

National Register of Historic Places Registration Form

DRAFT

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Lowville & Beaver River Railroad Historic District
other names/site number Croghan Depot, Lowville Depot, Lowville & Beaver River Railroad, Beaver Falls Depot
name of related multiple property listing NA

Location

street & number Railway corridor from Lowville to Croghan, New York

NA
NA

 not for publication
city or town Lowville, Beaver Falls, and Croghan vicinity
state NY code 36 county Lewis code 049 zip code 13327

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, 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 at the following level(s) of significance:
___ national ___ statewide X local

Signature of certifying official/Title _____ Date _____

State or Federal agency/bureau or Tribal Government _____

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official _____ Date _____

Title _____ State or Federal agency/bureau or Tribal Government _____

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register ___ determined eligible for the National Register
___ determined not eligible for the National Register ___ removed from the National Register
___ other (explain:) _____

Signature of the Keeper _____ Date of Action _____

5. Classification

Ownership of Property
(Check as many boxes as apply.)

<input checked="" type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

Category of Property
(Check only **one** box.)

<input type="checkbox"/>	building(s)
<input checked="" type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
8	3	buildings
0	0	sites
16	0	structures
4	1	objects
28	4	Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

TRANSPORTATION/Rail Related

Current Functions
(Enter categories from instructions.)

RECREATION AND CULTURE/Museum

INDUSTRY/PROCESSING/EXTRACTION –

Manufacturing Facility

COMMERCE/TRADE/-specialty store

TRANSPORTATION/bridge

VACANT/Not in Use

7. Description

Architectural Classification
(Enter categories from instructions.)

Late 19th and early 20th Century
AMERICAN MOVEMENTS: Craftsman (Croghan
and Beaver Falls Depots)

Materials
(Enter categories from instructions.)

foundation: Stone

walls: Wood; Concrete; Metal; Brick

roof: Asphalt, Metal

Concrete (culverts and turntables); Wood

other: (bridges); Metal (bridges)

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraphs

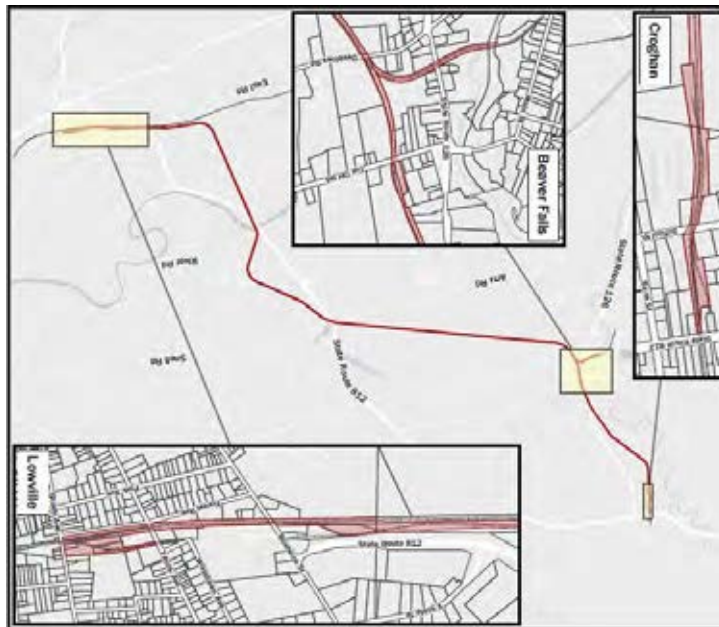
The Lowville and Beaver River Railroad District is a 10.6 mile railroad corridor in Lewis County, NY, that was built between 1903 and 1906, opening Lewis County to industrial and commercial development. The railroad is located in the Black River Valley, an agricultural area traditionally supporting the lumber industry due to its proximity to the Adirondack Park. Historically, the railroad corridor is highly unusual in that it is virtually intact from its original construction and represents one of the very few extant short line railroads in New York State that retains integrity. The original alignment and roadbed, most of the significant buildings, depots, bridges, and even the original diesel locomotive and wooden snowplow remain on the property today. The varying functions, materials, and designs of the resources reflect the diverse nature of the railroad as it developed as both a means for transporting goods passengers. Despite this variety, the resources share a common orientation to the railroad tracks that emphasize the role of the railroad and its development.

The railroad was continuously operated as an independent chartered railroad from its construction until the paper mill in Beaver Falls stopped rail delivery of material in 2007 with the track, structures, and equipment left in place. Other than smaller washouts in the vicinity of Beaver Falls, and intersections where the track has been buried, the railroad itself remains largely passable with brush and weed cutting. Of thirty-two identified buildings, structures, and objects, only three buildings and one object are noncontributing due to age. In Croghan non-contributing buildings consist of a replacement steel engine house, a woodshed, and a wood signpost above the terminus of the line. A storage facility that was loosely added to the north side of the Lowville Depot is unrelated to the railroad and is also therefore a non-contributing building.

Narrative Description

The Lowville and Beaver River Railroad (LBRR) is an existing railroad right-of-way connecting four rural villages in Lewis County: Croghan, Beaver Falls, New Bremen, and the county seat of Lowville. The nominated railroad line extends in a northeasterly arc, from its southern terminus in Lowville, ending in the village of Croghan which is about twenty-five miles southwest of Watertown (*figure 1*). For its 10.6 miles the railroad runs through primarily agricultural land, forest, and crosses the Beaver River and its small tributaries numerous times. In 1903 construction of the LBRR began in Croghan in order to create a local connection to Lowville at the terminus of the main railroad - the New York Central & Hudson River line. This main line was originally chartered as the Utica & Black River Railroad which connected Lowville to Utica in 1867.¹

¹ "A History of the Town of Lowville," Historically Lewis, accessed January 18, 2024, https://historicallylewis.org/township_history/lowville/



*Figure 1: Map of LBRR line from Lowville to Croghan.
From NYS Office of Parks, Recreation, and Historic Preservation*

Railroad lines to the Adirondacks were established in the late nineteenth century to provide a direct and low-cost shipping alternative for logging, dairy and farm products from northern New York to communities throughout the state and beyond. Once in operation, the LBRR offered several communities who produced these goods access to the New York Central's main line at Utica, and subsequently the Erie Canal. Throughout the twentieth century the LBRR became particularly important as the primary source of traffic and growth for the regional paper industry, most notably the J. P. Lewis Paper Mill at Beaver Falls, halfway down the LBRR line. In Lowville the tracks run parallel to the Mohawk Adirondack & Northern Railroad (out of service), which continues north on to Carthage.

The nominated property includes a total of twenty-eight contributing features (eight buildings, sixteen structures, and four objects) historically associated with the operation of the LBRR. Contributors include a 1947 locomotive and a snowplow, although within the district boundary there is other rolling stock not related to the LBRR. Structures include three passenger depots from the early twentieth century, a late nineteenth-century dining house, two engine houses (1912; and 1925 with several moderations) several early twentieth century metal bridges, two 1907 turntables, and several railroad switches. These resources reflect the earliest days of both freight and passenger railroad travel in the region throughout the twentieth century. The general characteristic of these property types as found on the Lowville & Beaver River Railroad are described below. Resources are identified as contributing or non-contributing in the property list below and locations are noted by approximate geocoordinates. Minor features related to the operation of the railroad such as mile markers and in-ground wells are present on or adjacent to the right-of-way but are not individually counted as contributing or non-contributing features.

The boundary of the historic district is consistent to the railway track parcel boundaries and any adjacent properties that contain related historic resources. Track parcels are not of consistent width and thus the boundary along the railroad corridor varies from twenty to thirty feet wide on either side of the track (excluding any adjacent parcels with contributing resources). The district boundary includes all known contributing

features in an appropriate setting and historically would have been the area clear-cut of brush and timber by the railroad company to reduce the risk of forest fires as trains passed by. The railroad right-of-way is primarily owned by the Genesee Valley Transportation Company and Lewis County. 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 noted on resource survey maps included within.

The Railroad Corridor

While the significant structures, objects, and buildings currently present in the communities are listed below, the entire 10.6 mile corridor relates to an existing and preserved railroad right-of-way that is unchanged from its original charter, construction, and alignment in 1903-1904.² While it has been maintained with tie and rail replacements through the years as necessary, it is the same survey alignment as noted on the Interstate Commerce Commission (ICC) valuation maps from 1914.³ Within Lowville itself, the additional LBRR trackage was combined with the adjacent and original New York Central trackage (now the Mohawk, Adirondack & Northern) through the town, for 2300 feet for parallel industrial development, at which point the LBRR splits to the northeast towards Beaver Falls. The rails are primarily at grade level with their surrounding territory although some sections are on a slightly raised dirt ballast.

Due to the relatively late construction of the railroad post-1900, the original bridges tended to be steel and concrete rather than wood construction, apart from a handful of cow path and stream crossings. These bridges and crossings have all largely survived from their original condition.⁴ Within Lowville, the LBRR depot and dining house, a turntable, and two historic engine houses are virtually intact (*Figure 2*).

² Allen, Richard S., William Gove, Keith F. Maloney, Richard F. Palmer, eds., “The Lowville & Beaver River Railroad,” *Rails in the North Woods* (Utica, NY: North Country Books, 1998), 111.

³ Interstate Commerce Commission Valuation Maps of Lowville Beaver River Railroad, June 15, 1914, File #1220, maps V.1.1 through V.1.3., National Archives.

⁴ Interstate Commerce Commission (ICC) valuation records and sketches documenting bridges are used in lieu of 1917 bridge photos which were not present in the valuation records.

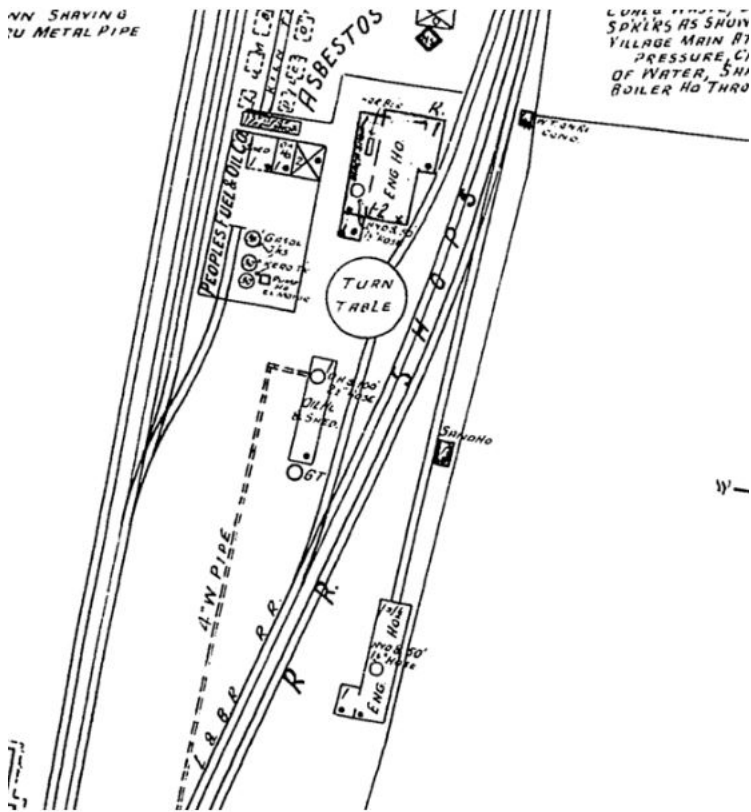


Figure 2: Sanborn map from 1925 showing the Lowville engine yard including the turntable, oil and sand shed, original engine house, and the earliest incarnation of the new engine house in the bottom right.

The main central station across the tracks in Lowville retains moderate integrity and has been converted to retail use by a building and hardware supply cooperative. The terminus in Croghan includes another turntable and a depot which exhibit excellent integrity, and there is a depot in Beaver Falls with good exterior integrity, although the setting and association has been slightly compromised by commercial additions to the rear of the parcel. The following is a list of contributing/non-contributing features located within the boundaries of the Lowville and Beaver River Railroad Historic District that correspond with the resource maps included in additional resources.⁵

Although not individually counted, the railroad track from Lowville to Croghan is identified as **Resource Number 1** on the corresponding maps. Its geocoordinates are 43.78746534004063, -75.48706741335748 (Line beginning in Lowville); 43.79595946894153, -75.48803952084458 (split of the two lines); 43.89384418387796, -75.39223828753612 (end of line in Croghan). The LBRR was built between 1903 and 1906 and includes 10.6 miles of track that interchanges with the Mohawk, Adirondack, and Northern Railroad just north of Lowville. Together, the combined lines joined the larger freight rail line, the New York Central & Hudson River Railroad (formerly the Utica and Black River Railroad) in Lowville. The short line tracks retain integrity as tracks have only been buried or removed at intersections with major roads and in a small section behind the Lewis County Highway Department building north of Lowville.

⁵ Note: A named building refers to the building as it was known in relation to the Lowville Beaver River Railroad. Buildings with prior tenants or owners prior to the LBRR are identified in footnotes when applicable.

Counted resources are as follows:

Resource Number: 2

Feature: New York Central Railroad Station (depot) at Lowville (contributing building)

Location: Lowville

Date: ca. 1912-1920

Geocoordinates: 43.78815921531175, -75.48743177118904

Description: The first depot in Lowville originally served the Rome, Watertown & Ogdensburg Railroad before it was absorbed into the New York Central (NYC). Between 1913 and 1925 the first depot was replaced with the current structure, which marks where passengers would switch from the main railroad to the LBRR.⁶ The LBRR depot and dining hall is directly across the tracks from the NYC depot and is connected via a walkway. The building retains integrity of location, workmanship, association, setting, and in some places, materials. It is currently owned by a building supply cooperative; customers enter through what clearly the depot lobby, which still includes the original barrel vaulted ceiling with wood cornice, plaster walls with boarded up fenestrations, and historic clay tiles apparent in places under a linoleum floor. The depot retains its rectangular form, hipped roof, and ticket window with covered hipped roof awning on the east elevation. The exterior is comprised of a brick water table, stucco walls, and corrugated metal cladding in some places. Some original fenestrations have been filled in, although it is still apparent where windows and doors originally were. There is a square wooden storage building to the north of the depot attached via a wooden deck, and next to that a long lumber storage building extending to the northern boundary of the parcel (see Resource 3).

Resource Number: 3

Feature: Central Station Storage Facilities (non-contributing building)

Location: Lowville

Date: ca. 1960

Geocoordinates: 43.78815921531175, -75.48743177118904

Description: These storage facilities consist of a square wooden shed building and long rectangular lumber storage building. They are attached via a wooden deck to the depot's northern elevation and extend to the northern boundary of the parcel. The storage facilities appear on a 1970 USGS map of Lowville and although within the period of significance, they have little to no association with the railroad and are now used as lumber storage for the farmer's cooperative that occupies the depot.

Resource Number: 4

Feature: Lowville Railroad Switch (contributing object)

Location: Lowville

Date: ca. 1906

Geocoordinates: 43.787783127500845, -75.48713744308044

Description: Historic metal railroad switch between the Lowville depot and dining house.

⁶ Note: A postcard dated 1912 shows the original gable roof structure that was slightly closer to Shady Avenue. By 1925 Sanborn maps show the current building, and other postcards include the second depot depicted likely prior to 1920.

