



The Dolgeville passenger station, located on South Main Street, circa 1910. Engine No. 2 is steaming in on an apparently nice sunny day. The dark building just to the right of the engine is Silvernail's. From the Bessie Glover collection.

in 1906. Evidence of the sale was minimal at first. Sullivan was retained as Superintendent of the LF&D Branch until 1917. Engine No. 3, began on the line in 1910, Sister Engine No. 4, engine #1668, was built in 1912 and probably ran the line new. On April 16, 1913 the NYC & HRR consolidated all of its lines as the New York Central System. Shortly after this, the LF&D and the Dolgeville Salisbury lines began experiencing a decline in business, But — lets back track a little.

Freight was equally as important to the young line as passengers; The industrial success in Dolgeville guaranteed car loads in both directions. Raw materials were shipped into Dolgeville; wool, stock wire for drawing down at the Giese plant, coal, and machinery. Piano parts, shoes, and piano wire were shipped out.