

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
NATIONAL REGISTER OF HISTORIC PLACES
REGISTRATION FORM

OMB NO. 1024-0018, NPS FORM

This form is for use in nominating or requesting determinations for individual properties or districts. See instructions in How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classifications, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name New York Central Railroad Adirondack Division Historic District

other names/site number _____

2. Location

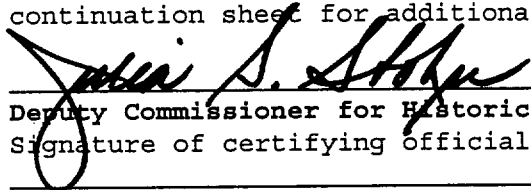
street & number NA (Railroad Right-of-Way) [N/A] not for publication

city, town Remsen to Lake Placid [X] vicinity

state New York code NY county see continuation code _____ zip code 13438 (Remsen)
sheet

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this [X] nomination [] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [X] meets [] does not meet the National Register criteria. I recommend that this property be considered significant [] nationally [] statewide [X] locally. ([] See continuation sheet for additional comments.)


Deputy Commissioner for Historic Preservation
Signature of certifying official

11/3/93
Date

State or Federal agency and bureau _____

In my opinion, the property [] meets [] does not meet the National Register criteria. ([] See continuation sheet for additional comments.)

N/A
Signature of commenting or other official

_____ Date

N/A
State or federal agency and bureau _____

4. National Park Service Certification

	Signature of keeper	Date of Action
I hereby, certify that this property is:		
[] entered in the National Register.		
[] See continuation sheet.		
[] determined eligible for the National Register. [] see continuation sheet.		
[] determined not eligible for the National Register.		
[] removed from the National Register.		
[] other, (explain:)		

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CONTINUATION SHEET

NY Central RR Adirondack Division
Multiple County, New York

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Location

The NY Central Railroad Adirondack Division Historic District extends through portions of the following counties:

Oneida (65)
Herkimer (43)
Hamilton (41)
St. Lawrence (89)
Franklin (33)
Essex (31)

5. Classification

<p>Ownership of Property (Check as many boxes as apply)</p> <p><input checked="" type="checkbox"/> private <input type="checkbox"/> public-local <input checked="" type="checkbox"/> public-State <input type="checkbox"/> public-Federal</p>	<p>Category of Property (check only one box)</p> <p><input type="checkbox"/> building(s) <input checked="" type="checkbox"/> district <input type="checkbox"/> site <input type="checkbox"/> structure <input type="checkbox"/> object</p>	<p>Number of Resources within Property (do not include previously listed resources in the count)</p> <table border="0"> <tr> <td style="text-align: center;">Contributing</td> <td style="text-align: center;">Noncontributing</td> <td></td> </tr> <tr> <td style="text-align: center;">23</td> <td style="text-align: center;">1</td> <td>buildings</td> </tr> <tr> <td></td> <td></td> <td>sites</td> </tr> <tr> <td style="text-align: center;">18</td> <td></td> <td>structures</td> </tr> <tr> <td></td> <td></td> <td>objects</td> </tr> <tr> <td></td> <td></td> <td>Total</td> </tr> </table>	Contributing	Noncontributing		23	1	buildings			sites	18		structures			objects			Total
Contributing	Noncontributing																			
23	1	buildings																		
		sites																		
18		structures																		
		objects																		
		Total																		
<p>Name of related multiple property listings (enter "N/A" if property is not part of a multiple property listing)</p> <p>N/A</p>		<p>Number of contributing resources previously listed in the National Register</p> <p>N/A</p>																		

6. Function or Use

<p>Historic Function (enter categories from instructions)</p> <p>TRANSPORTATION/Rail-related</p>	<p>Current Functions (enter categories from instructions)</p> <p>Vacant/Not in Use</p>
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7. Description

<p>Architectural Classification (enter categories from instructions)</p> <p>NO STYLE</p>	<p>Materials (enter categories from instructions)</p> <p>foundation <u>Stone (bridge piers, abutments)</u> walls <u>Wood weatherboard, shingles (buildings)</u></p> <p>roof <u>Shingle</u> other <u>Steel, concrete (rails, bridges)</u></p>
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Narrative Description

(describe the historic and current condition of the property on one or more continuation sheets.)

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Description

The New York Central Railroad Adirondack Division Historic District is an existing railroad right-of-way extending through portions of Oneida, Herkimer, Hamilton, St. Lawrence, Franklin, and Essex Counties. The nominated railroad line extends for an approximate distance of 118 miles in a northeasterly arc, from its southern terminus at a point approximately .9 mile north of the village of Remsen to its northern terminus in the village of Lake Placid. Construction of the original line was begun at Remsen (24 miles north of Utica) in order to create a connection with the existing narrow-gauge Herkimer, Newport and Poland Railroad. In 1893, Adirondack trains gained direct access to the New York Central's main line at Utica through a mutual agreement negotiated a full decade before the Adirondack line was formally merged into the New York Central system (Despite this arrangement, distance on the line continued to be measured from Herkimer, the original southern terminus).

The period of significance for the district extends from 1891, when the railroad was originally constructed, to ca. 1940, the eve of the Second World War, when the railroad went into a decline from which it never recovered. The nominated property includes a total of 41 contributing features (23 buildings, 18 structures) historically associated with the operation of the Adirondack rail line that retain integrity to the period of significance. No historic locomotives or rolling stock are extant on the Adirondack Division line, hence they are not included in the nomination. Extant contributing features encompassed in the nomination include the right-of-way (tracks and ties, counted as one structure), bridges, stations, freight houses and ancillary railroad buildings (bunkhouses, section foremen's dwellings, tool storage building, company store, post office, logging company office building). The general characteristics of these property types as found on the Adirondack Division are described below. Specific examples are identified as contributing features in the property list below; Locations are noted by milepost distance from Herkimer, the original terminus of the line, as well as by numbers derived from a survey of the line conducted for the Interstate Commerce Commission in 1918. Minor features related to the operation of the railroad, such as culverts, switch stands, and mile markers are present on the right-of-way, but are not individually counted as contributing features.

Only one building located within the district boundary does not contribute to the historic character of the district, as it does not retain integrity to the period of significance. This building (Floodwood bunkhouse) is identified as non-contributing in the property list below. Many other buildings and structures that existed historically along the right-of-way have been demolished or destroyed by fire. No physical evidence of these features remains and, because no systematic archeological survey and evaluation has been undertaken, the significance of these elements has not been established. Therefore, these sites have not been included among those features contributing to the significance of the historic district. If in the future such evaluation shall occur, the present nomination will be amended to include those additional features determined eligible for listing.