Resource Number: 5**Feature:** Lowville and Beaver River Railroad Depot and Dining House (contributing building)**Location:** Lowville**Date:** ca 1880**Geocoordinates:** 43.787738663867025, -75.4869465779062

Description: The Lowville & Beaver River Railroad Station and Dining House pre-dates the LBRR and was used by the main railroad line as a dining house.⁷ It also served as the offices for the LBRR. This brick building with cross-gable roof and a T-shape plan is directly to the east of the Lowville depot and adjacent to the tracks. The entrance to the dining hall/ticket counter was likely on the west elevation, although the south elevation now serves as the entrance to the current retail store within. The west façade is symmetrical with five bays of sash windows, three bays contain paired sash windows, and two with single. The lower floor includes two sets of paired glazed and wood doors with transom windows above. All the fenestrations are wood and have brick segmented arches, with stone lintels. Other elevations include single wood sash windows. The rear/northeast corner appears has brick infill in half of the projecting shed porch. The interior contains marking on the wood floor of the original dining counter and boasts an open-floorplan on the first floor, reflecting its use as a dining facility. Based on late nineteenth century aerial drawings and early railroad photos, the building maintains good integrity.

Resource Number: 6**Feature:** Lowville and Beaver River Old Engine House (contributing building)**Location:** Lowville**Date:** ca. 1938**Geocoordinates:** 43.789434836388025, -75.48701798373884

Description: This 64 ft. by 30 ft. wood structure currently stands in its original location and is used for storage. The first engine house was documented in the 1917 ICC valuation record as being built in 1912 but it burned down in a fire in 1938. It has distinctive door bracing and door frame diagonal bracing clearly matching 1917 building notes, perhaps re-built in the same style or using parts from the original.

Resource Number: 7**Feature:** Lowville and Beaver River “New” Engine House (contributing building)**Location:** Lowville**Date:** ca. 1950 with additions through mid-twentieth century**Geocoordinates:** 43.7887827129513, -75.48660375355475

Description: This engine house is a concrete-block rectangular structure with a gable roof and original multi-lite metal windows (boarded up but extant). It primarily dates from the 1950s, although a 1925 Sanborn map shows a building on site that may have been expanded. It was modified throughout the twentieth century to serve as equipment storage and a workplace/storage for locomotives designed from the mid-twentieth century era.

Resource Number: 8**Feature:** Lowville and Beaver River Railroad Diesel Locomotive (contributing object)

Location: Lowville (within new engine house)

Date: 1947

Geocoordinates: 43.7887827129513, -75.48660375355475

Description: This relatively small diesel locomotive was built by General Electric and acquired new by LBRR in 1947, marking the transition from oil steam to diesel. It is one of only a handful of G.E. 44-ton locomotives to survive--out of 386 built, only 68 are extant, three of which are in New York. It is in operational condition and stored in the "new" engine house in Lowville, traditionally the same place it would have been stored and repaired for much of its working life.

Resource Number: 9

Feature: Lowville Turntable (contributing structure)

Location: Lowville

Date: 1905

Geocoordinates: 43.789213740041454, -75.48695598238515

Description: The original 55 ft. steel turntable is remarkably short, as almost all steel turntables of that era on other railroads are between 75 ft. and 90 ft. in length. Built in 1905, it retains its original construction and location. It is an 'Armstrong' turntable, where a locomotive is placed on the turntable and carefully balanced, and one or more crewmen manually push the bridge to turn the locomotive around. Currently, it supports a mobile 1898 Passenger Rutland #255 passenger car not associated with LBRR.

Resource Number: 10

Feature: Water Tower Base Lowville (contributing building)

Location: Lowville

Date: ca. 1925

Geocoordinates: 43.78959941204627, -75.48671511564739

Description: This rectangular concrete block with wood frame doorway and wooden shed roof served as a base for a water tower and is located on the northeast corner of the shop yard. There are no fenestrations, and the water tank was removed at an unknown date.

Resource Number: 11

Feature: Oil and Sand Shed (contributing building)

Location: Lowville

Date: ca. 1910

Geocoordinates: 43.78891509523895, -75.48702337105605

Description: The oil/sand shed is a 12 ft. by 16 ft. wood structure with a shed roof, small window (no glass) and wood door. Sanborn maps show a similar rectangular oil shed on this spot prior to 1910 but of a different size.

Resource Number: 12

Feature: LBRR Spur to Shop yard (contributing structure)

Location: Lowville

⁷ Rails in the North Woods, p. 117

Date: 1904-1906

Geocoordinates: 43.7883940209298, -75.4870135981457

Description: This is a short spur from the depot and dining house to the adjacent shop yard.

Resource Number: 13

Feature: Trestle Bridge over Black River Flats (contributing structure)

Location: Lowville

Date: 1910

Geocoordinates: 43.821371149477024, -75.4665314684747

Description: This steel bridge spans 1,000 feet over Black River Flats wetlands area. It was built by the American Bridge Company in 1910, replacing an earlier wood trestle from 1905. It consists of fourteen spans set on concrete piers.

Resource Number: 14

Feature: Truss Bridge Over Black River (contributing structure)

Location: Lowville

Date: 1905

Geocoordinates: 43.82240421134843, -75.46325382517905

Description: Steel truss with girder approach 286 ft. over the Black River that was built as a swing bridge in 1905 over the Black River Canal. Notes in a 1917 ICC valuation say, “Draw not open since original trial.”⁸ It consists of a through deck girder of fifty-nine ft., a through lattice truss of 104 ft., and a lattice “draw” truss of 188 ft. The latter consists of a center pier that pivots on two connected sub-spans on a rotational ring. This was a relatively modern construction for 1905 with no pin connections and all-riveted gusset plates and connections.

Resource Number: 15

Feature: Bridge over Crystal Pond (contributing structure)

Location: New Bremen

Date: 1905

Geocoordinates: 43.83615488079848, -75.43998391106642

Description: This two-span steel girder bridge spans seventy-six ft. over the northwest corner of Crystal Pond. According to Interstate Commerce Commission records the bridge was constructed in 1905. The bridge is significant for its location on the pond that historically allowed for easy access for ice to be loaded after harvesting on the water.⁹

Resource Number: 16

Feature: Culvert over Capidon Creek (contributing structure)

Location: New Bremen

Date: ca. 1904-1919

⁸ Interstate Commerce Commission Valuation Docket #590

⁹ “Local & Surrounding Community Info,” Town of New Bremen, accessed August 13, 2024, <http://townofnewbremen.weebly.com/community.html>

Geocoordinates: 43.86081399843843, -75.43680444681921

Description: Concrete arch culvert with tracks laid over.

Resource Number: 17

Feature: Beaver Falls Railroad Switch (contributing object)

Location: Beaver Falls

Date: ca. 1906

Geocoordinates: 43.8802684869688, -75.43090861921674

Description: Historic metal railroad switch where the LBRR diverges to the north to access the mill next to Beaver Falls.

Resource Number: 18

Feature: Trestle over Beaver Falls (contributing structure)

Location: Beaver Falls

Date: 1912

Geocoordinates: 43.884343045086304, -75.43191492129921

Description: Flat steel and wood trestle that spans 1100 feet over Beaver Falls. It rests on nine concrete piers and allows access to the mill on the north shore of the falls. The original trestle built in 1905 was constructed by Wisner & Sons of Lowville.

Resource Number: 19

Feature: New Breman Culvert (contributing structure)

Location: New Breman

Date: 1904-1906

Geocoordinates: 43.88056674653408, -75.42985057857118

Description: Wood truss with tracks over a culvert near the Beaver Falls Depot.

Resource Number: 20

Feature: Beaver Falls Depot (contributing building)

Location: Beaver Falls

Date: 1905

Geocoordinates: 43.88118131654314, -75.42601159434415

Description: This was a 1905 wooden passenger depot with a gable roof. It measures 22 ft. by 70 ft. and is currently used as a privately-owned administrative office for a water treatment chemical manufacturer. While some exterior windows have been updated, the agent bay window, dormers, roofline, and siding remain from its original design, rendering it recognizable as a depot. The integrity is enhanced by the intact tracks near its original projecting ticketing window. The rear of the property includes additions and storage for the chemical company unrelated to the LBRR and not counted.

Resource Number: 21

Feature: Wood Bridge over Cow Path 1 (contributing structure)

Location: Beaver Falls

Date: ca. 1906

Geocoordinates: 43.88425456294486, -75.41668475055249

Description: Small wood truss with tracks over a cow path.

Resource Number: 22

Feature: Culvert 1 Croghan (contributing structure)

Location: Croghan

Date: 1919

Geocoordinates: 43.891082125693565, -75.40744949207992

Description: Concrete culvert with tracks overlaid.

Resource Number: 23

Feature: Culvert 2 Croghan (contributing structure)

Location: Croghan

Date: 1919

Geocoordinates: 43.89220339896834, -75.40632789259047

Description: Concrete culvert with “1919” stamped on the top and tracks overlaid.

Resource Number: 24

Feature: Trestle over Black Creek (contributing structure)

Location: Croghan

Date: ca. 1906

Geocoordinates: 43.89265766590924, -75.40583064440632

Description: Located at mile post 9.5 this wood truss spans fifty-four feet over Black Creek.

Resource Number: 25

Feature: Wood Bridge Over Cow Path 2 (contributing structure)

Location: Croghan

Date: ca. 1906

Geocoordinates: 43.893714361878075, -75.3999743958125

Description: Small wood truss with tracks over a cow path.

Resource Number: 26

Feature: Water Tower Base (contributing structure)

Location: Croghan

Date: ca. 1906

Geocoordinates: 43.893796241182855, -75.39811246045083

Description: Square concrete water tower base traditionally used to support water tank (removed at unknown date). There are no fenestrations.

Resource Number: 27

Feature: Croghan Turntable (contributing structure)

Location: Croghan

Date: 1907

Geocoordinates: 43.89369613446655, -75.39774506856513

Description: Like the Lowville turntable, this is a center-bearing “Armstrong” manual turntable. At fifty-one feet diameter, it is remarkably small for a pre-1917 turntable.¹⁰ It has a steel girder with center-balance construction and remains intact and functional. There is a date stamped “1907” in the concrete.

Resource Number: 28

Feature: Croghan Engine House Croghan (non-contributing building)

Location: Croghan

Date: ca. 1990s

Geocoordinates: 43.8936374345747, -75.39824784712533

Description: Modern steel engine house built over footprint of original 72 ft. by 30 ft. wood engine house.

Resource Number: 29

Feature: Croghan Railroad Switch (contributing object)

Location: Croghan

Date: ca. 1906

Geocoordinates: 43.89372146854172, -75.39500488967383

Description: Metal railroad switch near the turntable.

Resource Number: 30

Feature: Croghan Depot (contributing building)

Location: Croghan

Date: 1904

Geocoordinates: 43.893874861548724, -75.39311440232785

Description: This 22 ft. by 100 ft. wood frame depot is perhaps the most outstanding preserved feature of the entire corridor, having been converted into a community and railroad museum by the Railroad Historical Society of Northern NY and the Village of Croghan. It functions as a community museum, educational center, and community meeting room, with the interior preserved to active railroad appearance in the ticket and operator area, with extensive collections of artifacts and railroad memorabilia in the entire structure. The depot has a river rock stone foundation, horizontal wood siding, and a side gable roof, with a large cross-gable window dormer projecting above the entrance. The eaves near the track overhang more than the rear elevation to provide shade for passengers, with four doors on this elevation (three of which are raised to the height of the former train platform). There is a tripartite sash bay window next to the entrance and a tripartite four-over-four sash window on the east elevation. The structure exhibits slight craftsman elements such as bracketed eaves, bracing, and in most cases, four-lite windows. The gable ends and dormer include wood shingle decoration. Early photos show the building retains excellent integrity with identical fenestrations, materials, and workmanship.

Resource Number: 31

Feature: Woodshed (non-contributing building)

Location: Croghan

Date: ca. 1990s

Geocoordinates: 43.89389788373721, -75.39389797353643

Description: Modern woodshed built to match Croghan Depot and used for Lawnmower storage.

Resource Number: 32

Feature: Wooden Railroad Sign Arm at Croghan Depot (non-contributing object)

Location: Croghan

Date: ca. 1990s

Geocoordinates: 43.89383712579539, -75.39250056251039

Description: Wooden signpost dating from the 1990s that hangs over the terminus of the tracks in Croghan.

Resource Number: 33

Feature: LBRR Snowplow (contributing object)

Location: Croghan

Date: 1909

Geocoordinates: 43.89383712579539, -75.39250056251039

Description: This wooden X-1927 snowplow was reportedly built in 1909 by the Russell Plow Company of Ridgeway, PA and acquired by the LBRR by 1917. It was used actively on the LBRR as late as 1992 and served as the only snowplow. It is a rare surviving wooden plow, which were later replaced with steel.

8. Statement of Significance

Applicable National Register Criteria

(Mark "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 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 prehistory or history.

Criteria Considerations

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

Property is:

- 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 old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions.)

TRANSPORTATION

Period of Significance ca.1880-1974

Significant Dates

1903; 1906; 1959

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

James T. Campbell

Frederick Faston, James Brownell

Period of Significance (justification)

The period of significance for the district extends from ca.1880 to reflect the earliest contributing resource, the dining house, and ends in 1974, representing the continued use of the Lowville Beaver River Railroad into the late twentieth century while also adhering to the general fifty-year guidelines of the National Register Program.

Statement of Significance Summary Paragraphs

(Provide a summary paragraph that includes level of significance and applicable criteria.)

The Lowville and Beaver River Railroad Historic District is eligible for listing in the National Register of Historic Places under Criterion A: Transportation as a privately-owned historic railroad line and engineering work integrally linked to the economic development of northern New York State throughout the twentieth century. Characterized as a “short line” (also spelled as “shortline”) railroad, it was capitalized, constructed, and operated purely by local and community interests for the development of Lewis County. The district remains as one of the few short lines in the state and is particularly notable as it shows the transition period between canals and railroads, eating rooms and dining cars, ice harvesting and refrigeration, and the development of northern New York communities through locally-owned and managed railroads. The Lowville and Beaver River Railroad (LBRR) was completed in 1906 and ran until January 2007 between Lowville and Croghan.

Narrative Statement of Significance

Lewis County Settlement and Growth

What is now Lewis County was originally territory of the Oneida Nation, who were persuaded to release their claim on their traditional lands by New York State in the 1784 Treaty of Fort Stanwix. Subsequent treaty negotiations reduced their land to a thirty two-acre reservation.¹¹ What is now Lewis County was sparsely populated at the time, and in 1791 New York State sold the land as part of the Macomb Purchase. The land grant settlement included nearly four million acres primarily along or near the St. Lawrence River. Along with Lewis County the land purchase covered parts of present day Franklin, Jefferson, Oswego, and St. Lawrence Counties. In 1805, Lewis County and neighboring Jefferson County were created from the northwest section of the already-established Oneida County.

Not long after the Macomb Purchase, French settler named James Le Ray ventured into what is now Jefferson and Lewis Counties and purchased 463,500 acres just north of the Black River.¹² Over the following decades James Le Ray and his son Vincent drove a great deal of land speculation in Lewis County. The Le Rays particularly targeted potential settlers from Germany, France, and Switzerland by distributing handbills that conveyed the opportunities the land in Lewis County offered, as well as how to get from the port in New York City to the Le Ray’s office in Carthage, New York.¹³ The Le Ray’s efforts did not lead to mass settlement as they had hoped, but their efforts were not in vain either. The town of Croghan, which was established in 1841, reflected the Le Ray’s success in the 1848 New York census; of Croghan’s 1,275 European-born residents the majority were from France (987) followed by Germany (230). Forty-five families arrived in Le Ray’s lands between 1848 and 1850, suggesting that the turbulent religious climate and revolutions in Europe had spurred direct immigration to Lewis County.¹⁴

¹¹ William Sawyer, “The Oneida Nation in the American Revolution,” National Park Service, accessed January 4, 2024, <https://www.nps.gov/articles/the-oneida-nation-in-the-american-revolution.htm>.

¹² Claire Bonney and Maureen Hubbard Barros, “MPDF Stone Buildings of Jefferson County, New York, ca. 1800-1875,” National Register of Historic Places Multiple Property Documentation Form (MPDF), 2021, p. 3.

