

THUMBNAIL SKETCH of the HUDSON VALLEY RAILWAY COMPANY
Contributed to CERA Data Sheet Series

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"For 43 years a most important transportation service for Glens Falls and surrounding communities and a favorite means of travel from the capital area (Albany) into the lower Adirondacks" is the concise description of the Hudson Valley Railway given by the Glens Falls Times in an article published in 1939 reviewing that city's growth over the past century. The Hudson Valley Railway was formed of the consolidation of the Glens Falls, Sandy Hill and Fort Edward St. R.R. Co., the Saratoga Northern Ry., the Warren County Ry., the North River R.R. Co., the Stillwater and Mechanicsville St. Ry. Co., the Greenwich and Schuylerville Elec. R.R. and the Saratoga Traction Company.

The original company, the Glens Falls Sandy Hill and Fort Edward, began operation with horse cars on narrow gage track in 1885. In 1891 the line was electrified and extensions made, but it did not become the Hudson Valley Railway until 1901. In this year the line to Lake George was opened and extended to Warrensburg. The next extension was to Waterford. In 1903 Saratoga Springs was reached and a belt line and additional city lines were opened in Glens Falls. The final extension was from Saratoga Springs to the main line at Mechanicsville via Ballston Spa, and paralleling the Schenectady Railway line for part of this distance. In 1906 the system was acquired by the Delaware & Hudson Railroad, a prominent steam road operator of traction properties.

The Company had 128 miles of track, 4'-8 $\frac{1}{2}$ " gage, 150 cars, and employed 500 persons at its peak. By trackage rights south

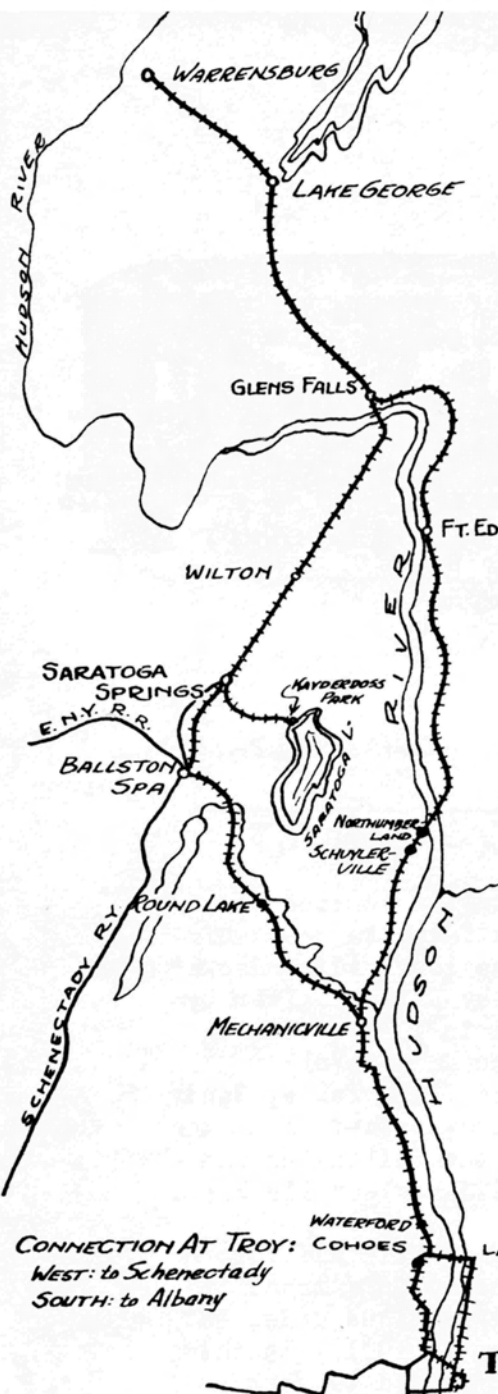


BULLETIN OF THE
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of Waterford on the United Traction Company its cars reached Troy, where connections were made with the Schenectady Railway for Schenectady, the UT to Albany, and thence via Albany Southern to Hudson. Hourly service was operated with single cars during the winter, with half-hourly and even 15 minute service on some lines during the summer peaks, crowds flocking to see the battlegrounds at Saratoga and Lake George, the Schuylerville monument and the many other points of scenic and historical interest along the road.

POWER SYSTEM:

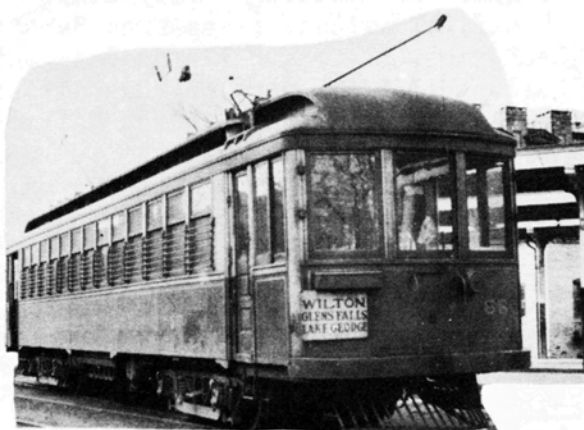
The Hudson Valley Railway operated on the usual 625 v. direct current system and had power stations at Stillwater, Saratoga, Middle Falls and Warrensburg. Substations were located at Queensbury, Lake George, Wilton, Round Lake, Thomson and Saratoga, and were operated from a 22,000 v. transmission line at the uncommon frequency of 40 cycles per second.

ROLLING STOCK:

The cars used on the interurban lines were mostly light suburban types, built chiefly by Jones Car Co., and other nearby builders, but there were several large heavy cars, like #50 illustrated on the opposite side of this data sheet. This car was built by Niles Car Co. Car shops were located at Queensbury, Stillwater and Saratoga.

FREIGHT SERVICE:

A general freight business was done by the company, for which it had 3 box and 3 flat cars of 50,000 lb. capacity and had interchange connections with steam roads as follows: Boston & Maine, Saratoga and Stillwater Jct.; Dela. & Hudson, Bloody Pond, Glens Falls, and Saratoga Springs; Greenwich & Johnsonville, at Thomson.



At Left: Car 66 at Saratoga Springs terminal of Hudson Valley Railway and Schanectady Ry. on the last day of operation of the Hudson Valley line. December 1, 1928

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