The boundary of the nominated property is a boundary of convenience, though it has an historical basis. The historic district is generally encompassed within an arbitrary 80-foot corridor delineated as 40 feet to each side of the center line of the railroad

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right-of-way. This boundary includes the majority of contributing features in an appropriate setting, and historically was the area clear-cut of brush and timber by the railroad company to reduce the risk of forest fires caused by the sparks of passing trains. The railroad right-of-way is entirely owned by the State of New York to a width of 50 feet to each side of the center line. Several immediately adjacent parcels now in private ownership contain buildings formerly owned and/or built by the railroad that contribute to the significance of the historic district. These properties are included within the district boundaries, and are delineated on survey maps filed at the New York State Historic Preservation Office.

The setting of the historic district represents the full range of difficult terrain traversed by the railroad on its route through the Adirondack region. The line originates a short distance north of Remsen at Snow Junction, Oneida County, at the southern fringe of the Adirondack upland (900 feet above sea level). From this junction, the railroad continues north across generally level terrain, crossing Kayuta Lake on a high trestle. The line crosses several tributaries of the Black River, follows then crosses the Moose River, then climbs the southeastern Adirondack slope until it reaches Big Moose station (Herkimer County), the highest point on the right-of-way at 2035 feet. Beginning its long, gradual descent from Big Moose, the railroad crosses Twitchell Creek, Beaver River and Stillwater Reservoir before passing from Herkimer into Hamilton County. The line continues generally northeast through a desolate region of bogs and scrub pine across portions of southern St. Lawrence and western Franklin counties. At Lake Clear Junction (elevation 1629 feet), the Adirondack line intersected the direct railroad line to Malone, then proceeded east to the village of Saranac Lake. The final ten-mile section of the route, from Saranac Lake to Lake Placid, was a dual-gauge line operated jointly with the Delaware and Hudson Railway after 1893. The end of the line was located at Lake Placid (Newman's) station (elevation 1736 feet), which included station buildings (extant) and service facilities (removed in the 1960's).

Property Typology and Characteristics

The 24-mile section of the former Adirondack Division right-of-way from Utica to Snow Junction is an improved, double-tracked line owned and maintained by the Consolidated Rail Corp. (Because this section has been substantially modified and upgraded from its original form, and because it was not built specifically as a component of the original Webb railroad of 1891-92, it is not included in the nominated historic district). The remaining 118-mile right-of-way from the vicinity of Remsen to Lake Placid is a single-track line. The roadbed of the Adirondack Division right-of-way was originally an earthen embankment. Beginning in the early Twentieth century, the line was ballasted with locomotive cinders, slag and crushed stone. The existing rails consist of 35 and 39-foot sections installed periodically between 1910 and 1940, with tie plates of comparable vintage. No systematic replacement of ties has occurred since 1950. Because of both the extensive upgrading that occurred between 1910 and 1931 and the relatively light traffic on the line, the tracks, ties and roadbed of the Adirondack Division retain a high degree of integrity to the period of significance.

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The 10 contributing station buildings on the Adirondack Division line are of two basic materials, wood frame and stone. The two stone stations (Lake Placid and Saranac Lake) were constructed in 1903 by the Delaware and Hudson Railway, which shared operation of the line between Lake Placid and Saranac Lake with the Adirondack Division of the New York Central. Six wood frame stations of the main line (Forestport, Woodgate, McKeever, Fulton Chain/Thendara, Big Moose, Lake Clear Junction) are of relatively standardized design. Built between 1893 and 1909, sheathed with cedar shingles and/or clapboard, the buildings were all constructed of regional native materials, with hipped roofs, broad sheltering eaves, exposed rafters, and a trackside bay window for observation of the line. Separate baggage and waiting rooms are characteristic of this type station. In addition, all but the Lake Clear Junction station of this set incorporate a second-story apartment/living quarters, occupied by the station master in a region where other housing was extremely scarce. The shingle-clad station and guest lodge at Nehasane, built ca. 1900, is the only extant private station on the Adirondack Division line, built as part of the vast estate owned by William Seward Webb, the railroad's builder and principal financier. The latest station building included in the nomination is Ray Brook, a masonry block building erected in 1930 to replace an earlier wood frame station destroyed by fire.

Construction of the Adirondack line necessitated crossing numerous rivers and their tributaries. The original crossings erected in the 1890's were timber bridges carried on cut stone abutments. The railroad line received extensive upgrading in the period 1912-1931, by which time all wood bridges had been replaced. The 17 extant contributing bridges on the Adirondack Division date from the early Twentieth century, and are generally of two types, metal plate girder spans and metal truss spans. The plate girder bridges are either through or deck spans. The deck bridges incorporate open timber decks; the through bridges incorporate a pan structure that provides drainage for the recessed ties and ballast. The Adirondack Division includes only three metal truss bridges on the right-of-way, a composite Warren deck truss across Kayuta Lake, a modified Warren deck truss across Big Woodhull Creek, and a through Warren truss with lattice bracing spanning the Raquette River. Piers and abutments are generally of cut native granite, although a number of stone abutments were replaced with cast concrete during the first quarter of the Twentieth century.

Thirteen other contributing buildings constructed or used by the railroad to support its operation are included as part of the nominated property. All but one are wood frame, utilitarian structures largely devoid of ornamentation or architectural distinction. For maintenance-of-way purposes, the railroad was divided into sections. Each section of the line was controlled by a foreman, who supervised a gang of from four to ten laborers. The sections varied from five to ten miles in length, depending on the amount of accessory track that needed to be maintained. Each gang had its own section bunkhouse and tool house; each section foreman was provided with a company-owned dwelling. The contributing buildings representing this aspect of the line's history include three bunkhouses (Nelson, Carter, Horseshoe Lake), one tool house (Nelson), three section foremen's dwellings (Carter, Beaver River, Floodwood) and one railroad company general store (Otter Lake). The nominated ancillary buildings directly associated with commercial operations on the Adirondack Division include three original freight warehouses (Fulton Chain/Thendara, Saranac Lake and Lake Placid), one former

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post office building (Thendara), and one former logging company office building
(Champlain Valley Realty Co., Woods Lake).