¹³ “MPDF Stone Buildings of Jefferson County,” p. 9-10.

¹⁴ History of Lewis County, p. 165.

Lewis County received a further boost with the completion of the Black River Canal in 1836. The Black River Canal linked the Erie Canal in Utica with Lyons Falls in Lewis County, allowing the region to ship and import goods to and from New York City.¹⁵ The Black River further provided a source of natural waterpower; combined with the canal the region allowed for both the manufacturing and shipping of merchandise, albeit seasonally. While many settlers in the area focused on farming grains such as wheat, oats, and rye, the region's proximity to the Adirondack Mountains, and the abundance of waterpower provided by the region's rivers meant the most easily accessed products became timber and its byproducts. Hemlock bark was particularly prized for its use in the tanning process, and by the 1850s the Adirondack region had 153 tanneries.¹⁶ Logging soon became an integral industry, and in the 1880s the county boasted over 100 sawmills, with population growth to sustain them.¹⁷ Lewis County had grown from only 9,277 residents in 1825 to its highest population to date: 31,416 in 1880.¹⁸

As communities within Lewis County grew around the logging industry and other established agricultural pursuits, the need to transfer products more efficiently within the county became a priority. Prior to the LBRR, goods were hauled from far-flung mills, tanneries, and farms via wagons, or shipped down the Black River to Lowville. The latter was important because it served as the county seat and main link to the New York Central Railroad line that had opened in Lowville in 1867 (first as the Utica & Black River Railroad, then the Rome, Watertown, and Ogdensburg line before being absorbed into the New York Central Railroad.)¹⁹ Yet harsh winters and frequent flooding of the Black River meant transportation was unreliable. Newspapers as far away as Albany surmised what this could mean for the region, stating "On Beaver River there are numerous water powers at present undeveloped, which could be brought into use for manufacturing purposes...the timber from which could be easily gotten to market by means of the proposed [rail]road."²⁰

Establishment of the Lowville Beaver River Railroad

Local capitalists with invested interests in these industrial pursuits took action. In August 1903 coal dealer G.A. Blackmon assembled some of the county's leading businessmen together at the Lowville Club, where they collectively chartered the Lowville and Beaver River Railroad (LBRR) to better transport passengers and goods from local communities to the main New York Central line in Lowville. Blackmon raised \$11,000 initially from friends, but didn't shy away from going door to door soliciting locals to purchase shares for \$100 each with the promise that the LBRR would haul "all your produce and cattle out, and any good you buy practically to your

¹⁵ Travis Bowman and Susan Uttendorfsky, "Croghan Island Mill," National Register of Historic Places nomination, November 2008, Section 8, p. 1.

¹⁶ Hugh O. Canham, "Hemlock and Hide: The Tanbark Industry in Old New York," *Northern Woodlands Magazine*, Summer, 2011, accessed January 15, 2024, <https://northernwoodlands.org/articles/article/hemlock-and-hide-the-tanbark-industry-in-old-new-york>

¹⁷ Matthew Shoen, "Theodore Basselin House," National Register of Historic Places Nomination, December 2021, Section 8, p. 3.

¹⁸ "A History of the Town of Lowville."

¹⁹ "A History of the Town of Lowville."

²⁰ *The Argus* (Albany, New York), August 8, 1903.

doorstep.”²¹ It was a successful endeavor, and the community took great pride in the fact that all stockholders of the newly incorporated LBRR were local individuals, including farmers and laborers. This was a rarity for the time, as most rural railroads were financed with outside investments. The Rome Daily Sentinel even remarked that “In Lewis County they seem to know how to build railroads without depending on outsiders.”²²

The community was especially encouraged by the commercial freight potential, which was greatest for dairy, potatoes, and wood products – particularly from the mills of LBRR board members Theodore Basselin and James Polk Lewis (known as J.P. Lewis). Basselin and Lewis were both wealthy businessmen who were the largest employers in Croghan and Beaver Falls. No doubt both men saw the enormous potential that a railroad offering direct access to their mills would have. Basselin immigrated from France with his family as a toddler, and as a young man assisted his mother in her successful dry goods store. As a young man, Basselin made several shrewd early investments in the local lumber industry that proved fruitful. By the late nineteenth century Basselin’s Beaver River Lumber Company was enormously successful, employing about 120 men in his lumber and sawmills, and another 300-400 as timber fellers. As the largest employer in Croghan, Basselin’s enterprise produced an average of six million board feet of timber during the 1880s alone. Yet he was also an early conservationist who emphasized the long-term viability of the Adirondack forests by serving as one of the founding leaders of the New York State Forest Commission that regulated unsanctioned logging and fires throughout the Adirondacks and Catskills.²³ Basselin was one of the most notable residents of Croghan at a pivotal time in its growth, and his home there was listed on the National Register in 2022.²⁴

At one time, J.P. Lewis was one of the largest paper product manufacturers in New York. His father, Hiram Lewis, built a tannery in Beaver Falls in 1852, and J.P. moved to the area in 1871 to help his brother-in-law, Martin LeFevre, run the business. Together with another relative named Charles Nuffer, Lewis and LeFevre modified the tannery to be a more profitable pulp mill in 1880. The mill, which was located on Beaver Falls near where the LBRR spur crossing can still be seen, processed wood pulp to be used in paper products (see *Figure 3*). In 1883 J.P. Lewis gained full control, naming the enterprise the J.P. Lewis Company, and improving the pulp gridding process using a brand-new hydraulic process. Lewis went on to become the second richest man in Lewis County and transformed Beaver Falls into nearly a company town.²⁵ In his 1912 obituary, the *Lowville Herald* noted “it was through the agency of [Lewis’s] mills that the village of Beaver Falls grew to a population of about 500, the mills being the only industry in that town, and in them the greater part of the male population was employed.”²⁶

²¹ Rails in the North Woods, p. 111

²² The Rome Daily Sentinel, May 19, 1906, p. 1.

²³ Matthew Shoen, “Theodore Basselin House” National Register nomination, November 2021, Section 8, p. 4.

²⁴ Note: the National Register includes several listings in and near Beaver Falls and Croghan pertaining to the Basselin and Lewis families. This includes the Croghan Island Mill, Harry and Molly Lewis House, Beaver Falls Grange Hall, and the Theodore Basselin House.

²⁵ Emilie W. Gould, “Beaver Falls Grange Hall #554” National Register of Historic Places nomination, August 28, 2015, Section 8, p.13.

²⁶ “J.P. Lewis: Death of a Well Known Paper Manufacturer,” *Lowville Herald and Lewis County Democrat*, March 8, 1912, p. 5.



Figure 3: J.P. Lewis' paper mill at Beaver Falls, the LBRR railroad crosses just to the left out of frame. From an undated postcard.

Due to the nature of their growing business interests, it is no surprise that Lewis, Basselin, and other LBRR board members proceeded quickly after incorporating the railroad and raising the \$150,000 capital needed. By the summer of 1904 the board had appointed James T. Campbell as the construction contractor, although he died only a year into the project. Frederick Faston and James Brownell took over the design and construction of the railroad, and soon after laborers comprised primarily of Italians immigrants arrived to begin laying the standard-gauge tracks. The first laborers led a strike not long after work began, and board members replaced them by hiring over a hundred laborers from New York City to complete the job.²⁷ Although the terrain between Lowville and Croghan was primarily flat, water crossings proved to be the most challenging. For example, crossing Beaver Flats wetlands required the construction of a 1,100 foot trestle. The LBRR decided to center their offices and main passenger depot in Lowville in the already existing dining house that the Utica & Black River Railroad had established in the decades prior (*Figure 4 and 5*).

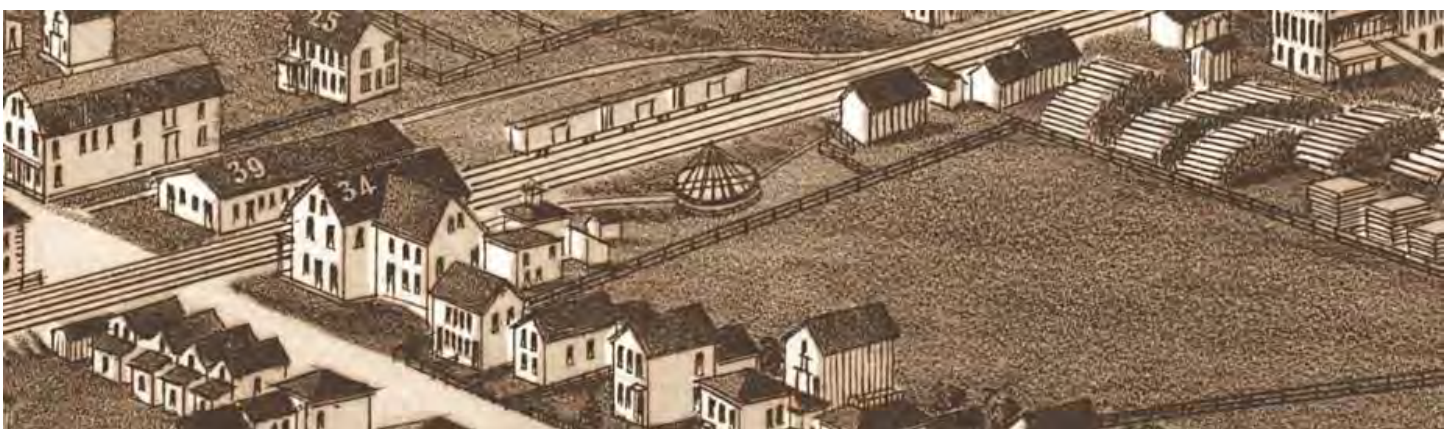


Figure 4: This 1885 bird's eye view from L.R. Burleigh's map of Lowville clearly shows the dining house (marked 34), the original New York Central RR Depot (marked 39) and the engine/rail yards in the center.



Figure 5: A 1910 postcard shows the dining house looking much as it does today with the depot in the foreground. From Leonard Virkler via Historical Railway Society of Northern New York.

Lowville and Beaver River Railroad in the Early Twentieth Century

On January 13, 1906, the first steam-powered excursion train left Lowville on the LBRR roadbed, carrying 300 passengers. The Lowville and Beaver River Railroad officially opened two days later and contained with four freight cars, two passenger coaches, and two engines. The total cost for the rail, rolling stock, and depot buildings in Beaver Falls, New Breman, and Croghan amounted to \$200,000, about \$50,000 over what was anticipated.²⁸ The train provided passengers with a vastly more comfortable and efficient experience than the stagecoaches and wagons they had been accustomed to. The train also allowed a number of children from Beaver Falls and Croghan to commute to school at the Lowville Academy and made leisurely pursuits like the Lowville County Fair much more accessible.

By 1906 the LBRR was transporting a variety of goods as planned and carrying 1,169 passengers a week. The Lewis County Democrat raved that “business is just double the estimate made by the officials and with the commercial activity that now exists in Beaver Falls and Croghan there is no doubt of a heavy increase.”²⁹ Freight cars were full of three to four carloads each day, including ice from Crystal Pond in New Breman, where ice was hauled directly out of the water and loaded onto cars. By this point the symbiotic relationship between the LBRR and the J.P. Lewis Company was fully established. With the use of the new hydraulic method of creating paper pulp, the company was producing twenty five tons of paper per day, doubling production from just a few years before. And by connecting the spur across the Beaver Falls to the J.P. Lewis mill, the LBRR allowed the company to transport the enormous loads of paper in bulk to distant markets.³⁰ J.P. Lewis was soon producing BeaverBoard, a fiberboard building material made of compressed wood pulp (white spruce) and created by the Beaver Manufacturing Company in Beaver Falls (but headquartered in Buffalo).

²⁷ Rails in the Northwoods, p. 110-115.

²⁸ Rails in the Northwoods, p. 117.

²⁹ “New Road is Making Money” *Lewis County Democrat*, February 2, 1906.

BeaverBoard may be best known for being the material that Grant Wood used for his iconic 1930 painting “American Gothic.”³¹

The LBRR shipped numerous other products between Croghan and Lowville, and for several decades it was known for shipping milk daily from the LBRR to Lowville, where it changed trains to the New York Central Railroad (NYCRR). Each morning until the 1950s the NYCRR would deliver fresh milk and dairy products from Lewis County to New York City. Among other things, the LBRR also carried mail when other routes were flooded, shipped Armstrong gaskets from Beaver Falls, and relied on the business from agricultural enterprises like Farney’s Feed Mill and AMF Block Mill in Croghan.³² Maple syrup was, and remains one of the largest industries in Lewis County that was also boosted by the railroad.

Due to its success, the LBRR was able to continue constructing buildings and structures that would enhance the line. During the first decade they built two hand-crank Armstrong turntables at either end (Lowville and Croghan) and large engine houses in Lowville and Croghan. The original NY Central depot in Lowville was replaced with the larger extant building. These resources survive within the nominated boundaries today except for the historic engine house in Croghan. In 1912, Croghan suffered a devastating fire that wiped out forty buildings, although the depot was remarkably not affected. Newspaper editorials surmised that because firefighters could get from Lowville to Croghan quickly using the railroad the fire did not consume the entire village.³³ Whether this is true or not, the sentiment shows the fondness and gratitude that locals held for the railroad in any capacity.

Business for the railroad showed a reasonably steady growth through its first few decades, boosted in the 1920s when several nearby waterfalls were developed into powerplants and the LBRR transported the equipment needed to build them.³⁴ It was around this time that the railroad also introduced oil burning steam to its engines and began to be profitable. Unsurprisingly, the LBRR did not grow during the Great Depression and World War II, but unlike many railroads, it continued to pay its stockholders. In 1940 the *Lowville Journal and Republican* stated that the LBRR “...is one of the few railroads in the United States in a position to pay a dividend.”³⁵ In 1947 the introduction of a faster and more powerful 44-ton General Electric diesel-electric locomotive (still extant and a contributing object) helped keep the railroad somewhat competitive with the emerging trucking businesses that offered more flexible and specialized options for transport. Yet the heyday of railway transportation was quickly coming to an end, and passenger service discontinued the same year.³⁶

³⁰ “History of FiberMark, Inc.,” Funding Universe, accessed March 13, 2024, <http://www.fundinguniverse.com/company-histories/fibermark-inc-history/>

³¹ Friends of American Art Collection, The Art Institute of Chicago, Accessed May 2, 2024, <https://www.artic.edu/artworks/6565/american-gothic>

³² “Death of Charles D. Boshart,” *Lowville Journal and Republican*, March 22, 1906, p. 5.

³³ “Fire Sweeps Croghan Village,” *Lowville Herald and Lewis County Democrat*, May 3, 1912.

³⁴ *Rails in the Northwoods*, p. 128.

³⁵ *Lowville Journal and Republican*, February 22, 1940, p. 5.

³⁶ *Rails in the Northwoods*, p. 38.

The Lowville and Beaver River Railroad Later Years

The mutually beneficial relationship between the LBRR and the J.P. Lewis Company would prove to be fruitful when the LBRR found itself on the verge of liquidation in the 1950s, even though the railroad continued to haul freight for farmers, the paper mills, and some small factories. The J.P. Lewis Company had branched out into building hydroelectric plants throughout northern New York, even demolishing one of their main pulp mills in Beaver Falls in favor of a hydroelectric station in 1938. Yet the company was interested in new opportunities, and under the leadership of J.P. Lewis's grandson, James Pitcher Lewis, they purchased nearly all shares of the LBRR in 1959, keeping the corporate name and identity. In 1965 the J.P. Lewis Company split the business in half with Latex Fiber, who merged with J.P. Lewis in 1974, at which point the company ceased being run by the Lewis Family.

