

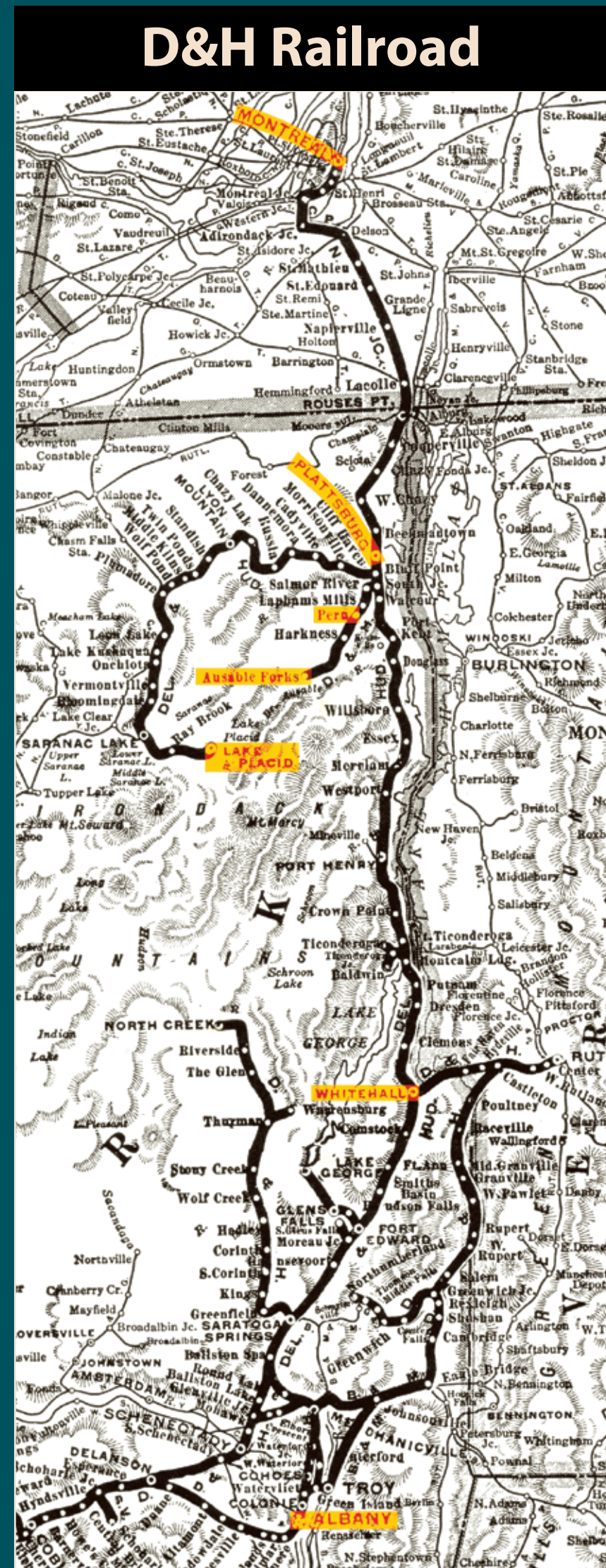
The Ausable Branch of the Delaware & Hudson Railroad