The following is a list of contributing/non-contributing features located within the
boundaries of the New York Central Railroad Adirondack Division Historic District:

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LOCATION: KAYUTA LAKE
FEATURE: Bridge [contributing]
DATE: 1912
MILEPOST: 33.74
DESCRIPTION: Three span, riveted metal Warren deck truss w/deck plate girder ancillary spans, 244 feet, cut stone piers/abutments
SURVEY: 178+139 C/L

LOCATION: FORESTPORT
FEATURE: Combination Station [contributing]
DATE: 1893
MILEPOST: 35.57
DESCRIPTION: Shingle on frame, 1-1/2 story, hip-roofed w/projecting eaves, exposed rafters, projecting trackside semi-hex bay, 105 X 19.5 feet (building extended, 1903)
SURVEY: 187+805 L35

LOCATION: LITTLE WOODHULL CREEK
FEATURE: Bridge [contributing]
DATE: 1912
MILEPOST: 35.81
DESCRIPTION: Single span metal deck plate girder, cut stone abutments, 54 feet
SURVEY: 189+057 C/L

LOCATION: BIG WOODHULL CREEK
FEATURE: Bridge [contributing]
DATE: 1912
MILEPOST: 39.98
DESCRIPTION: Single span riveted metal modified Warren deck truss, cut stone abutments, 96 feet
SURVEY: 211+079 C/L

LOCATION: BEAR CREEK
FEATURE: Bridge [contributing]
DATE: 1912
MILEPOST: 40.37
DESCRIPTION: Single span metal through plate girder, cut stone abutments 64 feet
SURVEY: 213+184 C/L

LOCATION: WOODGATE (WHITE LAKE)
FEATURE: Combination Station [contributing]
DATE: 1893
MILEPOST: 42.50
DESCRIPTION: Shingle on frame building identical to Forestport Station, 65 X 19.5 feet
SURVEY: 224+424 R20

LOCATION: OTTER
FEATURE: Store [contributing]
DATE: ca. 1900

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MILEPOST: 45.57

DESCRIPTION: Two story, gable roofed, shingle on frame building w/raised front porch,
commercial display windows, residential quarters at second story, 30 X 20
feet

SURVEY: 251+150 L35

LOCATION: MCKEEVER

FEATURE: Combination Station [contributing]

DATE: 1908

MILEPOST: 49.15

DESCRIPTION: Two story, hip roofed, clapboard sheathed frame building w/projecting
eaves, exposed rafters, one-story trackside bay window, 70 X 22 feet

SURVEY: 259+220 L20

LOCATION: MOOSE RIVER

FEATURE: Bridge [contributing]

DATE: 1912

MILEPOST: 49.50

DESCRIPTION: Three span, deck plate girder on cut stone piers/abutments, built by Elmira
Bridge Co., 269 feet overall

SURVEY: 261+401 C/L

LOCATION: LITTLE MOOSE RIVER

FEATURE: Bridge [contributing]

DATE: 1916

MILEPOST: 50.89

DESCRIPTION: Single span through plate girder, 23 feet

SURVEY: 268+686 C/L

LOCATION: NELSON

FEATURE: Bunkhouse [contributing]

DATE: 1908

MILEPOST: 51.79

DESCRIPTION: Simple one story, utilitarian, clapboard sheathed frame building erected
for section work crew, 22 X 11 feet

SURVEY: 273+750 L18

LOCATION: NELSON

FEATURE: Tool House No. 11 [contributing]

DATE: 1900

MILEPOST: 51.85

DESCRIPTION: One story, board-and-batten sheathed, frame utilitarian building w/gable
roof, decorative gable-end bracing, 18 X 12 feet

SURVEY: 273+850 L18

LOCATION: MOOSE RIVER

FEATURE: Bridge [contributing]

DATE: 1912

MILEPOST: 52.82

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DESCRIPTION: Single span, metal deck plate girder, 83 feet
SURVEY: 278+374 C/L

LOCATION: MINNEHAHA
FEATURE: Bridge [contributing]
DATE: 1913
MILEPOST: 53.68

DESCRIPTION: Single span, metal through plate girder, built by Elmira Bridge Co., 85 feet
SURVEY: 283+409 C/L

LOCATION: FULTON CHAIN (THENDARA)
FEATURE: Freight House [contributing]
DATE: 1896
MILEPOST: 57.85

DESCRIPTION: One story, rectangular, gable roofed, clapboard sheathed, frame warehouse w/ trackside loading platform, two sliding freight doors, 50 X 18 feet
SURVEY: 305+630 R30

LOCATION: FULTON CHAIN (THENDARA)
FEATURE: Passenger Station [contributing]
DATE: 1894
MILEPOST: 57.93

DESCRIPTION: Rectangular 1-1/2 story, hip roofed, shingle on frame building, covered waiting shed attached at north end, projecting two story center bay trackside, second story stationmaster's quarters, 80 X 19.5 feet
SURVEY: 305+855 R30

LOCATION: FULTON CHAIN/THENDARA
FEATURE: Post Office Building [contributing]
DATE: ca. 1900
MILEPOST: 57.94

DESCRIPTION: Two story frame building, board-and-batten sheathing, second story end porch with turned balustrade
SURVEY: 305+925 R3

LOCATION: CARTER
FEATURE: Bunkhouse [contributing]
DATE: 1905
MILEPOST: 64.0

DESCRIPTION: One story, gable roofed, clapboard sheathed, utilitarian frame building, 34 X 11 feet (deteriorated)
SURVEY: 337+635 L30

LOCATION: CARTER
FEATURE: Section Foreman's Dwelling [contributing]
DATE: 1895
MILEPOST: 64.01

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DESCRIPTION: Two story, gable roofed, clapboard sheathed, vernacular frame residence w/
2/2 sash, raised one-story front porch, center brick stove chimney, 30 X
18.5 feet

SURVEY: 337+925 R25

LOCATION: BIG MOOSE

FEATURE: Station and Freight House [contributing]

DATE: 1924

MILEPOST: 69.5

DESCRIPTION: Two story, hip roofed, clapboard sheathed frame building w/projecting
bracketed eaves, exposed rafters, two-story trackside bay window,
stationmaster's apartment at second story, 75.5 X 22 feet (Replaced
original station of 1897 destroyed by fire, 1923)

SURVEY: 365+956 L30

LOCATION: TWITCHELL CREEK

FEATURE: Bridge [contributing]

DATE: 1912

MILEPOST: 71.58

DESCRIPTION: Three span, metal deck plate girder on cut stone piers and abutments
(highest bridge on right-of-way), 193.5 feet

SURVEY: 377+932 C/L

LOCATION: WOODS LAKE

FEATURE: Former Champlain Realty Co. Office Building [contributing]

DATE: 1903

MILEPOST: 73.47

DESCRIPTION: Two story, gable roofed, clapboard sheathed frame building, one-story frame
porch, former logging company office, last extant commercial building
associated with industries served by the railroad, 30.5 X 22.5 feet

SURVEY: 387+750 R40

LOCATION: BEAVER RIVER

FEATURE: Section Foreman's Dwelling [contributing]

DATE: 1916

MILEPOST: 77.7

DESCRIPTION: Two story, gable roofed, clapboard on frame, vernacular residence w/ 6/6
sash, cutout corner entrance porch, 30.5 X 22 feet

SURVEY: 409+800 L25

LOCATION: ALDER CREEK

FEATURE: Bridge [contributing]

DATE: 1924

MILEPOST: 78.50

DESCRIPTION: Single span concrete arch built to replace metal deck plate girder
structure, 52 feet