The LBRR and paper mills in the area continued to do small business until the 1980s, but portions of the LBRR track were sold for industrial development just north of the Lowville shop yard and depots. At this point some of the rail activity was moved to the parallel New York Central track (now the Mohawk, Adirondack and Northern). This portion of the original LBRR track and roadbed is only partially intact and therefore the boundary follows the New York Central Line to where the LBRR picks up and runs parallel again (see point 3 in Resource Detail Map 2 on page35).

By the early 1990s the paper industry had dwindled in New York State, although other short line railroads were still seeing activity due to more diversified markets. In 1991 Genesee Valley Transportation (GVT) purchased the LBRR in the hopes of reviving it in the same vein as some of the other short lines they managed, most notably the successful three-mile Depew Lancaster and Western Railroad in western New York. At the time of purchase there were still nine paper mills in Beaver Falls that kept the LBRR alive, but many closed over the next fifteen years. When the Beaver Falls Paper Mill switched to truck delivery in 2007 the LBRR made its final freight run, although GVT retained ownership. The resources within the LBRR district boundary belong to both Lewis County and private enterprises, including the Railway Historical Society of Northern New York who established a railroad museum in the restored Croghan Depot in 1998. Currently, the New Breman Depot is owned by a water treatment chemical company who use the depot as offices, and the former New York Central Depot in Lowville is used as a farmer's cooperative retail store.

Historic Significance

The Lowville and Beaver River Railroad was uniquely funded and operated purely by locals to directly grow their various economic interests in Lewis County; as newspapers recount, this independence was a great point of pride even long after the railroad opened. The close reciprocal relationship between the LBRR and the J.P. Lewis pulp mills, Theodore Basselin's logging enterprises, and the local dairy industry also illustrates how important the railroad was for the economic stability of the Black River Valley through the first half of the twentieth century. Compared to many other short line railroads in northern New York, the LBRR was never absorbed into a larger railroad line, nor did it serve only one company (despite the mutual reliance with the J.P. Lewis Company). *Figure 6* shows the location of the few existing short line tracks in the region, most of which are modern or served more specific purposes than the LBRR. For example, the short line between Gouverneur and Balmat in St. Lawrence County was conceived in the 1929 entirely to transport freight and employees to the

St. Joseph Lead Company mill in Balmat.³⁷ The Adirondack Railroad, which is now run as a heritage railway between the Adirondack mountains and Utica, does contain a number of restored historic depots and rolling stock, But it was founded by wealthy New York City residents primarily to provide more comfortable and efficient passenger transportation to historic great camps and resorts in the mountains, and it can hardly be called a short line. Over time, the Adirondack Railroad was absorbed into part of the New York Central line, and although it offers modern passengers a glimpse into nineteenth and twentieth century rail travel, it lacks the highly localized support and multiple purposes that the LBRR embodied.³⁸



Figure 6: This 2024 map of the railroads in northern New York shows how few short lines (market in light blue) are extant. From New York Department of Transportation.³⁹

The LBRR is also distinct as one of the few remaining historic short line railroads in New York state that retains several buildings, structures, and rolling stock that reflect pivotal changes in the state’s transportation industry. By railroad standards, the LBRR is a ‘late era’ railroad, built after 1900, and originally built with steel rails,

³⁷ Julius R. Bartlett, *Highlights in the History of Gouverneur* (Gouverneur, NY: Historical Association of Gouverneur, 1955), p. 30, accessed May 2, 2024,

https://www.gouverneurmuseum.com/_files/ugd/5c6e2d_9c6d52cf5e114949be6b9fa25d1906f6.pdf?index=true

³⁸ “Our History,” Adirondack Railway Preservation Society, Inc., accessed March 13, 2024,

<https://adirondackrr.com/history/>

³⁹ “Map of New York State Railroads,” New York State Department of Transportation, accessed August 15, 2024,

<https://www.dot.ny.gov/divisions/operating/opdm/passenger-rail/railroadmap>

steel bridges, and relatively current engineering standards of the era rather than the vintage iron rails and wooden bridges of the railroad boom between the 1850s to 1870s. Three particular features stand out as being highly unusual for any railroad, and serve as historic markers for the transition period between canals and railroads, eating rooms and dining cars, and ice harvesting and refrigeration.

First, when the railroad was proposed and constructed in 1903-4, the Black River was still considered to be an unpredictable but navigable waterway, having been “canalized” for traffic along 42 miles. The river then joined the Black River Canal which ran directly to the Erie Canal, thus completing the connection to the western Adirondacks. The Black River Canal, which was constructed in 1855 between Rome and Carthage, required barges to navigate 109 locks in only thirty-five miles as the canal rose rapidly in elevation towards the foothills of the Adirondacks. This still holds the world record for largest canal elevation gain over the shortest distance.⁴⁰ The canal spawned the growth of villages and sawmills that could then ship lumber to the Erie Canal via both the Black River and the Black River Canal. Commercial activity was busy enough that designers of the LBRR considered canal traffic by incorporating a center-pivot swing bridge over the Black River that would allow for steam tugboats pulling barges to pass. But the timing of the railroad also coincided with the depletion of many Adirondack forests, requiring the canal systems to diversify their freight and compete with more direct shipping methods very quickly. The decline of the canal business was such that according to 1919 ICC records, the swing bridge was never used after it was initially built and tested.⁴¹ Although the southern portion of the canal maintained commercial use beyond 1904, the northern portion through Lowville was the first to decline after the introduction of the LBRR. The railroad truss over the Black River is still extant and retains excellent integrity, marking the victory of railroads over canals in New York State.

A second extant resource is an unusual remnant of traditional railroad dining hall that survived in Lowville despite the wider adoption of stand-alone dining cars. The LBRR established its offices, ticketing counter, and dining hall in a residential-style building immediately across from the New York Central depot. This building had existed prior to the LBRR and is easily identifiable on an 1885 bird’s eye view map of Lowville.⁴² It served as the Utica and Black River (later the New York Central) dining hall and may date to earlier when the line was established in Lowville. Upon the LBRR opening, both rail companies shared the dining space on the lower floor when passengers made the transition between the New York Central and LBRR.⁴³ Railroad dining cars were not unheard of at the time, by the 1880s long-distance trains occasionally included their own dining cars for passenger comfort. But over subsequent decades rail operators were realizing that dining stops caused delays and deterred would-be passengers who wanted to avoid notoriously bad dining experiences.⁴⁴ Yet separate dining cars required dedicated space for both kitchen and eating space, as well as expenses for food and labor. This was a luxury most short line and smaller railroads like the LBRR and even the New York Central could not afford. As standalone dining cars became more common in the first few decades of the twentieth century (only

⁴⁰ “History of the Canal,” Boonville Black River Canal Museum, accessed August 15, 2024,

<https://blackrivercanalmuseum.com/history-of-the-canal/>

⁴¹ Interstate Commerce Commission, Valuation of Bridge Notes, August 1919, p. 46.

⁴² LR Burleigh, and Beck & Pauli, *Lowville, N.Y.*, Troy, NY: 1885 map, <https://www.loc.gov/item/76693064>

⁴³ Interstate Commerce Commission, Valuation Building Summary, July 1919. Note: This document shows that the LBRR rented the building from the New York Central.

⁴⁴ James D. Porterfield, *Dining By Rail: The History and Recipes of American’s Golden Age of Railroad Cuisine*, (New York: St. Martin’s Griffin, 1998).

declining after WWII) remaining dining halls became relics of the past, and were often discarded, abandoned, or repurposed. As such, surviving railroad dining halls that retain good historic integrity are exceedingly uncommon. Early twentieth century photos of the dining house in Lowville show that the structure retains excellent exterior integrity. But even more remarkable is the dining hall interior that retains the original open floor plan and markings on the wood floor that indicate where the dining or ticketing counter was located. A resource like this signifies one way in which smaller and short line railroads were impervious to historic changes that larger railroads widely adopted.

A third unusual feature on the LBRR reflects the importance of this rural economy prior to the invention of electric refrigeration. The extant 1905 steel girder LBRR bridge over the Crystal Pond in New Bremen is unusually placed over the corner of the water. Traditionally, railroads would have filled in this shallow mill pond to avoid building an expensive steel bridge over such a seemingly insignificant stretch of water. But this community was a center for ice harvesting, an economic mainstay of northern New York dating back to the mid-nineteenth century. The Black River Valley is located in one of the coldest regions of New York, with long and icy winters. As such, farming communities like New Bremen could capitalize on their location for much of the year. Crystal Pond included water level controls and a roadside dock to load the ice, which was cut using a saw before floating to a collection point. Ice was then packed in sawdust and either placed in a nearby icehouse or shipped elsewhere using wagons. The railroad arrived fifty years after the ice industry was established, but the track's location over the corner of the pond allowed for much quicker loading and shipping. When the LBRR arrived many homes and businesses contained ice boxes, insulated metal or wood cabinets that held large blocks of ice on trays. As refrigerators became mass produced in the 1920s the need for ice blocks waned, and the reliance on ice as an industry declined.⁴⁵ However, the LBRR bridge over Crystal Pond remains as an unusual reminder of this trade.

The essential construction and corridor of the LBRR is virtually unchanged from the original effort, and the bridges, structures, and rolling stock (including a G.E. diesel locomotive and an original wood wedge snowplow) reflect numerous aspects of railroad history both in Lewis County and beyond. Unlike larger main line railroads, the LBRR retained much of its original infrastructure and materials even when they became obsolete. The longevity of the line long after railroad transportation had diminished indicates the importance that the LBRR had to the economy of Lewis County for more than 100 years and echoes the pride that the community took as both creators and stewards of its resources.

⁴⁵ "History Timeline: Refrigeration and Refrigerators," U.S. Department of Energy, accessed August 15, 2024, <https://www.energy.gov/energysaver/history-timeline-refrigeration-and-refrigerators#:~:text=In%201913%2C%20American%20Fred%20W,in%201918%20when%20William%20C.>

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Adirondack Railway Preservation Society, Inc. "Our History." Accessed March 13, 2024.
<https://adirondackrr.com/history/>

Allen, Richard, William Gove, Keith F. Maloney, and Richard Palmer. *Rails in the North Woods: Histories of Seven Adirondack Shortlines*. Utica, NY: North Country Books, 1973.

Bartlett, Julius R. *Highlights in the History of Gouverneur*. Gouverneur, NY: Historical Association of Gouverneur, 1955.

Bonney, Claire, and Maureen Hubbard Barros. "MPDF Stone Buildings of Jefferson County, New York, ca. 1800-1875." National Register of Historic Places Multiple Property Documentation Form, 2021.

Boonville Black River Canal Museum. "History of the Canal." Boonville Black River Canal Museum website. Accessed August 15, 2024.

Burleigh, L.R., and Beck & Pauli. *Lowville, N.Y.* Troy, NY: 1885 map. <https://www.loc.gov/item/76693064/>.

Canham, Hugh O. "Hemlock and Hide: The Tanbark Industry in Old New York." *Northern Woodlands Magazine*, Summer 2011.

Gores, Pete, John Tabili, David Link, and Richard Palmer. *Hojack: Remembering the RW&O Railroad and Division*. New York Central Railroad Historical Society, 2022.

Gould, Emilie. "Beaver Falls Grange Hall #554." National Register of Historic Places nomination, 2015.

Historically Lewis. "A History of the Town of Lowville." Historically Lewis website. Accessed January 18, 2024.

Hough, Franklin B. *A History of Lewis County: With Illustration and Biographical Sketches of Some of Its Prominent Men and Pioneers*. Syracuse: D. Mason & Co., 1883.

Hough, Franklin B. *A History of St. Lawrence and Franklin Counties*. Albany: Little and Company, 1853.

Interstate Commerce Commission Inventory and Dollar Calculation Report. July 1914. National Archives.

Interstate Commerce Commission Valuation Bridge Notes. August 1919. National Archives.

Interstate Commerce Commission Valuation Building Photos and Building Summary. July 1919. National Archives.

Interstate Commerce Commission Valuation Docket Summary, Docket #590. July 1925. National Archives.

Interstate Commerce Commission Valuation Maps of Lowville Beaver River Railroad. June 15, 1914. File #1220, maps V.1.1 through V.1.3. National Archives.

Lewis, Edward A. *American Shortline Railway Guide*. 5th ed. Kalmbach Publications, 1996.

Porterfield, James D. *Dining By Rail: The History and Recipes of American's Golden Age of Railroad Cuisine*. New York: St. Martin's Griffin, 1998.

Shoen, Matthew. "Theodore Basselin House." National Register of Historic Places nomination, 2021.

Town of New Bremen. "Local & Surrounding Community Info." Accessed August 13, 2024.
<http://townofnewbremen.weebly.com/community.html>.

U.S. Department of Energy. "History Timeline: Refrigeration and Refrigerators." Accessed May 2, 2024.
<https://www.energy.gov/energysaver/history-timeline-refrigeration-and-refrigerators#:~:text=In%201913%2C%20American%20Fred%20W,in%201918%20when%20William%20C>.

Van Arnam, Lewis S. *Beaver Falls Cavalcade 1794-1979*. Beaver Falls, NY: Self-Published, 1979.

Previous documentation on file (NPS):

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 Buildings Survey # _____
 recorded by Historic American Engineering Record # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: _____

Historic Resources Survey Number (if assigned): 23NR00118

10. Geographical Data

Acreage of Property 55.1 acres _____
(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

Latitude/Longitude Coordinates

Point Latitude	Longitude
43.787459	-75.487316
43.790661	-75.487002
43.797079	-75.487488
43.798195	-75.488352
43.822515	-75.463216
43.836072	-75.440216
43.860554	-75.436897
43.880158	-75.431459

43.884590	-75.432061
43.881465	-75.425530
43.884338	-75.416767
43.892220	-75.406400
43.893481	-75.398596
43.893999	-75.392934
43.893787	-75.392265

Datum if other than WGS84: _____
 (enter coordinates to 6 decimal places)

Verbal Boundary Description (Describe the boundaries of the property.)
 The boundary is indicated by a heavy line on the enclosed map with scale.

Boundary Justification (Explain why the boundaries were selected.)
 The boundary encompasses the historic length of the Lowville and Beaver River Railroad as originally built in 1903-1904 and the resources associated with it until 1974. The boundary follows the line right-of-way which generally includes buffer of about twenty-five feet on each side of the track line. This includes the original turntables in both Croghan and Lowville, passenger depots in Croghan, Beaver Falls, and Lowville, and the immediate areas around the Croghan and Lowville depots.