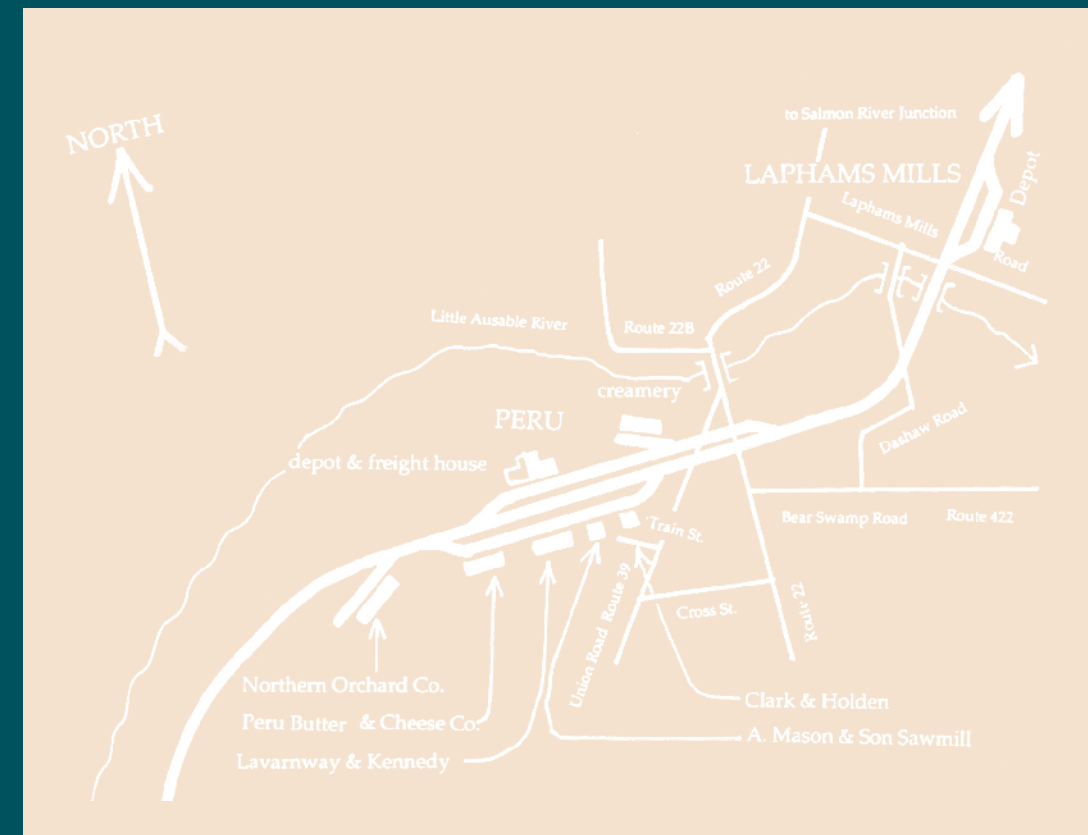
You are standing on the bed of an old rail line. For more than 100 years Peru was served by a station on the Ausable Branch of the Delaware and Hudson Railroad. The station, on Train Road in the village, made it convenient and profitable to ship Peru-made goods and agricultural products to markets as far away as Montreal and New York City. Passenger service was offered twice daily; the trip from Peru to Plattsburgh took 25 minutes and had 5 stops.

The Ausable Branch was first built by the Whitehall and Plattsburgh Railroad Company. It ran southwest from Plattsburgh, through the rich farmlands of Peru, ending at the iron ore beds of Arnold and Palmer Hills. The branch served the Peru Iron Company mines and carried goods and tourists to the Adirondacks. Initially, the Ausable Branch was to be the main line to Albany; instead, the main line was later built along the shore of Lake Champlain. The Ausable Branch was extended no further.

Passenger service along the Ausable Branch ended in 1931, and freight service ended in the late 1970s. The rails were removed starting in 1981.



Courtesy of The Jim Shaughnessy Collection



Sidings in Peru c. 1916. Courtesy of Railroads of the Adirondacks: A History, by Michael Kudish

CHAMPLAIN VALLEY SHIPPING MANY APPLES TO NEW YORK MARKET

The Delaware & Hudson railroad is now moving about 10 carloads of apples a day from Champlain Valley orchards to the New York market, according to railroad men, with the peak traffic still a week away. . . . Champlain Valley apples, being of superior flavor, bring the highest prices in the New York market.

Part of article from *The NORTH COUNTRYMAN*, October 10, 1935

CLINTON COUNTY IS TO HAVE MILK TRAIN RUNNING OCT. 1

Board of Directors of Dairymen's League Vote to Erect Milk Stations at Chazy, Peru, and Beekmantown Immediately - Dream of Farmers is Soon To Be Reality - 600 Signers Secured Who Have Agreed to Deliver 1500 Cans of Milk Daily

The dream of the farmers and merchants of Clinton county has become a reality, for on next Oct. 1, the first milk train ever to operate between Rouses Point and Albany will make its initial run over the lines of the Delaware & Hudson railroad company carrying the milk of hundreds of Clinton County farmers to the New York market.

Part of article from the *Plattsburgh Sentinel*, March 25, 1927



Peru Station c. 1925. Courtesy of New York State Library, D&H Collection



Courtesy of the Jim Shaughnessy Collection



Woodcut showing Port Jackson c. 1857



Steamer Maquam c. 1890 at Burlington dock with the Vermont II at the right. In front, old canallers relax outside their boat's living quarters. S.R. Stoddard courtesy of the Adirondack Museum

Before the railroad came to the region, people and goods moved about by horse drawn carriages and by boats on Lake Champlain. Peru had two very busy and important ports: Peru Landing, established in 1787, and Port Jackson, established in 1820. You would have seen all types of vessels coming and going from the wharf at Port Jackson: sail boats, canal boats, and steamboats. Long lines of horse drawn wagons waited to load or unload local goods and produce—lumber, iron from Arnold Hill, and various agricultural products, including tons of potatoes. By 1876, the railroad line was completed from Plattsburgh to Albany, ending the usefulness of this busy port, for goods could be shipped by rail faster and more cheaply than by steamship.