SURVEY: 414+508 C/L

LOCATION: BEAVER RIVER

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FEATURE: Bridge [contributing]
DATE: 1914
MILEPOST: 81.95
DESCRIPTION: Two span, metal through plate girder on cut stone pier/abutments, 98 feet
SURVEY: 432+512 C/L

LOCATION: NEHASANE
FEATURE: Passenger Station [contributing]
DATE: ca. 1900
MILEPOST: 87.82
DESCRIPTION: Gable roofed, 1-1/2 story, shingle on frame building w/exposed rafter ends, sheltered entrance porch, 35 X 55 feet (Built as private station for guests of William Seward Webb as part of Nehasane Park, Webb's private preserve at Lake Lila)
SURVEY: 463+550 R60

LOCATION: BOG RIVER
FEATURE: Bridge [contributing]
DATE: 1913
MILEPOST: 98.48
DESCRIPTION: Single span metal through plate girder on cut stone abutments, 48 feet
SURVEY: 520+054 C/L

LOCATION: HORSESHOE LAKE
FEATURE: Bunkhouse [contributing]
DATE: 1908
MILEPOST: 99.84
DESCRIPTION: One story, hip roofed, clapboard on frame, utilitarian dwelling on raised foundation, one story raised porch w/simple balustrade, center stove chimney, 25 X 16 feet
SURVEY: 526+605 R35

LOCATION: RAQUETTE RIVER
FEATURE: Bridge [contributing]
DATE: 1914
MILEPOST: 112.37
DESCRIPTION: Single span, riveted metal Warren through truss w/lattice bracing, poured concrete abutments, 127 feet (only example of this bridge type on the line)
SURVEY: 593+296 C/L

LOCATION: WOLF CREEK
FEATURE: Bridge [contributing]
DATE: 1927
MILEPOST: 113.56
DESCRIPTION: Single span metal deck plate girder, concrete abutments, 18 feet
SURVEY: 599+576 C/L

LOCATION: FLOODWOOD
FEATURE: Bunkhouse [non-contributing]

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DATE: 1904
MILEPOST: 121.02
DESCRIPTION: Altered frame building, lacks integrity of design/materials
SURVEY: 644+300 R40

LOCATION: FLOODWOOD
FEATURE: Section Foreman's Dwelling [contributing]
DATE: 1898
MILEPOST: 121.84
DESCRIPTION: Two story, gable roofed, clapboard on frame, vernacular residence with one story frame wing, 24 X 18 feet
SURVEY: 644+410 L30

LOCATION: CLEAR POND OUTLET
FEATURE: Bridge [contributing]
DATE: 1914
MILEPOST: 129.94
DESCRIPTION: Single span metal deck plate girder w/ open timber deck, concrete abutments cast w/ 1904 date, 30 feet
SURVEY: 686+061 C/L

LOCATION: LAKE CLEAR JUNCTION
FEATURE: Passenger Station [contributing]
DATE: 1909
MILEPOST: 131.68
DESCRIPTION: Rectangular one story, hip roofed, shingle on frame building w/ overhanging eaves, exposed rafter ends, projecting one story, semi-hexagonal bay window on trackside elevation, 85 X 22.5 feet
SURVEY: 695+294 L40

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- LOCATION: SARANAC LAKE
FEATURE: Freight House (Railway Express Agency) [contributing]
DATE: ca. 1915
MILEPOST: 137.78 [9.71]
DESCRIPTION: One story, hip-roofed, concrete masonry utilitarian warehouse building, flared overhanging eaves, stone window sills, sliding freight door at trackside elevation, 51 X 20.5 feet
SURVEY: 514+61 R55
- LOCATION: SARANAC LAKE
FEATURE: Passenger Station [contributing]
DATE: 1903
MILEPOST: 137.76 [9.73]
DESCRIPTION: Rectangular, 1-1/2 story, random ashlar stone building, hipped roof w/broad sheltering eaves supported by curved steel brackets, center cross gable, stone piers supporting entrance portico, corbeled chimney (built by Achroid & Son, Albany, for the Delaware and Hudson), 125 X 30 feet
SURVEY: 513+01 L24
- LOCATION: SARANAC RIVER
FEATURE: Bridge [contributing]
DATE: 1903
MILEPOST: [9.62]
DESCRIPTION: Single span metal deck plate girder w/open timber deck, concrete abutments, 100 feet
SURVEY: 496+92 C/L
- LOCATION: CHUBB RIVER
FEATURE: Bridge [contributing]
DATE: 1903
MILEPOST: [5.96]
DESCRIPTION: Single span metal deck plate girder w/open timber deck, 59 feet
SURVEY: 33+69 C/L
- LOCATION: RAY BROOK
FEATURE: Passenger Station [contributing]
DATE: 1930
MILEPOST: [5.76]
DESCRIPTION: One story, hip roofed concrete block building with separate baggage and passenger waiting rooms, projecting trackside semi-hexagonal bay window, corbeled brick stove chimney--built to replace shingled wood frame station burned, 1928
SURVEY: 304+13 R15
- LOCATION: LAKE PLACID
FEATURE: Freight House [contributing]
DATE: 1903
MILEPOST: 0.0

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DESCRIPTION: One story, hip roofed, clapboard sheathed, frame utilitarian warehouse building, sheltering eaves above raised loading platform, two sliding freight doors on trackside elevation, 71 X 26 feet

SURVEY: 0+67 L75

LOCATION: LAKE PLACID

FEATURE: Passenger Station [contributing]

DATE: 1903

MILEPOST: [0.0]

DESCRIPTION: Rectangular, 1-1/2 story, random ashlar stone building, hipped roof w/broad sheltering eaves supported by stone piers and chamfered wood brackets, center cross gable, stone piers supporting entrance portico, corbeled stone chimney (built by Achroid & Son, Albany, for the Delaware and Hudson), 108 X 32 feet

SURVEY: 0+00 R15

8. Statement of Significance

Applicable National Register Criteria

(Mark an "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B** Property is associated with the lives of persons significant in our past.
- C** Property that embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D** Property has yielded, or is likely to yield, information important in pre-history or history.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

- A** owned by a religious institution or used for religious purposes.
- B** removed from its original location.
- C** a birthplace or grave.
- D** a cemetery.
- E** a reconstructed building, object or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS): **Primary location of additional data:**

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Building Survey # _____
- recorded by Historic American Engineering Record # _____

Areas of Significance

(Enter categories from instructions.)