11. Form Prepared By

name/title Leslie Krupa, Office of Parks, Recreation, and Historic Preservation, with research contributions from Laurie Halladay, Town of Croghan Historian

organization Office of Parks, Recreation, and Historic Preservation date August 14, 2024

street & number 1 Delaware Ave. North telephone 518-469-5469

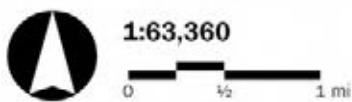
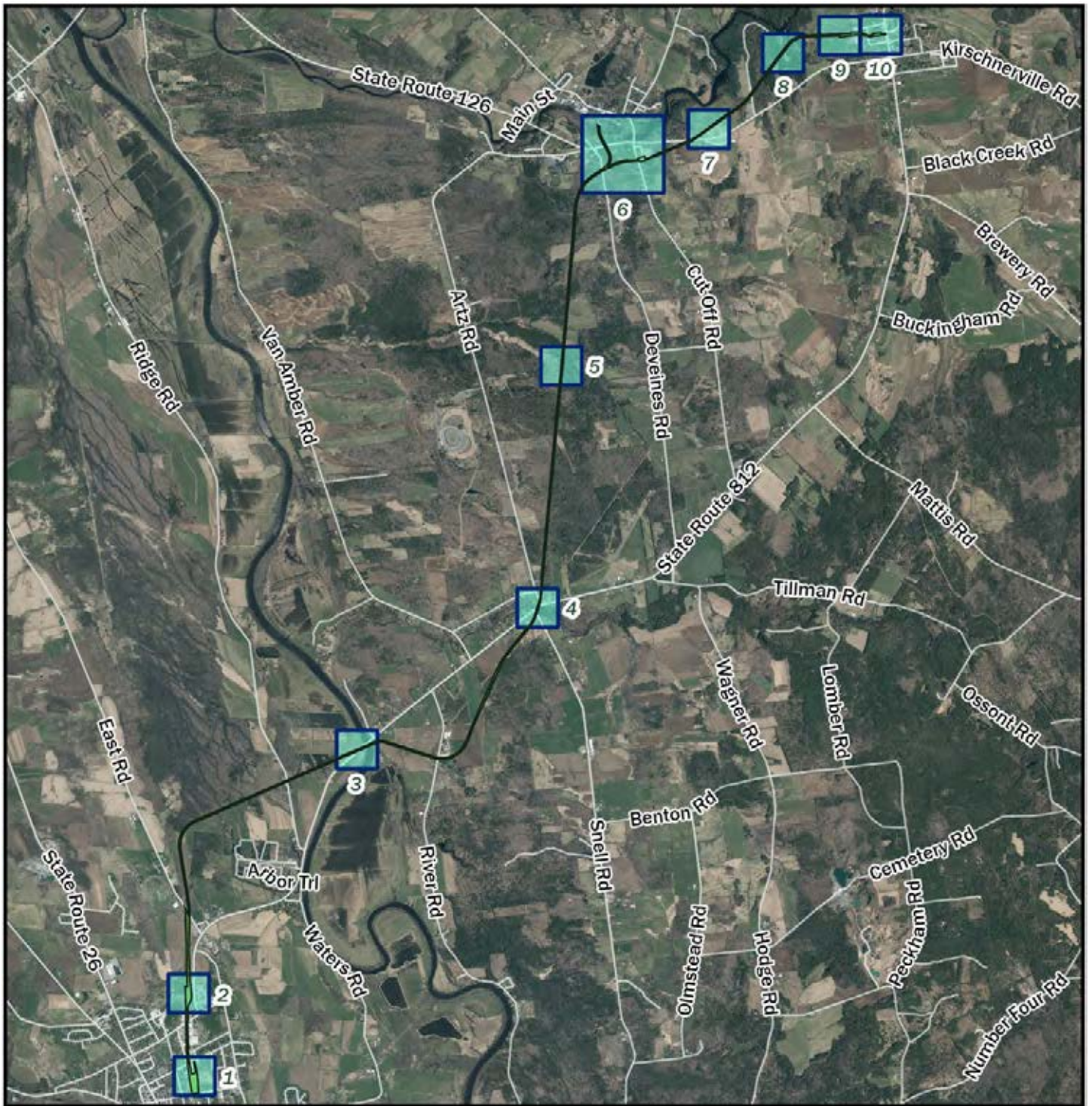
city or town Cohoes state NY zip code 12047

e-mail Leslie.krupa@parks.ny.gov and Halladay3@twcny.rr.com

Additional Documentation

Submit the following items with the completed form:

- **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. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)



Nomination Boundary (94.76 ac)



Resource Detail Maps



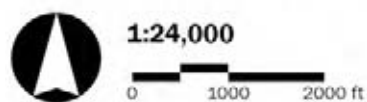
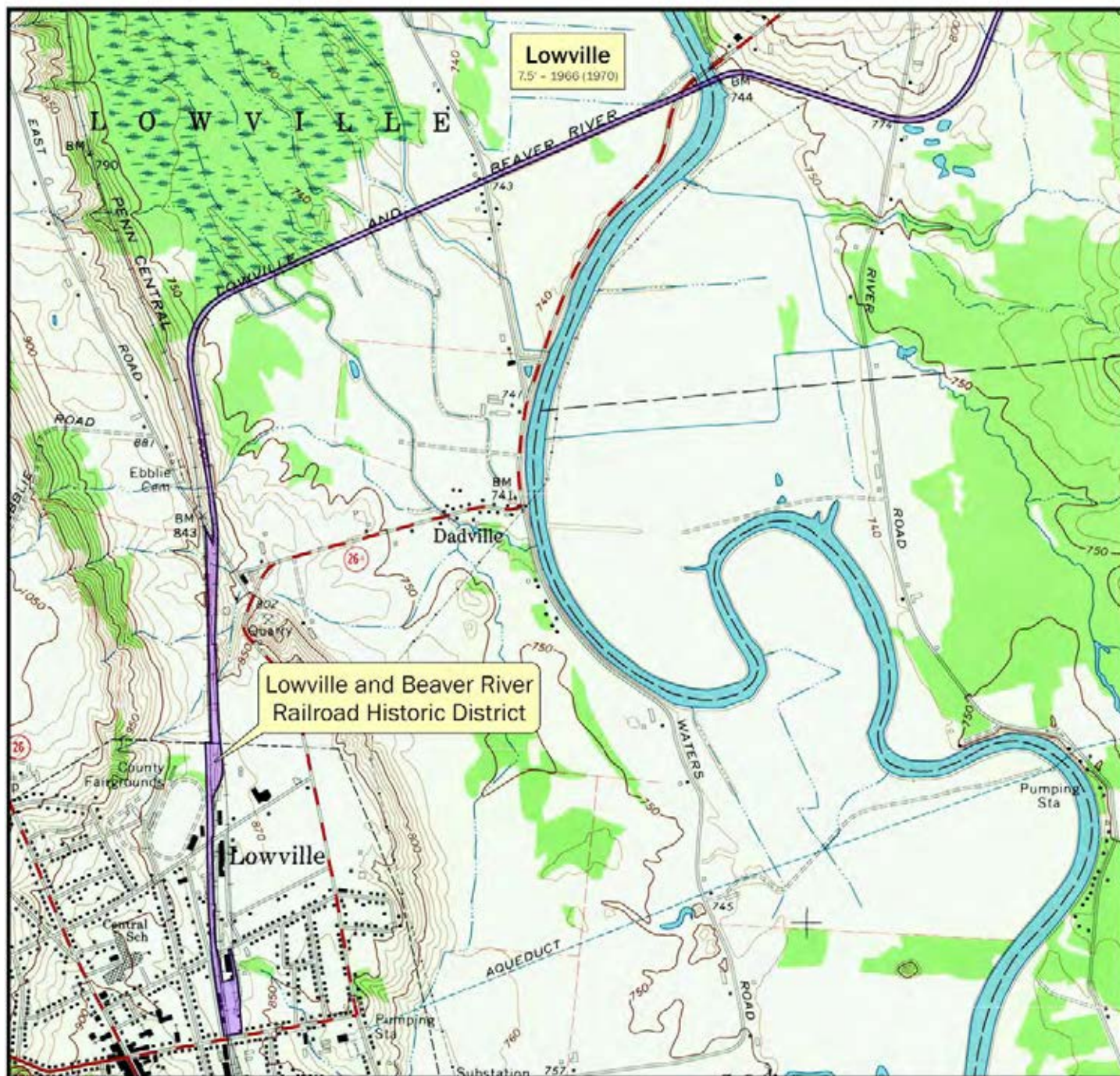
New York State
Parks, Recreation and
Historic Preservation

Projection: WGS 1984 UTM Zone 18N

New York State Orthomagery Year: 2020

Mapped 01/24/2024 by Matthew W. Shepherd, NYSHPO

Topographic Map 1 of 3 (Lowville)



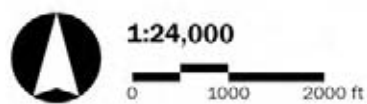
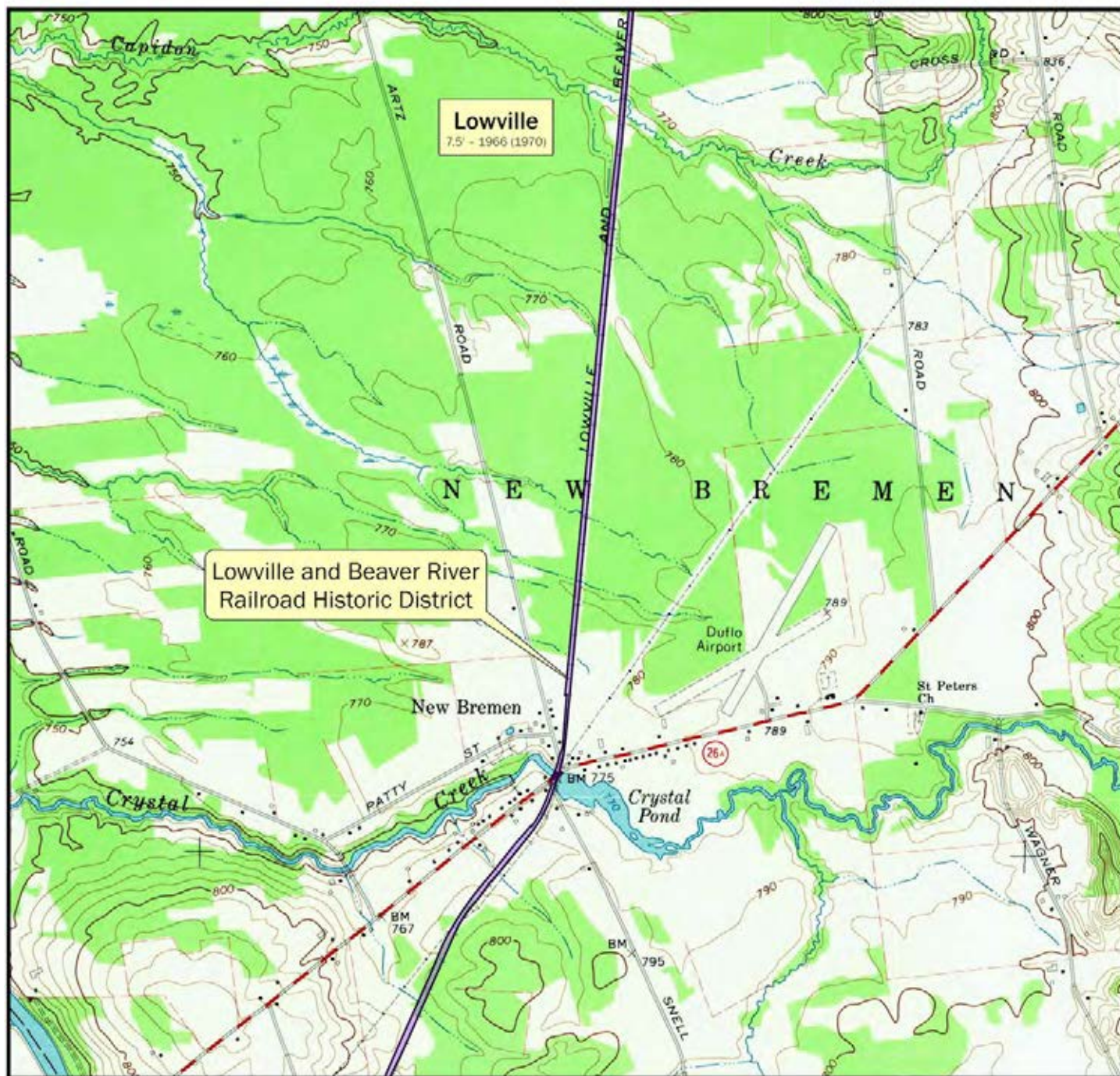
 Lowville and Beaver River Railroad Historic District



Projection: WGS 1984 UTM Zone 18N

Mapped 01/24/2024 by Matthew W. Shepherd, NYSHPO

Topographic Map 2 of 3 (New Bremen)



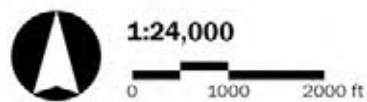
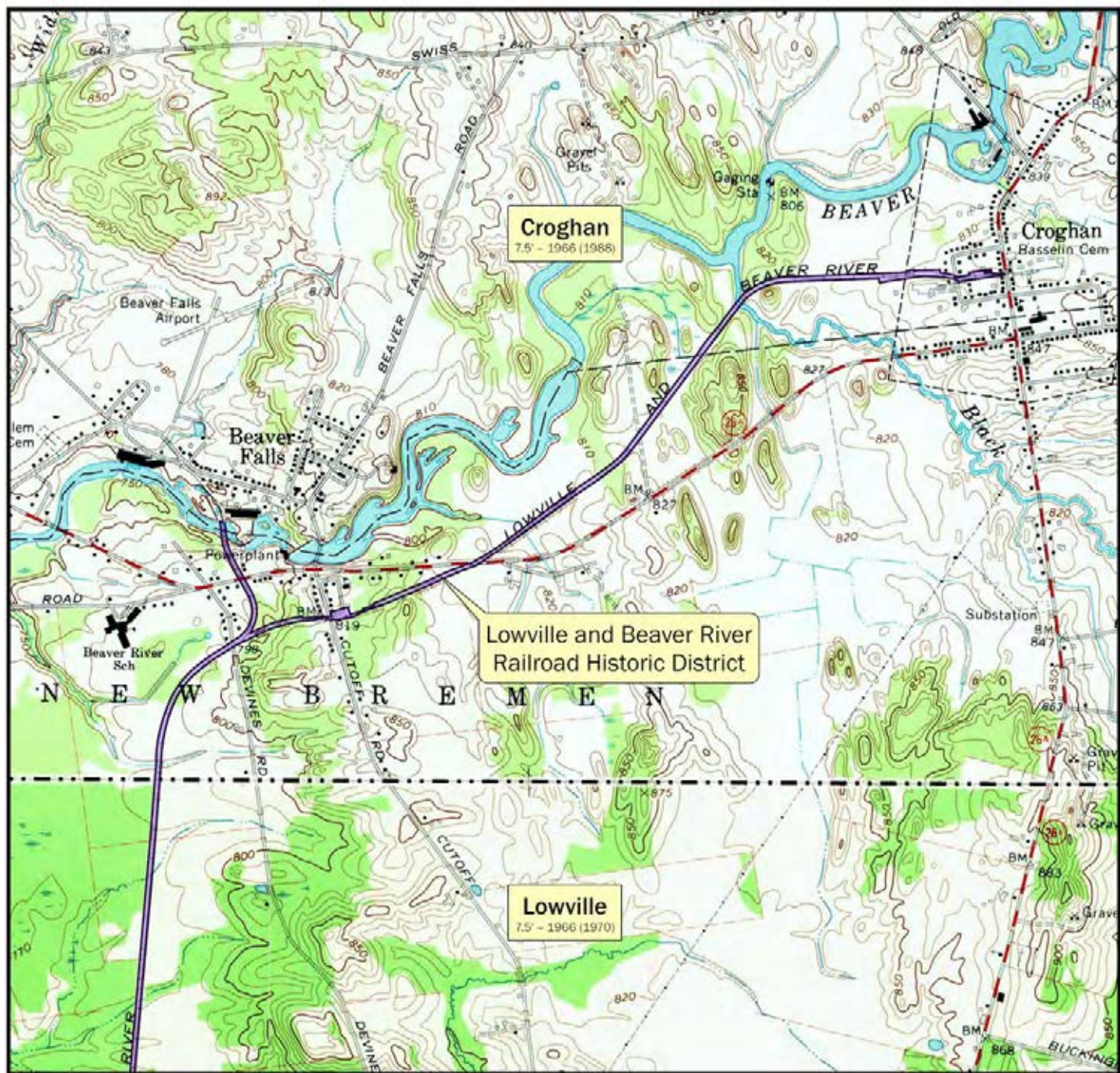
 Lowville and Beaver River Railroad Historic District



Projection: WGS 1984 UTM Zone 18N

Mapped 01/24/2024 by Matthew W. Shepherd, NYSHPO

Topographic Map 3 of 3 (Beaver Falls / Croghan)