Delaware & Hudson Railroad.

Commencing Sunday, June 25, 1899, passenger trains will leave as follows:

GOING NORTH			
	a.m.	a.m.	p.m.
Whitehall	2.05	9.15	3.55
Addison Junction	2.55	10.05	4.46
Crown Point	3.10	10.22	5.02
Port Henry	3.27	10.37	5.09
Westport	3.52	11.02	5.42
Whallonsburgh	4.06	11.16	5.56
Essex	4.12	11.22	6.02
Port Kent	4.21	11.31	6.10
Valcour	4.47	12.00	6.38
Plattsburgh, ar	5.00	12.14	6.50
lv	5.22	12.30	7.05
Beekmantown	5.35	12.35	7.10
West Chazy	5.43	12.43	7.18
Chazy	5.55	12.53	7.28
Coopersville	6.07	1.05	7.41
Rouses Point	6.45	1.11	7.48
	6.55	1.20	7.55

AUSABLE BRANCH			
GOING SOUTH			
	a.m.	a.m.	p.m.
Leave Plattsburgh	6.30	1.00	
Bluff Point	6.36	1.15	
South Junction	6.40	1.20	
Salmon River	6.45	1.29	
Laphams Mills	6.51	1.40	
Peru	6.55	1.50	
Harkness	7.05	2.04	
Ferrona	7.08	2.16	
Rogers	7.16	2.30	
Arrive Ausable Forks	7.25	2.45	

LAKE CHAMPLAIN TRANSPORTATION COMPANY			
In Effect Monday, June 26, 1899			
Read Up	STATIONS	Read Down	
Daily Except Sunday		Daily Except Sunday	
p.m.	Ar. Ft. Ticonderoga Lv	p.m.	
12.25	Larrabee's	1.20	
12.10	St. Frederick	1.30	
11.10	Port Henry	2.25	
10.50		2.35	
p.m.	10.10	Westport	a.m.
7.20		Basin Harbor	7.00
6.50		Thompsons Point	5.70
6.30		Cedar Beach	7.40
6.15		Essex	7.40
6.00		Lv. Burlington	Ar
5.20	8.40	Ar. Burlington	Lv
4.15	8.40	Port Kent	6.00
3.35	7.40	Valcour (Pt. Jk's)	S 10.20
3.05		Bluff Point	S 10.30
2.55			
a.m.			
2.45	7.00	Lv. Plattsburgh	Ar
1.55		Ar. Plattsburgh	Lv
1.30		Gordons	11.45
1.10		Adams	12.05
12.40		Lv. North Hero	Ar
			12.40

RAILROAD STAGE CONNECTIONS
At Westport with Kellogg's stages for Elizabethtown, and with steamer "Victor" to and from Vergennes. At Burlington with Central Vermont and Rutland Railroads, for Eastern, Southern and White Mountain points. At Port Kent with Delaware & Hudson Railroad for Ausable Chasm and Keeseville. At Plattsburgh with Delaware & Hudson Railroad for Rouses Point and Montreal, and with Chateaugay Railroad for Loon Lake, Paul Smith's, Saranac Lake and Lake Placid.

GEORGE RUSHLOW, General Manager

STEAMER MAQUAM, Capt. F. J. Hawley. Commencing with Wednesday, June 14, 1899, the Steamer Maquam will run as follows, on Wednesdays and Saturdays only.

GOING SOUTH - Leave Maquam 7.15 a.m.; North Hero, 8.05 a.m.; Lads' 8.25; Adams, 8.50 a.m.; Gordons, 9.10 a.m.; Arrive Plattsburgh, 9.40 a.m. Leave Plattsburgh, 9.45 a.m.; Bluff Point, 10.05 a.m.; Port Jackson, 10.15 a.m.; Port Kent, 10.45 a.m.; Arrive Burlington, 11.45.

GOING NORTH - Leave Burlington, 2.30 p.m.; Port Kent, 3.15 p.m.; Port Jackson, 4.15 p.m.; Bluff Point, 3.55 p.m.; Arrive Plattsburgh, 4.15 p.m.; Leave Plattsburgh, 4.45 p.m.; Gordons, 5.15 p.m.; Adams, 5.35 p.m.; Lads' 6.00 p.m.; North Hero, 6.20 p.m.; Arrive Maquam, 7.10 p.m.

The Steamer Maquam is one of the finest boats on Lake Champlain, having ample deck room and adequate shelter for excursion parties; she is subject to charter on days when not on regular trips and for terms apply to Capt. Hawley on the Steamer, or to the undersigned at Burlington, Vermont. George Rushlow, general manager, June 7th, 1899.

Parts of transportation schedules from the Plattsburgh Sentinel, July 21st, 1899