 (Atlas) A 300' siding is shown for Saratoga Wood Co. on the west side of the mainline with the northern end 200' south of the county line. Stony Creek road runs through here with a ford across the Hudson River. [In 2008, there was very little evidence that a road was here or a siding.]
- 1913 (DH) A siding was added for Saratoga Wood Co. from Albany for their lumbering business. It was only planned on being temporary and in use for about two years. There are two blueprints shown showing the siding at 40' south of the county line and 200' south of the line. Based on the Atlas, they chose the second option although this made the siding cross the road. [Several items are added in on the 1891 Atlas and apparently this was one of them.]
- 1920 (DH) The Saratoga Wood Co. siding was removed due to not being in use for several years.
- 1/19/22 (VM 15) Spur track at 1449+32 removed.
- 4/2008 (FM) Walked the tracks near the county line north of Wolf Creek to look for evidence of the siding shown on the 1891 Atlas. Did not find any good evidence.
- 5/8/2010 (FM) Went back to the same area with better information and found the site for the siding just south of the small creek at the county line. No concrete evidence but there is a flat area with room for a siding. The wagon road crosses the tracks here and is still easy to follow. I also found old S.H. & S. roadbed about 100' to the west, higher up the hill.