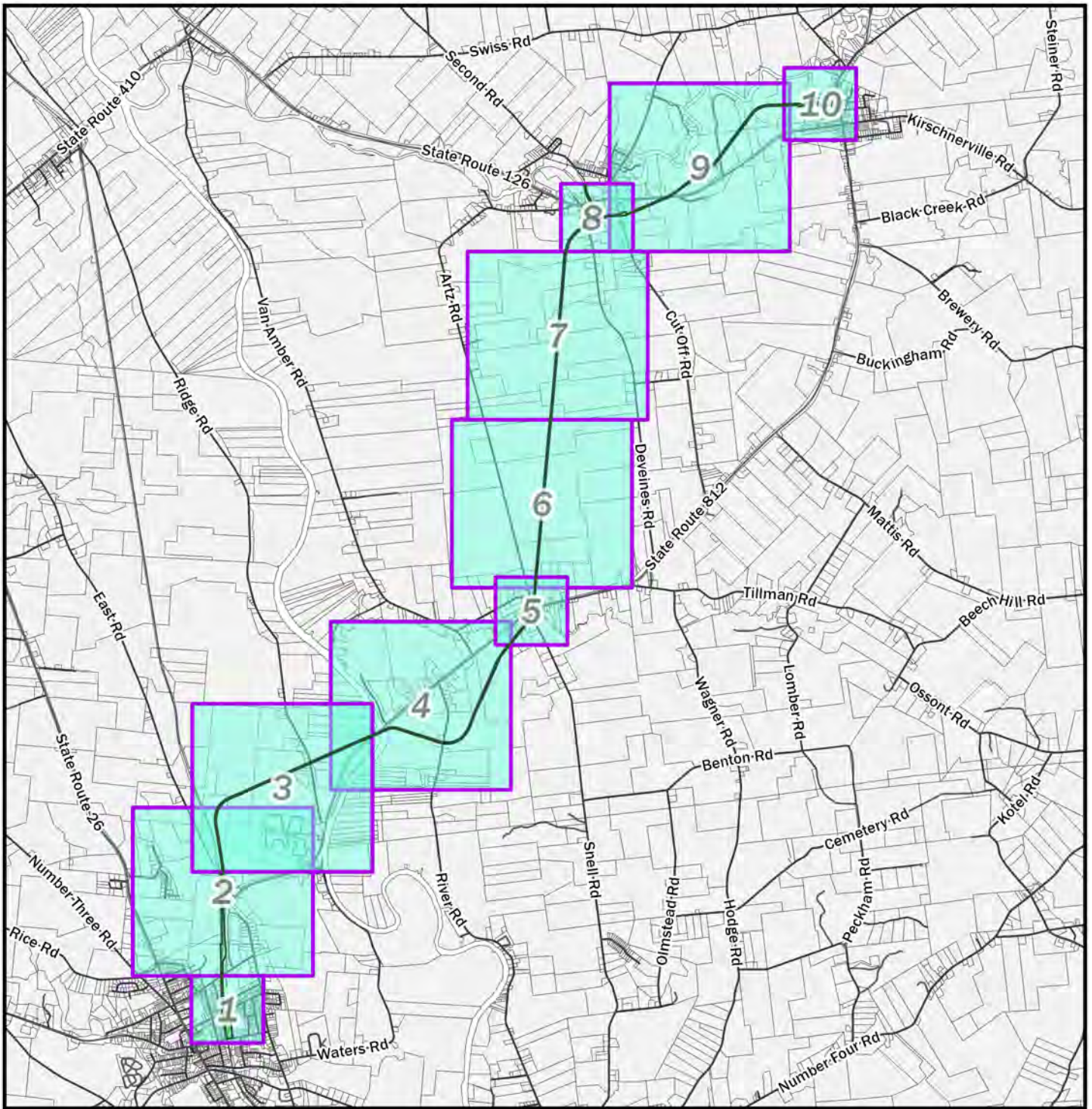


 Lowville and Beaver River Railroad Historic District

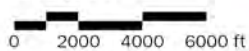


Projection: WGS 1984 UTM Zone 18N

Mapped 01/24/2024 by Matthew W. Shepherd, NYSHPO



1:72,000



Nomination Boundary (94.76 ac)



Parcel Detail Maps



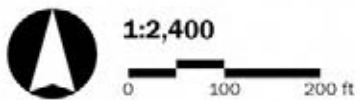
New York State
Parks, Recreation and
Historic Preservation

Projection: WGS 1984 UTM Zone 18N

New York State Orthoimagery Year: 2020

Mapped 01/23/2024 by Matthew W. Shepherd, NYSHPD

Resource Detail Map 1 of 10 (Lowville Depot)
See Resource List for details



 Nomination Boundary (94.76 ac)

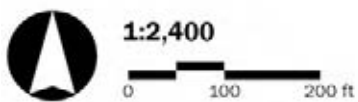
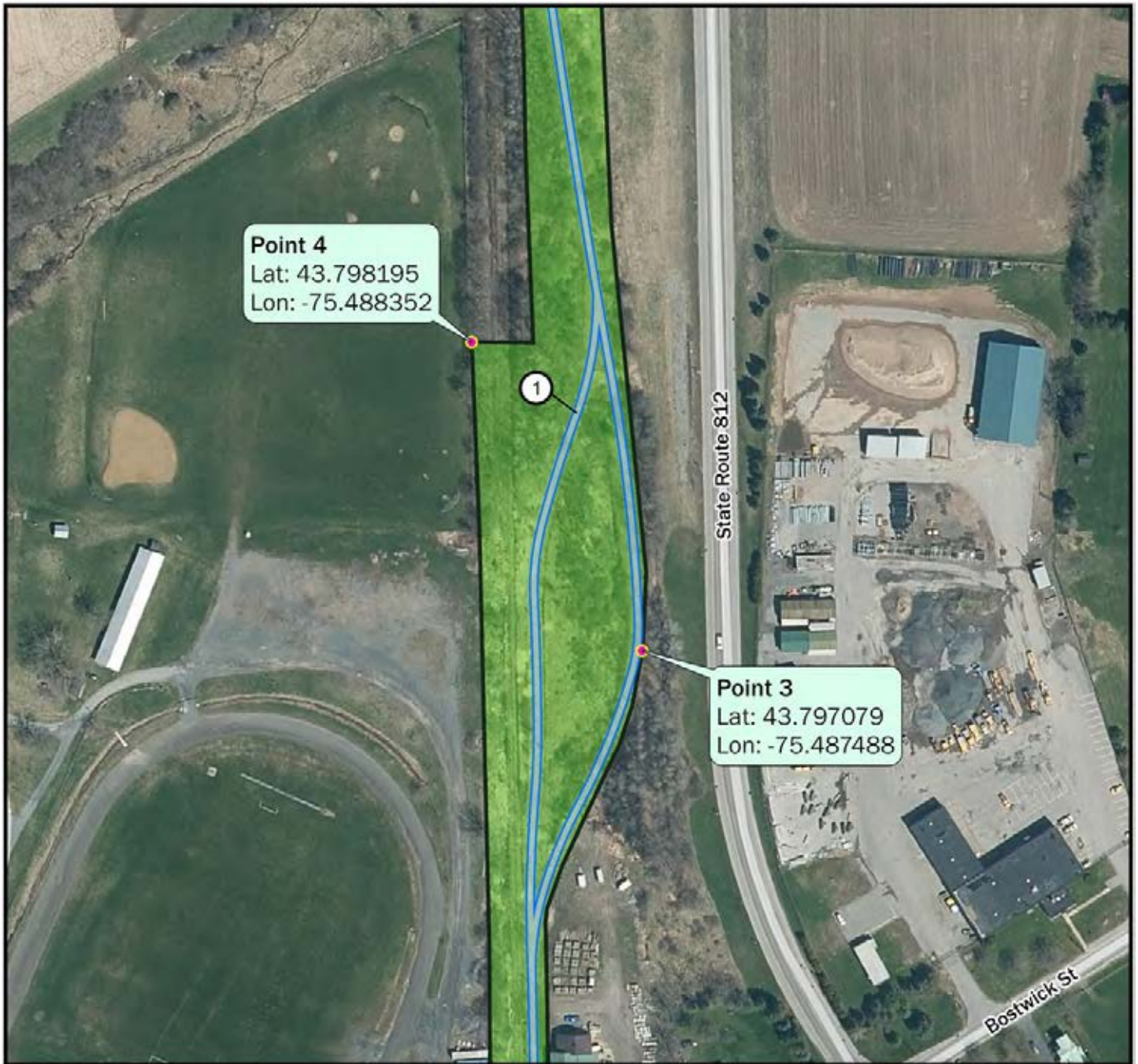


Projection: WGS 1984 UTM Zone 18N

New York State Orthoimagery Year: 2020

Mapped 01/23/2024 by Matthew W. Shepherd, NYSHPO

Resource Detail Map 2 of 10 (Mohawk, Adirondack and Northern Railroad Split)
See Resource List for details



 Nomination Boundary (94.76 ac)

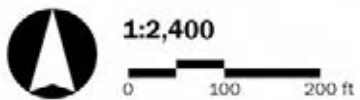
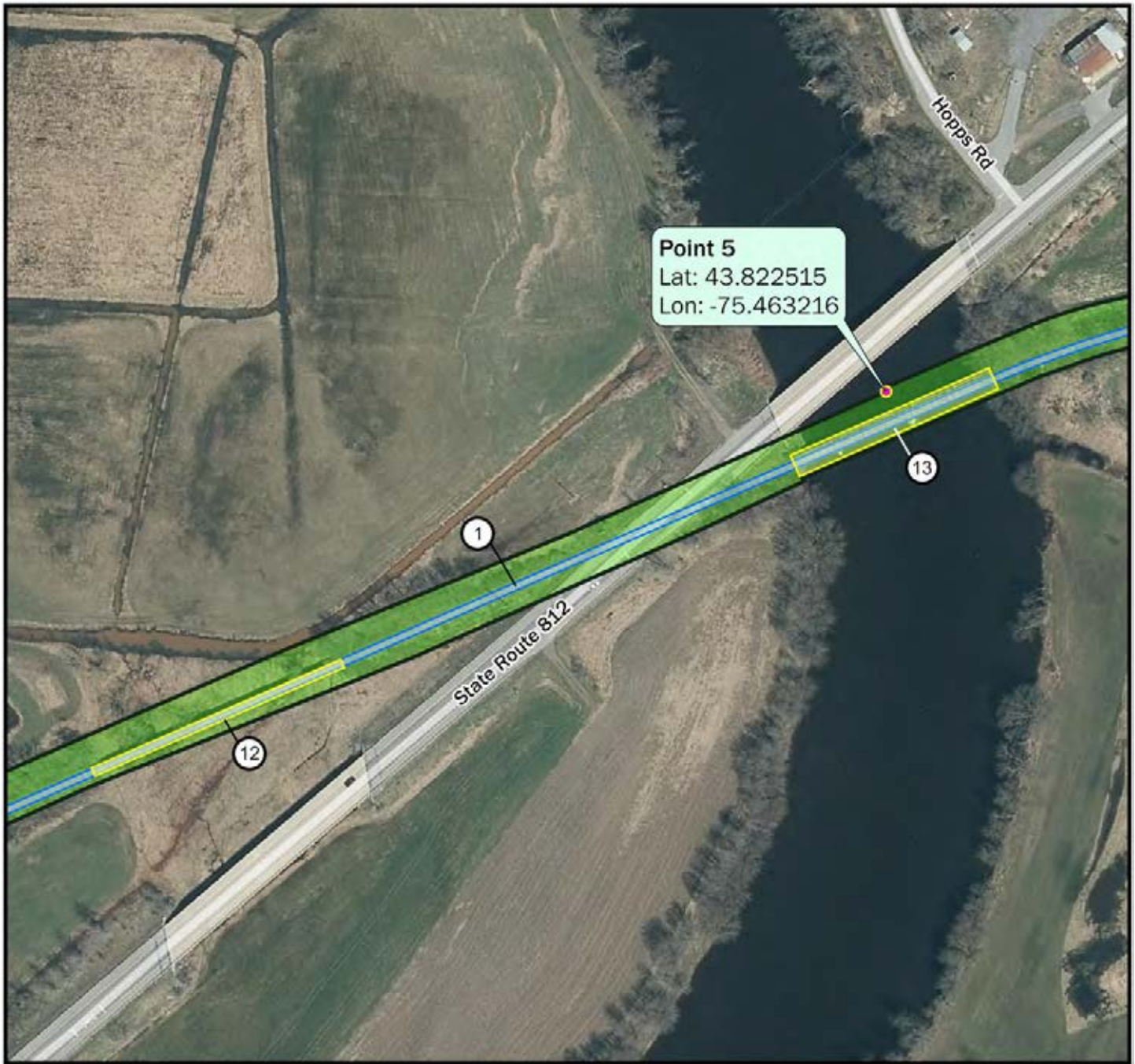


Projection: WGS 1984 UTM Zone 18N

New York State Orthoimagery Year: 2020

Mapped 01/23/2024 by Matthew W. Shepherd, NYSHPO

Resource Detail Map 3 of 10 (Black River)
See Resource List for details



 Nomination Boundary (94.76 ac)

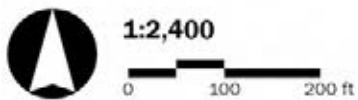



Projection: WGS 1984 UTM Zone 18N

New York State Orthoimagery Year: 2020

Mapped 01/23/2024 by Matthew W. Shepherd, NYSHPO

Resource Detail Map 4 of 10 (Crystal Pond)
See Resource List for details



 Nomination Boundary (94.76 ac)

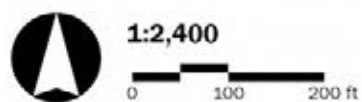
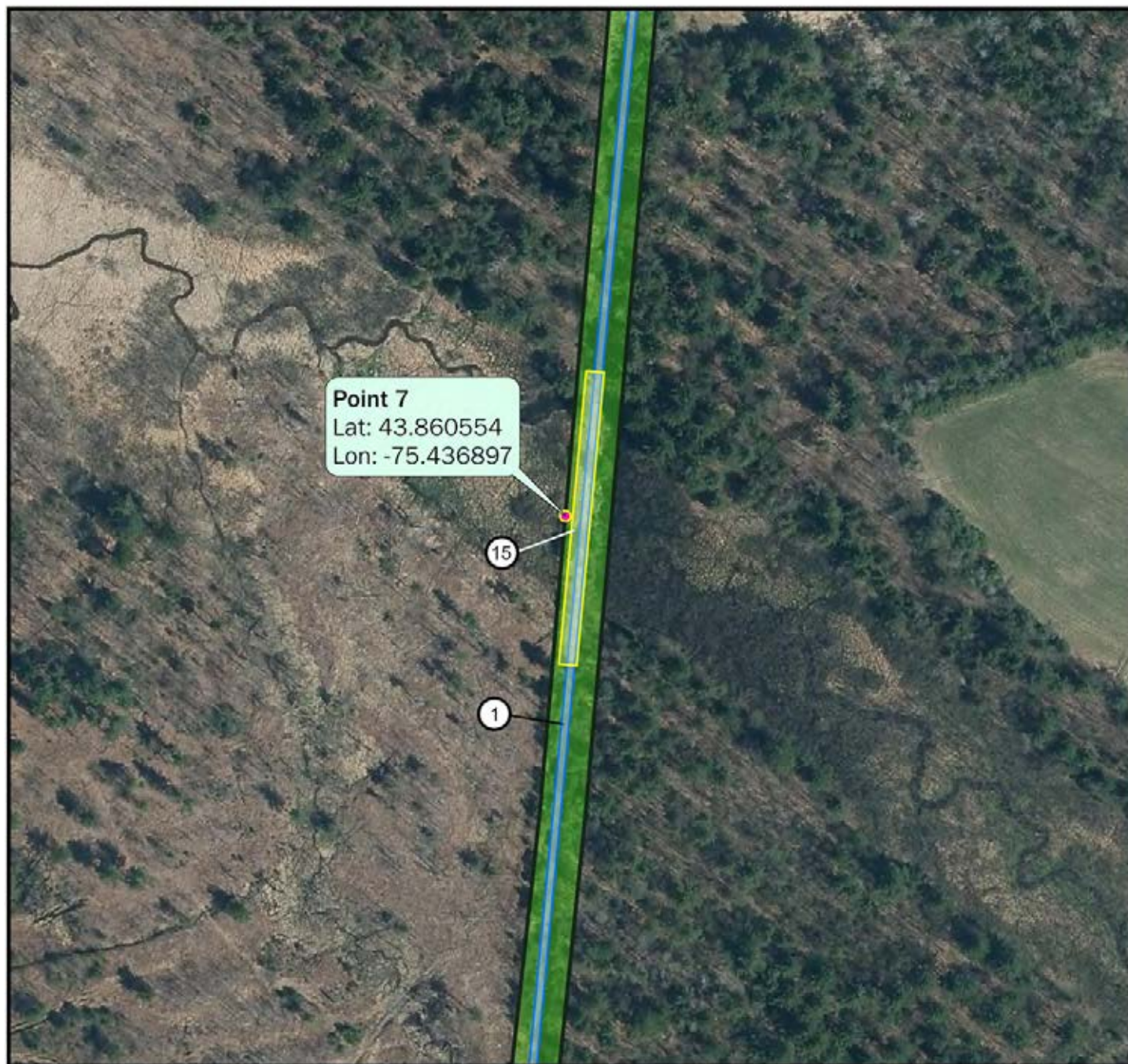