Transportation

Engineering

Period of Significance

1891-ca. 1940

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

W. N. Roberts (Chief Engineer)

Name of repository: _____

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Multiple County, New York

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Statement of Significance

The New York Central Railroad Adirondack Division Historic District is Significant under Criteria A and C as an historic transportation line and engineering work integrally linked to the economic development and settlement patterns of the Adirondack region during the late Nineteenth-early Twentieth centuries. Begun in 1891 and opened the following year, the railroad was constructed to join several regional branch lines in a trunk route to the principal east-west track of the New York Central main line at Utica. In its final configuration, the railroad traversed 142 miles from Utica to Lake Placid, through mountains and bogs, across numerous rivers and streams. Constructed in the short span of 18 months through rugged terrain, the railroad was a significant engineering accomplishment of the late Nineteenth century, reflecting sophisticated design solutions to the problems of building through a wilderness environment. The line was instrumental in opening the Adirondack region to commerce, transporting passengers and supplies into the mountains, hauling industrial products out of the area. Formally absorbed by the New York Central and Hudson River Railroad as its Adirondack Division in 1913, the line remained a significant regional transportation artery until it went into decline after the Second World War. With its collection of historic bridges, stations and ancillary buildings, the Adirondack Division reflects the construction and operation of an important regional railroad between 1891 and ca. 1940, and retains a high degree of integrity to its period of significance.

The New York Central Railroad Adirondack Division Historic District is significant under Criterion A for its role in shaping the social and economic history of the Adirondack-Northern New York region between ca. 1891 and the Second World War. The Adirondack was the most successful railroad of a number developed between 1870 and 1900 to link the industries, natural resources and vacation resorts of the Adirondacks with urban centers such as New York, Buffalo, and Utica. As a conduit for industrial and domestic supplies, bulk products from the region, and passengers travelling to and from the Adirondacks, the railroad played a significant role in stimulating and fostering the development of a large, thinly settled area of New York State.

The history of the rail line that ultimately became the Adirondack Division is integrally associated with the career of its chief financier and developer, William Seward Webb (1851-1926). Educated in medicine at Columbia University, Webb remained a practicing physician for only a few years before joining a Wall Street investment firm, which by 1888 had become the W.S. Webb Company. Soon after his marriage to Lila, youngest daughter of William H. Vanderbilt of the New York Central and Hudson River Railroad, Webb himself became active in railroading. In 1885, he became president of the Wagner Palace Car Company, which he transformed into one of the foremost coach manufacturers in the railroad industry. In addition to his direct role in founding and overseeing construction of the Adirondack line, Webb was president and chairman of the Rutland Railroad, as well as a director of the Lake Shore and Michigan Southern and the Central Vermont Railroad. Webb established the Adirondack line in part for his personal convenience: Travelling in his private palace car, Webb used the railroad as his personal route to Nehasane Park, his vast wilderness summer estate at Lake Lila in Hamilton County.

William Seward Webb began his Adirondack railroad enterprise in 1891, purchasing the existing Herkimer, Newport & Poland Narrow Gauge Railroad and proceeding to

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reincorporate it as the Herkimer, Newport & Poland Railway, with authority to change the gauge to standard. In the spring of 1891, the survey for Webb's new railroad occurred; simultaneously, Webb purchased the lands for the right-of-way and began building north from Remsen. In June, 1892, the incorporation of the Mohawk & Malone Railway (M&M) under Webb's leadership consolidated all the small railroads from Herkimer north. At the same time, the Adirondack & St. Lawrence (A&StL), incorporated in 1890, was building south from Malone. The Mohawk & Malone met the Adirondack & St. Lawrence on October 12, 1892, when the last spike was driven north of Twitchell Creek Bridge. Despite the harsh environment of the western Adirondacks and the difficulty of transporting construction materials to the work site, this ambitious engineering and construction feat was accomplished in just 18 months.

Soon after constructing his trunk line, William Seward Webb took further steps to expand service through connections with other railroads. In the process, he gained access to several important new terminals. At Remsen, the Adirondack line connected with the Utica and Black River branch of the Rome, Watertown and Ogdensburg Railroad. By 1893, Adirondack trains originated at the busy union station in Utica. At the north end of the line, a branch ran from Lake Clear Junction to Saranac Lake where it joined the three-foot gauge Chateauguay Railroad from Plattsburgh, at that time under Delaware and Hudson control. The line between Saranac Lake and Lake Placid (also operated by the Delaware & Hudson as a narrow gauge line) was a profitable, heavily travelled passenger route used by resort and health seekers. Under an arrangement with the Webb interests, this line was converted to dual gauge in its early years to allow operation by both companies. In 1903, the D&H standardized the right-of-way. Until 1946, the New York Central ran between Saranac Lake and Lake Placid on trackage rights.

The legal name applied to Webb's railroad changed at various points in the history of the line. The Mohawk and Malone combined with the Adirondack and St. Lawrence at an undetermined date, although both were still known by their earlier names. In 1913, the line was absorbed as a branch of the New York Central and Hudson River Railroad system, from which point it was designated the New York Central's Adirondack Division.

The Adirondack Division line had a significant economic and social impact on the region. Before the advent of highways through the Adirondacks in the late 1920s and early 1930s, the railroad was the only reliable mode of travel through the region. All significant commodities for survival--fuel, building materials, and food--arrived by freight train. Passengers also were transported via buggy or buckboard to the various resorts from stations along the railroad. The railroad stimulated the development of many communities along its route, bringing tourists, lumbermen, sportsmen, and resort workers into the mountains. Many short branches and connecting lines served the local industries and small communities of the western Adirondack region. Lumber mills, paper and pulp mills and mining companies relied on the Adirondack Division as both a source of industrial supplies and a means for shipping finished products to markets outside the region. Included in this nomination is the former office building of the Champlain Valley Realty Co., a regional logging company of the early Twentieth century. The intact vernacular frame structure is significant as the last extant commercial building associated with industries served by the Adirondack Division during the period of significance.

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Through its junctions with through routes at Remsen and Lake Clear Junction, the Adirondack Division also provided the only direct rail link between central New York and Canada. The history of the freight and passenger service so significant in the development of the Adirondack region during the period 1892-1940 is reflected in the extant stations that survive along the Adirondack Division right-of-way. Ranging from utilitarian freight houses at Old Forge/Thendara, Saranac Lake and Lake Placid, to shingle-clad passenger stations such as those at Forestport and Woodgate, to the stone-trimmed stations of the Lake Placid branch, the buildings of the Adirondack Division embody the architectural features and native materials that characterized the line during the period of significance.

During the last quarter of the Nineteenth century, the Adirondacks became a destination for those seeking a rustic retreat from life in the bustling and polluted cities of the East. Hunting and fishing expeditions led by Adirondack guides drew scores of wealthy urbanites to the mountains, where many acquired extensive landholdings for their private use. The introduction of a railroad through the middle of this rugged wilderness opened up new recreation destinations in the era of the Adirondack "Great Camp". Regular patrons of the Adirondack Division travelling in their private railroad palace cars included such notables as President Benjamin Harrison; railroad developers Thomas C. Durant, Collis P. Huntington, and Chauncey DePew; financier J. Pierpont Morgan; industrialists Harry Payne Whitney and Marjorie Post. The great majority of travellers to the region's secluded wilderness estates and inns entered the Adirondacks via this railroad line, dubbed "the Golden Chariot Route".

