

Just A. Ferronut's Railway Archaeology

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Well, since we haven't covered a complete rail line for a while, it is probably time we did! The Canadian portion was abandoned 50 years ago, while some of the American trackage has been even longer. This line of course was the New York Central's line through northern New York and eastern Ontario to Ottawa. At the outset, I must thank Gus Portelance and Sandy Worthen for their assistance in this project. Other background material has come from various sources including various local and other newspapers, a 1962 paper by D. Ross-Ross on the history of engineering in the Cornwall area, and Ray Corley.

Bridge Collapse of September 1898

Canal Problems of June 1908

South of the St. Lawrence River

To make our look at the New York Central line into Ottawa, we must also look on the American side south of the St. Lawrence River. Without getting into a full History of the New York Central

On the American side, a John Hurd, Peter MacFarlane, and a Mr. Hotchkiss built a lumber railway from their mill at St. Regis Falls, Franklin County, about 17 miles south of Moira to Moira. This was about 1882. Hurd then bought his partners out and obtained a charter for the Northern Adirondack Extension Company. With his charter, Hurd built his road south first to Santa Clara, and then to the hamlet of Brandon, near Buck Mountain. This extension, about 20 miles long was completed in 1886. Hurd then went after another 22 mile southward extension from Brandon to the shores of Tupper Lake. This terminal was reached in 1889 and provided Hurd a railway about 60 miles long. The name of this lumber road was changed to the Northern & Adirondack Railroad about 1890. Locally this was referred to as "Hurd's road." This line was sold in 1895 to a private syndicate and the name changed to the Northern New York Railroad. The development of other lines in the area that became part of the NYC spelled the end for Hurd's road between Moira and Tupper Lake Junction. At one point, prior to the Ottawa extension, sleeping car service from New York was via Norwood and Moira and then SOUTH to Tupper Lake.

Hurd's road was abandoned in 1937, with the NYC then using its other Northern New York lines to get to Helena and Cornwall. I am still trying to get them all straightened out, but will get there.