Projection: WGS 1984 UTM Zone 18N

New York State Orthoimagery Year: 2020

Mapped 01/23/2024 by Matthew W. Shepherd, NYSHPO

Resource Detail Map 5 of 10 (Capidon Creek)
See Resource List for details



Projection: WGS 1984 UTM Zone 18N

 Nomination Boundary (94.76 ac)

New York State Orthoimagery Year: 2020



Mapped 01/23/2024 by Matthew W. Shepherd, NYSHPO

Resource Detail Map 6 of 10 (Beaver Falls)
See Resource List for details



 Nomination Boundary (94.76 ac)

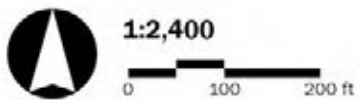
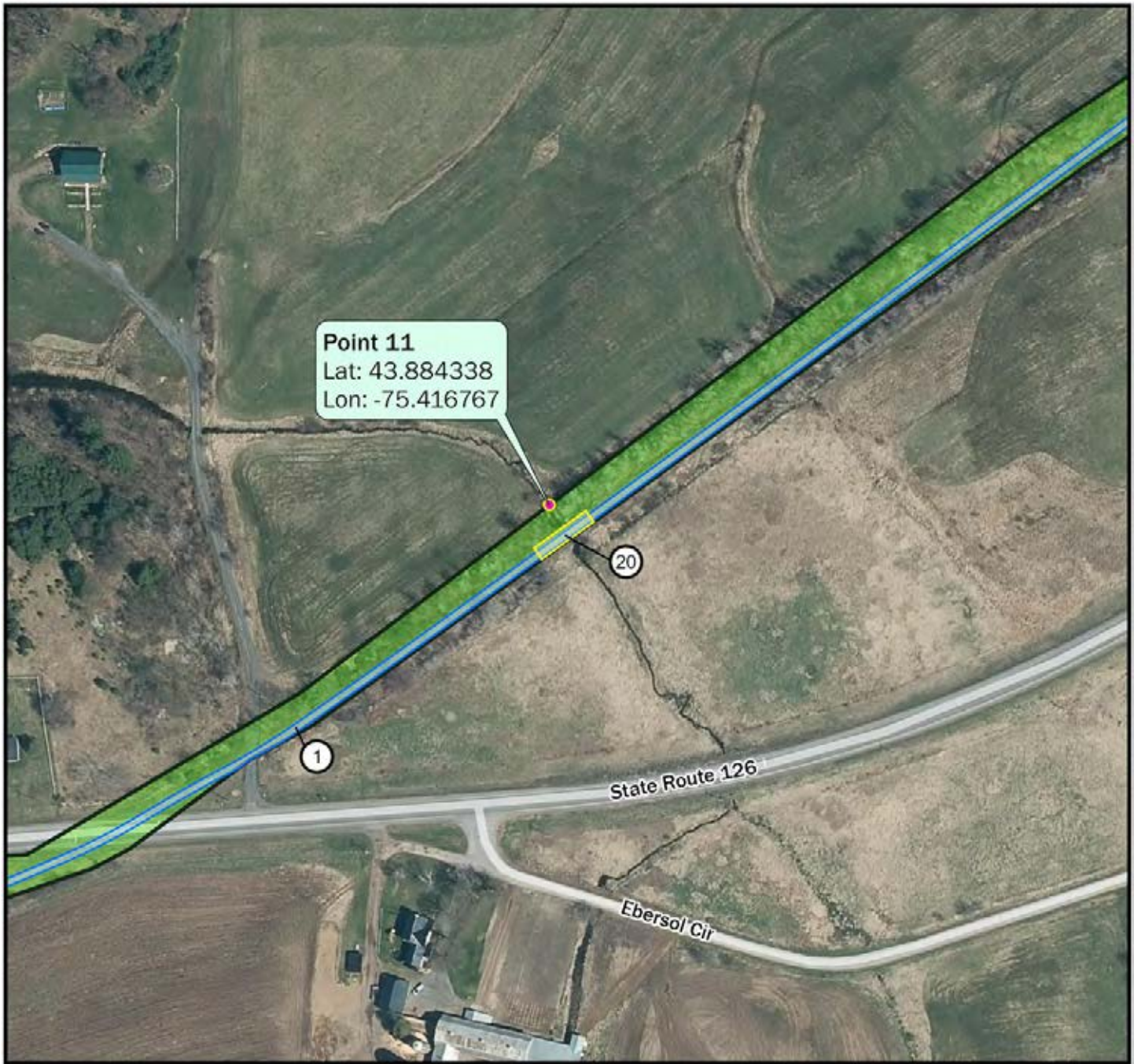


Projection: WGS 1984 UTM Zone 18N

New York State Orthoimagery Year: 2020

Mapped 01/23/2024 by Matthew W. Shepherd, NYSHPO

Resource Detail Map 7 of 10 (Cow Path 1)
See Resource List for details



 Nomination Boundary (94.76 ac)

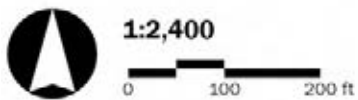
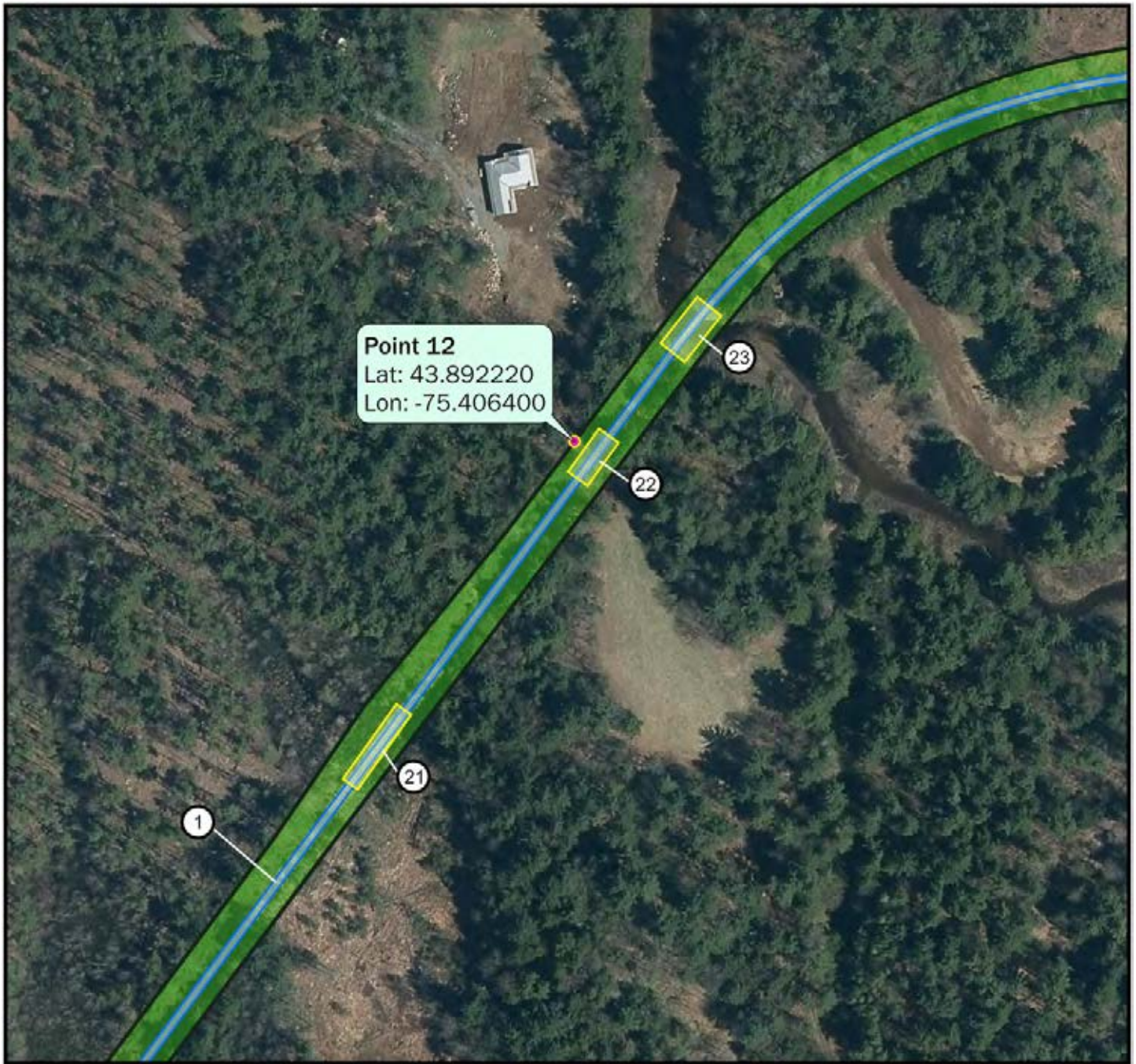


Projection: WGS 1984 UTM Zone 18N

New York State Orthoimagery Year: 2020

Mapped 01/23/2024 by Matthew W. Shepherd, NYSHPO

Resource Detail Map 8 of 10 (Black Creek)
See Resource List for details



 Nomination Boundary (94.76 ac)

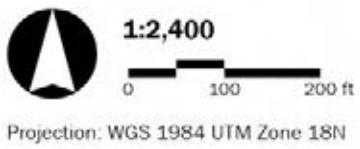
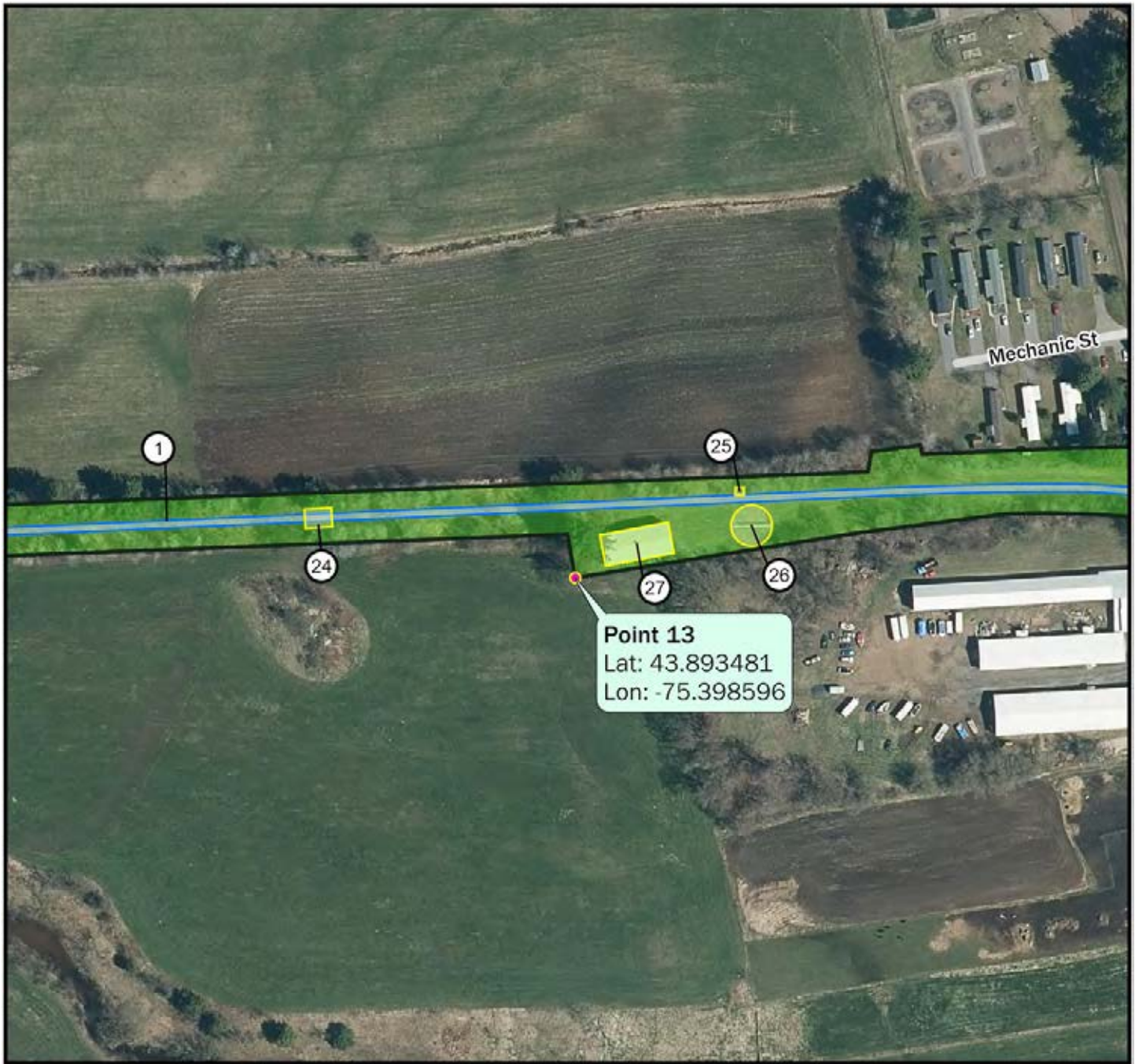


Projection: WGS 1984 UTM Zone 18N

New York State Orthoimagery Year: 2020

Mapped 01/23/2024 by Matthew W. Shepherd, NYSHPO

Resource Detail Map 9 of 10 (Croghan Engine House)
See Resource List for details



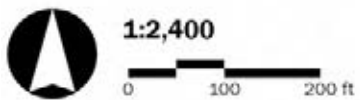
 Nomination Boundary (94.76 ac)



New York State Orthoimagery Year: 2020

Mapped 01/23/2024 by Matthew W. Shepherd, NYSHPO

Resource Detail Map 10 of 10 (Croghan Depot)
See Resource List for details



 Nomination Boundary (94.76 ac)



Projection: WGS 1984 UTM Zone 18N

New York State Orthoimagery Year: 2020

Mapped 01/23/2024 by Matthew W. Shepherd, NYSHPO



Historic Image 1: Lowville Depot (extant) in snowstorm, 1908 postcard (from ebay.com)



Historic Image 2: New Bremen Depot (demolished) ca. 1906. Larry Myers personal postcard collection.