The Adirondack Division played a significant role in support of the 1932 Winter Olympic Games at Lake Placid. With few highways into the region, the railroad transported many contestants and spectators to the games. Many special trains were run to Lake Placid from Utica and New York. Since housing was at a premium, the railroad constructed special sidings for Pullman sleeping cars to accommodate approximately 500 visitors. The winter of 1932 had an unusually light snowfall, and Lake Placid lacked sufficient snow at the time the games were to begin. Boxcars of snow were rushed from Old Forge to Lake Placid along the Adirondack line so that the Olympic Nordic events could take place.

The Adirondack Division Historic District derives additional significance under Criterion C, as a distinctive collection of railway buildings, structures, and infrastructure reflecting engineering design and practice during a transitional period when wood, stone, and iron were replaced by concrete and steel. The extant passenger and freight stations, maintenance-of-way buildings and metal bridges of the Adirondack Division are intact, representative examples of their type, period and method of construction, and display a remarkably high degree of integrity despite lack of maintenance and the ravages of a harsh environment. Though numerous historic features have been removed over time, those that constitute the nominated historic district represent a broad range of railway activities on the Adirondack Division during the period of significance. From track and right-of-way construction and maintenance to passenger and freight operations, the historic features of the Adirondack Division Historic District represent a rare and significant collection associated with the opening of a vast wilderness region of New York State at the turn of the century.

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As noted above, the original Adirondack line was completed in just 18 months across the state's most difficult terrain. The railroad was designed by chief engineer W. N. Roberts, who also supervised initial construction. As work progressed section by section, Roberts enlisted the aid of his brother, Herschell Roberts, as assistant chief engineer. The first right-of-way consisted of an earthen embankment, with rails crossing streams and rivers carried on timber bridges with cut stone abutments. At the time the New York Central and Hudson River Railroad formally acquired the Adirondack line in the early Twentieth century, extensive repairs were undertaken to upgrade the rails and bridges. The majority of bridges were replaced with plate girder and metal truss spans in 1912-13, and it is these structures that remain intact on the abandoned right-of-way. Most of the line's typical bridges are the ballast deck type, in which railroad ties are seated in a pan of ballast rock atop the bridge beams. The spans installed on the Adirondack Division were designed with deck drainage systems and set on mortared granite piers and abutments, reflecting a carefully considered engineering design solution to the problems caused by prolonged exposure to extreme Adirondack weather conditions. The durability and high survival rate of trackage and bridges on the Adirondack Division with minimal maintenance attests to the skill of the line's engineering staff.

Passenger traffic and local freight service remained brisk through the 1930s and 1940s. Because the line traversed heavily forested land, fires started by cinders from coal-burning locomotives (chiefly, K-11 Pacifics and H-8 Mikados) destroyed much of the adjacent woodland. In 1909, the New York State Conservation Commission ordered all locomotives operating within the Adirondack Park to burn oil from April through November--the dry season. This practice remained in effect until the Adirondack Division fully converted to diesel power in 1952. Thus both oil and coal facilities, as well as water cranes, were located along the railway; none remain extant on the present right-of-way.

History of Property Since the Period of Significance

By the late 1940's, passenger traffic on the Adirondack Division had declined to two trains daily in each direction, with most of the patronage to Lake Placid. Ridership continued to diminish throughout the 1950s. The last passenger train to Lake Placid ran April 24, 1965. The summer of 1965 saw drastic cutbacks in both the plant and personnel of the Adirondack Division. With passenger depots no longer needed, all stations were closed except Tupper Lake, where a freight agency was maintained for a few more years. Agents and operators were transferred to other divisions; track maintenance was cut to a minimum. In mid-summer, a salvage crew removed the majority of sidings along the right-of-way. Minimal freight service continued for the next few years through the merger of the Pennsylvania and the New York Central railroads in 1968. The Penn-Central continued to petition the Interstate Commerce Commission for abandonment of the line. Neglected culverts flooded, washing out sections of track and causing derailments or delays. The number of customers declined to a bare minimum because of sporadic service. The end came in the early spring of 1972, when a washout below Tupper Lake stranded several cars on the upper end of the line. Rather than repair the tracks, Penn-Central placed an embargo on the line and removed the cars by highway truck to Potsdam, its nearest operating point.

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The State of New York became interested in acquiring the abandoned Adirondack Division in the early 1970's, and entered into negotiations with the debt-ridden Penn-Central Corporation. In 1978, the state acquired the right-of-way. As the Adirondack Railroad (operated by a private contractor), the line enjoyed a brief resurgence in 1980, providing short-term passenger service to Lake Placid in conjunction with the 1980 Winter Olympic Games. A number of proposals to rehabilitate and operate the line were submitted throughout the mid-1980s; all lacked proper financing or realistic plans of operation. In 1989, the New York State Departments of Transportation and Environmental Conservation purchased the remainder of the lease.

The former New York Central Adirondack Division line between Remsen and Lake Placid is currently abandoned. Vegetation, vandalism and the elements continue to take a toll on the neglected roadbed, ties and rails. Despite this lack of maintenance, the Adirondack Division Historic District remains a significant transportation system that profoundly influenced the growth and development of the Adirondack region from the 1890's to the 1940's.

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Major Bibliographical References

Burnett, Charles H. Conquering the Wilderness: The Building of the Adirondack and St. Lawrence Railway. N.p., Published privately, 1932.

"Dr. Webb's Adirondack Railroad," Franklin Historical Review (1973): 49-61.
Harter, Henry. Fairy Tale Railroad: The Mohawk and Malone. Utica, N.Y.: North Country Books, 1979.

Hastings, Philip R. "Pacifics to Placid," Trains 10 (September 1950): 22-26.

Kudish, Michael. Where Did the Tracks Go? Following Railroad Grades in the Adirondacks. Saranac Lake, NY: The Chauncy Press, 1985.

Miller, Roland B. "Iron Horses in the Adirondacks, Part I," New York State Conservationist (Oct-Nov 1956): 18-19.

_____. "Iron Horses in the Adirondacks, Part II," New York State Conservationist (Apr-May 1957): 9.

Shaughnessy, Jim. Delaware & Hudson. Berkeley, CA: Howell-North Books, 1967.

10. Geographical Data

Acreeage of property +/- 1144 acres

UTM References

(See continuation sheet.)

1
 Zone Easting Northing

3
 Zone Easting Northing

2
 Zone Easting Northing

4
 Zone Easting Northing

Verbal Boundary Description

(Explain the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Raymond W. Smith, Program Analyst
 organization NYS Office of Parks, Rec. & Historic Preservation date October, 1993
 street & number Peebles Island, PO Box 189 telephone 518-237-8643
 city or town Waterford state NY zip code 12188-0189

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

- A USGS map (7.5 or 15 minute series) indicating the property's location.
- A Sketch map for historic districts and properties having large acreage or numerous resources.