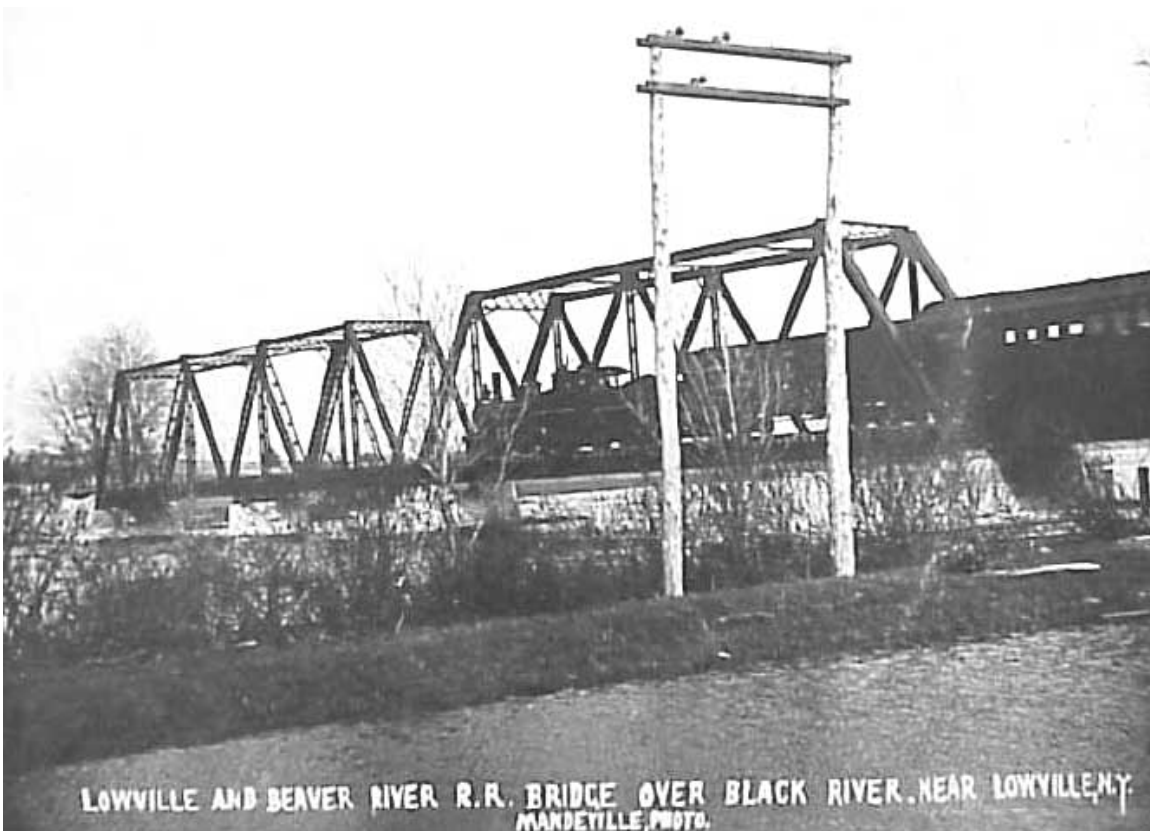
Historic Image 3: Depot at Beaver Falls (extant) ca. 1906. Larry Myers Postcard Collection.



Historic Image 4: Depot at Lowville (replaced) ca. 1906. Railway Historical Society of Northern New York.



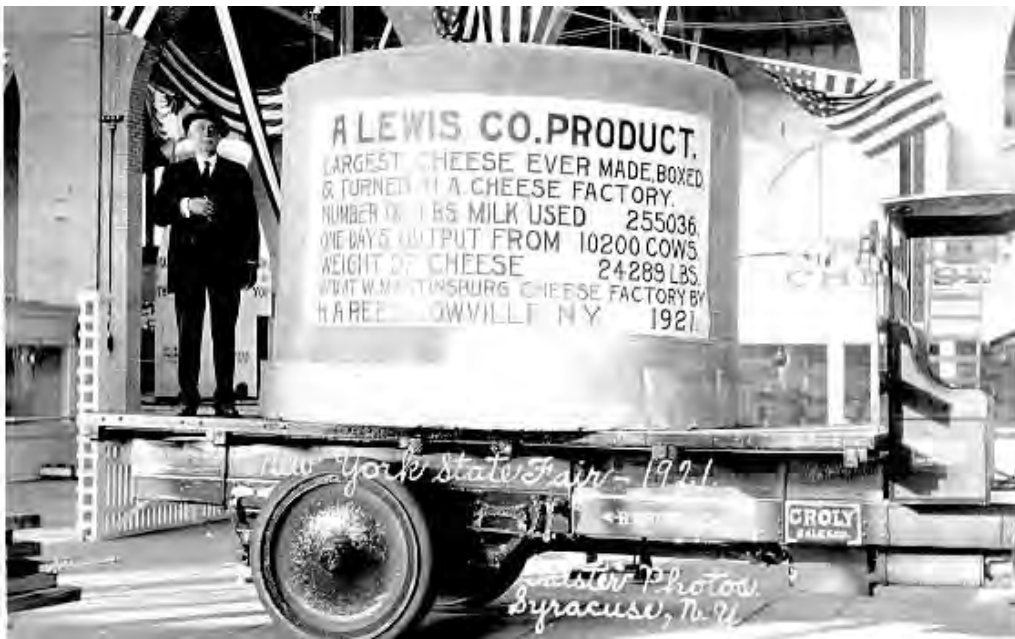
Historic Image 5: Lowville engine yard ca. 1900 prior to the LBRR. Note the Armstrong turntable in front of the engine house at the center had yet to be built. Railway Historical Society of Northern New York.



Historic Image 6: LBRR on the extant 1905 steel truss bridge over the Black River. Railway Historical Society of Northern New York.



Historic Image 7: Cold winter day on the passenger train from Lowville to Croghan, date unknown. www.oldpostcards.com



Historic Image 8: "The Big Cheese" at the 1921 State Fair in Syracuse, New York. Transported from Lewis County on the LBRR to transfer to the main line at Lowville. Railway Historical Society of Northern New York.



Historic Image 9: LBRR diesel No. 1947 at J.P. Lewis Mill in Beaver Falls. Photo by Richard Palmer.

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Lowville & Beaver River Railroad

City or Vicinity: Croghan, Beaver Falls, Lowville

County: Lewis State: New York

Photographer: Leslie Krupa

Date Photographed: October 12, 2023

Description of Photograph(s) and number:

1 of 34: Main railroad line outside of Croghan, facing east.

2 of 34: Lowville depot east elevation with historic ticket window, facing northwest.

3 of 34: Lowville depot west elevation.

4 of 34: Lowville depot interior of former lobby.

5 of 34: Railroad switch in Lowville.

6 of 34: Dining house west elevation (historically the façade).

7 of 34: Dining house south elevation (current façade).

8 of 34: Dining house south elevation looking toward tracks.

- 9 of 34: Dining house interior dining/ticketing room.
- 10 of 34: Old engine house, south and west elevations.
- 11 of 34: Old engine house, east elevation.
- 12 of 34: Old engine house interior.
- 13 of 34: Engine house, west façade.
- 14 of 34: Engine house, south and west façade.
- 15 of 34: Engine house interior facing north with active mechanic pit.
- 16 of 34: Lowville turntable (contributing) with non-contributing passenger car.
- 17 of 34: Sand and oil shed, east elevation.
- 18 of 34: Water tower base and tracks from shops back to main line, facing north.
- 19 of 34: Trestle bridge over wetlands outside Lowville, facing north.
- 20 of 34: Truss bridge over the Black River.
- 21 of 34: Bridge over Crystal Pond, traditionally spot where ice was historically loaded. Facing northeast.
- 22 of 34: Trestle over Beaver Falls, facing south.
- 23 of 34: Beaver Falls depot, facing southeast.
- 24 of 34: Beaver Falls depot and Lowville Railroad tracks, facing northeast.
- 25 of 34: Culvert #1 Croghan
- 26 of 34: Wood Trestle over Black Creek
- 27 of 34: Water Tower Base Croghan, facing northwest.
- 28 of 34: Croghan Turntable and non-contributing modern engine house, facing west.
- 29 of 34: Croghan Turntable with “1907” inscription.
- 30 of 34: Railroad switch in Croghan, facing south.
- 31 of 34: Croghan depot south façade and tracks.
- 32 of 34: Croghan depot south and west elevations.

33 of 34: Croghan depot north elevation from the west.

34 of 34: Croghan depot north elevation from the east.





































































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.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including 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 Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

RAILSTAR

1/20/2024

RAILSTAR CORPORATION • P.O. BOX 285 • CAPE VINCENT, NY 13618 • TEL. 315-654-2300 • FAX 315-654-3171

RailStar
Po Box 285
Cape Vincent, NY 13618

New York State Office of Parks, Recreation and Historic Preservation Division for Historic Preservation, Peebles
Island Po Box 189
Waterford, New York 12188

Dear: R. Daniel Mackay and Leslie Krupa

Re: RailStar gives Full support to the Lowville Beaver River Railroad Historic District

RailStar Corporation as a property owner of the Lowville depot/terminus of the Lowville Beaver River Railroad is herewith notifying the NYS Park, Recreation and Historic Preservation office of its support of the nomination of the Lowville Beaver River Railroad Historic District. The points that make this district important to my business and the public are as follows:

1. RailStar Corporation is a private company and has made significant investments in Lewis County, New York. These investments total about \$700,000 and are centered on railroad tourism. They involve actual purchases of trackage and facilities in the Lowville area. Railway stock and locomotives are housed in our roundhouse and engine shop.
2. We also have purchased a large number (30) rail bikes to be used on the railways that are being abandoned for freight service. Additionally, we purchased a restaurant with shoreline on the Black River that also will be used for tourism on the river and rail facilities.
3. Our main focus was intended to utilize the trackage from Lowville to Carthage, NY. The larger equipment would use most of the track with the rail bikes using smaller portions.
4. If any portion of the Mohawk Adirondack and Northern Railroad (MAN) Lowville and Beaver River Railroad (L&BR) is torn up, you lose the continuity required for operations and maintenance of equipment.
5. RailStar would also be working with the Railway Historical Society to co-mingle certain operations of the L&BR. Having sections of the track removed from either line seriously impacts on operational flexibility or prohibits it entirely. The Lowville Beaver River Railroad is the only short line over 100 years old left in our County. If the tracks are removed as Lewis County wants to do my business along with our county would be isolated.
6. Finally, there are some areas where trackage could coexist with parallel trail sections. For example, the Village and Town of Lowville from downtown to East Road are open and more easily secured. It also could be a good short run for a trolley type operation. RailStar has had previous discussions with the track owner and the County on possible track leasing. We hope the Surface Transportation Board will consider that there is a large percentage of local population that is strongly against the County's position on the railroad and this is expected to grow.

In closing I ask that the NYS Parks, Recreation and Historic Preservation office place the Lowville Beaver Railroad Historic District on the National and State registers.

Sincerely,



Ron Trottier



Railway Historical Society of Northern New York
Po Box 317
Croghan, NY 13327

1/19/2024

New York State Office of Parks, Recreation and Historic Preservation
Division for Historic Preservation
Peebles Island PO Box 189
Waterford, New York 12188

Dear Mr. R. Daniel Mackey and Leslie Krupa:
Re: Lowville Beaver River Railroad historic District Nomination Support

As President of the Railway Historical Society of Northern New York/owner of the Croghan Depot this letter is **in support** of the nomination for full historic preservation of the Lowville and Beaver River Railroad Historic District

The Lowville Beaver River Railroad is the last shot line and full railroad left in Lewis County. The railroad was built over 100 years ago. This includes two turntables, trestles, bridges and culverts at Black River Flats, Black River Bridge (1905 Warren through Truss), Crystal Creek Bridge, Beaver River bridge and at least four culverts. This district also includes tracks, switches, signals and other components of rail infrastructure. Also, three of the original depots are still standing and in use. Two engine houses also.

Preserving the track itself as a part of the nomination is critical to preserving the historic nature of the locally-funded and managed railroad from initial construction, and strongly objects to the salvage and removal of track materials as direct objection to the previously submitted Register nomination, The entire railroad was documented with photographs in the ICC valuation records of 1917, as submitted on the National Historic Register application. Our equipment including the original working 1947 diesel for the LBRR and or 1988 Rutland Railroad Car would be

marooned in our Lowville Engine house. We use a part of the track on the Mohawk and Adirondack Railroad to get to the engine house and turntable. This engine house has a pit on it and is used to work on engines and equipment. **The public does NOT want rails to trails.** They want the rails left in place. Many letters have been sent in to support the Railway Historical Society and its wishes to leave the entire track in. We need it for our public rail rides as we are a non-profit 501c3 museum dedicated to preserving the age of the iron horse on the Lowville Beaver River Railroad. The county plans on only giving us to Beaver falls. Our equipment, public and business would be adversely affected.

Again; the Railway Historical Society of Northern New York is in full support of the nomination of the Lowville Beaver River Railroad Historic District.

A handwritten signature in black ink, appearing to read "Ron Trottier". The signature is fluid and cursive, with a large initial "R" and "T".

Ron Trottier

President
Railway Historical Society of Northern New York

From: [John Williams](#)
To: [Krupa, Leslie \(PARKS\)](#)
Subject: RE: [External] Lowville & Beaver River Railroad National Register Information
Date: Thursday, February 22, 2024 12:04:50 PM
Attachments: [image002.png](#)
[image003.png](#)
[image004.png](#)

You don't often get email from jwilliams@cazequip.com. [Learn why this is important](#)

ATTENTION: This email came from an external source. Do not open attachments or click on links from unknown senders or unexpected emails.

Hello Ms. Krupa,

I am happy to inform you that the Lowville Farmers Co-op would support the National Register for the Lowville Beaver River Railroad at this time. I am the President of the Board of Directors and at our last meeting we discussed it and voted unanimously to support the effort. If you need anything more from our organization feel free to contact me at this email, this is my current employment but still operate a beef farm.

Looking forward to working with you.

John Williams
Branch Manager
Cazenovia Equipment Co.
5570 Shady Ave
Lowville, NY 13367
(315) 376-3581 ext. 1610



From: Krupa, Leslie (PARKS) <Leslie.Krupa@parks.ny.gov>
Sent: Thursday, February 22, 2024 11:01 AM
To: John Williams <JWilliams@cazequip.com>
Subject: [External] Lowville & Beaver River Railroad National Register Information

Hello Mr. Williams,

I received your email address from Laurie Halliday with a request to send you the attached letter. You will also receive a hard copy in the mail. As Laurie may have informed you, the **Lowville Beaver**

August 12, 2024

Leslie Krupa
Division for Historic Preservation,
Peebles Island State Park.
Box 189, Waterford NY 12188

Re: Lowville and Beaver River Historic Railroad
9781 Main Street
Croghan, NY 13327

Dear Leslie Krupa,

We are pleased to learn that the historic district noted above will be considered for nomination to the National and State Registers of Historic Places. The officers of the Town of New Bremen endorse this nomination. The Lowville and Beaver River RR is a treasured part of our town's history.

New Bremen is aware of the rarity of this historic short line which passes through the township. It is one of just a handful in the nation that remains complete, as it was built, from beginning to end. Additionally, most of the railroad's supporting structures still exist. Preserving it would increase the character of the township.

Please share our comments with other members of the State Historic Preservation Office.
Thank you for your efforts in this worthwhile endeavor.

Sincerely,

A handwritten signature in cursive script that reads "Mitchell D. Fidler". The signature is written in dark ink and is positioned above the printed name.

Mitchell D. Fidler
New Bremen Town Historian