Photographs

Representative black and white photographs of the property.

Additional items

(check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name New York State Department of Transportation (et al.)
 street & number Building 7, State Office Campus
 city or town Albany state NY zip code 12232

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Geographical Data

UTM References (All Zone 18)

Remsen Quad.

1.	4 8 3 7 5 0	4 7 9 9 1 2 0
2.	4 8 3 4 5 0	4 7 9 9 7 6 0
3.	4 8 3 3 6 0	4 8 0 2 2 0 0

Forestport Quad.

4.	4 8 3 3 1 0	4 8 0 2 4 7 0
5.	4 8 3 5 6 0	4 8 0 3 7 6 0
6.	4 8 4 8 6 0	4 8 0 5 8 5 0
7.	4 8 4 5 4 0	4 8 0 7 3 0 0
8.	4 8 8 7 2 0	4 8 1 4 4 2 0
9.	4 8 8 9 1 0	4 8 1 5 3 4 0

Woodgate Quad.

10.	4 8 8 7 0 0	4 8 2 1 3 0 0
11.	4 8 9 9 1 0	4 8 2 4 3 4 0

McKeever Quad.

12.	4 9 1 2 7 0	4 8 2 6 6 0 0
13.	4 9 2 1 1 0	4 8 2 8 5 2 0
14.	4 9 3 6 4 0	4 8 2 9 7 6 0

Thendara Quad.

15.	4 9 3 3 1 0	4 8 3 0 6 0 0
16.	4 9 4 2 8 0	4 8 3 2 0 6 0
17.	4 9 3 6 9 0	4 8 3 3 4 4 0
18.	4 9 4 0 2 0	4 8 3 3 9 4 0
19.	4 9 5 3 3 0	4 8 3 4 3 3 0
20.	4 9 6 0 2 0	4 8 3 4 7 6 0
21.	4 9 7 4 0 0	4 8 3 5 9 0 0
22.	4 9 8 5 6 0	4 8 3 6 7 2 0
23.	4 9 9 4 3 0	4 8 3 8 0 7 0
24.	4 9 9 8 0 0	4 8 3 8 6 0 0
25.	4 9 9 7 6 0	4 8 3 9 6 3 0

Old Forge Quad.

26.	5 0 2 2 2 0	4 8 4 2 8 6 0
27.	5 0 3 8 0 0	4 8 4 3 7 0 0

Big Moose Quad.

28.	5 0 4 0 8 0	4 8 4 4 3 4 0
29.	5 0 3 5 7 0	4 8 4 5 2 0 0
30.	5 0 3 8 2 0	4 8 4 6 2 8 0
31.	5 0 4 5 5 0	4 8 4 6 4 5 0
32.	5 0 5 4 1 0	4 8 4 7 1 6 0
33.	5 0 5 3 6 0	4 8 4 7 6 4 0
34.	5 0 6 1 0 0	4 8 4 9 1 0 0
35.	5 0 6 4 2 0	4 8 4 9 3 4 0
36.	5 0 6 5 6 0	4 8 5 0 0 8 0
37.	5 0 7 2 2 0	4 8 5 0 2 9 0
38.	5 0 7 3 7 0	4 8 5 1 2 6 0

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39.	5 0 5 4 8 0	4 8 5 1 7 6 0
40.	5 0 4 8 7 0	4 8 5 2 3 0 0
41.	5 0 3 2 5 0	4 8 5 2 4 7 0
42.	5 0 2 8 9 0	4 8 5 3 3 4 0
Beaver River Quad.		
43.	5 0 6 2 6 0	4 8 5 9 2 8 0
44.	5 0 7 0 3 0	4 8 6 0 2 4 0
45.	5 0 7 8 8 0	4 8 6 2 2 3 0
Nehasane Quad.		
46.	5 1 1 7 2 0	4 8 6 4 6 0 0
47.	5 1 4 0 5 0	4 8 6 9 1 1 0
48.	5 1 6 5 0 0	4 8 7 0 1 8 0
Wolf Mountain Quad.		
49.	5 1 7 4 2 0	4 8 7 1 9 0 0
50.	5 1 7 9 1 0	4 8 7 2 4 8 0
51.	5 1 8 6 4 0	4 8 7 3 4 0 0
52.	5 1 8 6 3 0	4 8 7 4 2 7 0
Sabattis Quad.		
53.	5 2 3 5 4 0	4 8 7 9 2 5 0
54.	5 2 4 2 0 0	4 8 8 0 9 2 0
55.	5 2 6 1 5 0	4 8 8 1 7 8 0
Long Tom Mountain Quad.		
56.	5 2 9 5 4 0	4 8 8 6 7 0 0
57.	5 2 9 8 3 0	4 8 8 7 1 4 0
58.	5 2 9 5 9 0	4 8 8 8 4 0 0
Piercefield Quad.		
59.	5 3 0 1 8 0	4 8 8 8 8 4 0
60.	5 3 2 1 2 0	4 8 9 1 6 0 0
61.	5 3 2 4 4 0	4 8 9 3 1 6 0
62.	5 3 1 5 3 0	4 8 9 5 0 8 0
63.	5 3 3 9 5 0	4 8 9 6 9 4 0
64.	5 3 5 3 2 0	4 8 9 6 6 0 0
65.	5 3 5 7 7 0	4 8 9 5 7 7 0
66.	5 3 6 7 5 0	4 8 9 5 7 5 0
67.	5 3 8 6 4 0	4 8 9 6 5 6 0
Tupper Lake Quad.		
68.	5 4 0 0 0 0	4 8 9 7 5 4 0
69.	5 4 1 8 3 0	4 8 9 8 7 3 0
Derrick Quad.		
70.	5 4 4 7 8 0	4 9 0 1 6 6 0
71.	5 4 5 4 3 0	4 9 0 4 0 0 0
72.	5 4 6 2 2 0	4 9 0 4 7 8 0
73.	5 4 5 8 5 0	4 9 0 5 7 0 0
74.	5 4 5 8 8 0	4 9 0 7 0 5 0
75.	5 4 7 3 0 0	4 9 0 8 6 4 0
76.	5 4 7 3 4 0	4 9 0 9 5 0 0
77.	5 4 9 1 6 0	4 9 1 0 0 4 0
Upper Saranac Quad.		
78.	5 5 0 3 7 0	4 9 1 1 0 3 0

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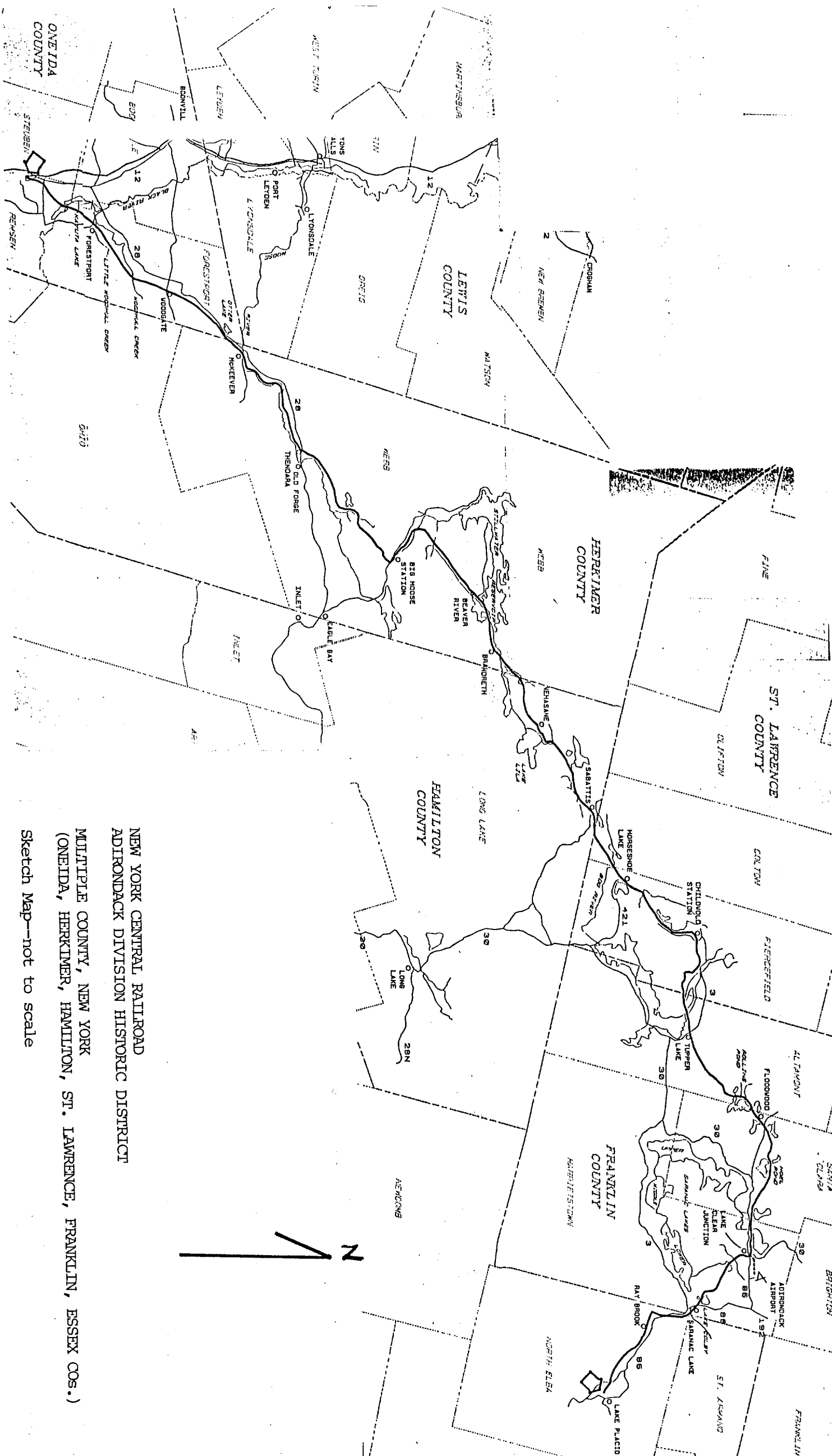
79.	5 5 0 9 6 0	4 9 1 1 5 9 0
80.	5 5 2 5 6 0	4 9 1 1 9 0 0
81.	5 5 5 7 7 0	4 9 1 1 1 8 0
82.	5 5 9 0 0 0	4 9 1 1 8 2 0
Saranac Lake Quad.		
83.	5 6 0 4 6 0	4 9 1 2 3 3 0
84.	5 6 1 2 7 0	4 9 1 2 9 1 0
85.	5 6 1 7 4 0	4 9 1 2 4 0 0
86.	5 6 1 6 7 0	4 9 1 1 9 0 0
87.	5 6 2 4 2 0	4 9 1 1 1 6 0
88.	5 6 4 6 0 0	4 9 1 0 6 3 0
89.	5 6 5 8 0 0	4 9 1 0 6 2 0
90.	5 6 6 3 0 0	4 9 1 0 2 2 0
91.	5 6 6 5 4 0	4 9 1 0 7 8 0
92.	5 6 7 1 1 0	4 9 0 9 4 4 0
93.	5 6 9 2 9 0	4 9 0 8 7 2 0
McKenzie Mountain Quad.		
94.	5 6 9 7 6 0	4 9 0 8 6 1 0
95.	5 7 0 2 6 0	4 9 0 7 8 0 0
96.	5 7 0 3 8 0	4 9 0 7 2 0 0
97.	5 7 0 8 0 0	4 9 0 6 7 0 0
98.	5 7 1 1 0 0	4 9 0 4 6 5 0
99.	5 7 2 7 5 0	4 9 0 4 7 2 0
100.	5 7 3 6 0 0	4 9 0 5 0 0 0
101.	5 7 4 5 0 0	4 9 0 4 7 0 0
102.	5 7 5 6 0 0	4 9 0 3 7 0 0
103.	5 7 7 9 7 0	4 9 0 2 9 1 0
104.	5 7 8 8 0 0	4 9 0 2 7 9 0
Lake Placid Quad.		
105.	5 8 0 1 4 0	4 9 0 3 0 0 0
106.	5 8 0 8 0 0	4 9 0 2 7 9 0

Verbal Boundary Description

The nominated property generally includes all that portion of the former Adirondack Division railroad right-of-way within an arbitrary corridor defined as 10 feet from any adjacent property line and wholly within lands acquired by the State of New York from the Penn-Central Railroad Corp. beginning at a point north of Remsen and terminating in the village of Lake Placid. All specific parcels included in the district are delineated on survey maps on file with the New York State Historic Preservation Office.

Verbal Boundary Justification

The historic district boundary is delineated to include the former railroad right-of-way and all contributing features in an appropriate historic setting. The 80-foot corridor historically was the area clear-cut by the railroad company to reduce the risk of forest fires from operation of locomotives.



NEW YORK CENTRAL RAILROAD
 ADIRONDACK DIVISION HISTORIC DISTRICT
 MULTIPLE COUNTY, NEW YORK
 (ONEIDA, HERKIMER, HAMILTON, ST. LAWRENCE, FRANKLIN, ESSEX COS.)
 Sketch Map—not to scale

